

THE CITY OF
PORT ANGELES
WASHINGTON



2025 - 2030

**CAPITAL FACILITIES PLAN &
TRANSPORTATION IMPROVEMENT PLAN**

CITY OF PORT ANGELES



2025 - 2030
CAPITAL FACILITIES PLAN &
TRANSPORTATION IMPROVEMENT PLAN



INFORMATION AND RESOURCES

Contact Information

City of Port Angeles, 321 East Fifth Street, Port Angeles, WA 98362
Phone: 360-457-0411
www.cityofpa.us

City Council

council@cityofpa.us

Kate Dexter, *Mayor*

kdexter@cityofpa.us

Navarra Carr, *Deputy Mayor*

ncarr@cityofpa.us

Brendan Meyer, *Councilmember*

bmeyer@cityofpa.us

Amy Miller, *Councilmember*

amiller@cityofpa.us

Lindsay Schromen-Wawrin, *Councilmember*

lswawrin@cityofpa.us

Andrew Schwab, *Councilmember*

aschwab@cityofpa.us

LaTrisha Suggs, *Councilmember*

losuggs@cityofpa.us

City Administration

citymanager@cityofpa.us

Nathan A. West, *City Manager*

nwest@cityofpa.us

Calvin W. Goings, *Deputy City Manager/ Community Services Director*

cgoings@cityofpa.us

William Bloor, *City Attorney*

wbloor@cityofpa.us

Sarina Carrizosa, *Finance Director*

scarrizo@cityofpa.us

Derrell Sharp, *Fire Chief*

dsharp@cityofpa.us

Brian Smith, *Police Chief*

bsmith@cityofpa.us

Corey Delikat, *Parks and Recreation Director*

cdelikat@cityofpa.us

Scott Curtin, *Public Works and Utilities Director*

scurtin@cityofpa.us

Jonathan Boehme, *City Engineer*

jboehme@cityofpa.us

Trina McKee, *Capital Accountant*

tmckee@cityofpa.us

Nicole Blank, *Design/Publication*

nblank@cityofpa.us

Luke Anderson, *Design/Publication*

landerso@cityofpa.us

Andrea Tawes, *Design/Publication*

atawes@cityofpa.us

Boards and Committees

Civil Service Commission

Lodging Tax Advisory Committee

Parks, Recreation & Beautification Commission

Planning Commission

Public Safety Advisory Board

Utility Advisory Committee



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November 4, 2024

Honorable Mayor and City Council of the City of Port Angeles, Washington,

It is with great pleasure that I present to you the City's 2025 – 2030 Capital Facility Plan and Transportation Improvement Plan (CFP/TIP). I am confident the plan presented to you addresses the existing and emergent infrastructure needs of the City. The 2024 total capital budget continues to build the framework from the previous capital plan with proposed projects totaling \$59,327,500, of which \$19,419,000, or 32.7% of funding going toward utility related projects. This document provides the current year as well as the next six years of information on the planned facility, utility, parks, public safety and transportation improvements for the Port Angeles community. Additionally, the adoption of this plan will adjust any current budget amounts set aside for capital projects in the previous CFP process to reflect any changes made to this plan. The information included will also represent the upcoming year's capital budget. In addition, the CFP/TIP document incorporates and aligns with the City's vision for the future as illustrated in the Comprehensive Plan and the Strategic Plan as approved by the City Council.

The City's 2024 Budget included key focus areas that were carried forward in the CFP/TIP. This plan further supports these key focus areas to provide increased capacity, promote environmental resilience and increase safety and security. The completion of projects will further strengthen economic growth and opportunities, provide resiliency for utilities, provide a safer and increased quality of life for our community while ensuring community assets are available for residents to use. The support provided by each pillar will be a core foundation for the success of the City in the future. As a result, it is critical that the City remains focused on completion of these projects. The proposed capital plan will ensure success by prioritizing preventable maintenance to keep costs from escalating in high inflationary conditions to maintain affordability and safeguard the City's overall resources and funds as well as our community environment.

A key component of the CFP/TIP is balancing the many needs and realities of the City in order to provide a focused and accurate long-term plan to meet the replacement needs and upgrades of the City's infrastructure. When balancing these needs, it is essential to consider that these critical projects require sustainable funding options to alleviate the burden to our community. Inflation has continued to impact the City in all aspects of the Budget. The estimated costs of many projects were increased in the proposed plan to reflect the significant changes and impacts that have occurred in the last few years. Whenever possible grant funding is sought to complete the capital plan to accomplish this balance for affordability. The 2025 – 2030 CFP/TIP includes over \$22.4 million in grant funding planned in the 2024 budget year, and \$67.4 million anticipated in the full seven-year cycle.

Despite the incredible effort by Staff to move grant funding forward the remaining projects have limited funding options making the increased costs even more impactful. If funding cannot be secured project completion will not occur as needed exposing the City to possible liability and limiting our community's ability to enjoy and utilize resources. In line with Council policy and direction no new debt exists in the Capital plan for project completion, however, minimal rate impacts were necessary to complete projects in a safe and efficient manner. The 2025-2030 CFP includes increases to the utility fund transfers in future years that will impact rates in the Water, Wastewater and Stormwater funds. These transfer increases were heavily considered recognizing our community cannot afford significant increases. Despite the planned increases to the rates Staff and Council remain committed to securing grant funding whenever possible. This was further prioritized in the 2024 Budget with the approval of the City's first Grant Specialist position to seek, track and monitor grants funds throughout City projects that will improve successful completion of projects.

Additionally, City Staff have worked to provide a plan that includes an accurate portrayal of project scope within City priorities that does not exceed need of the community or required tasks. In each section this is reflected by changes to spread projects across the CFP cycle or creating revolving funds for projects that occur on a frequent timeline, recognizing the limited resources and capacity available for project completion. In addition, higher than expected

real estate excise tax (REET) and Transportation Benefit District (TBD) tax collection in the last several years have allowed the City to utilize this funding to complete projects that would not have been funded otherwise. These additional funding options have promoted good stewardship of city assets and reduced risk by maintaining or replacing infrastructure in a timely manner.

Additionally, depreciation levels in all funds are equal to, or exceeding, funding with the exception of the transportation fund, the general government fund and the Wastewater capital fund. The depreciation to cash ratio in the transportation fund falls below requested levels as the City maximizes and utilizes every dollar collected from the Transportation Benefit District (TBD) tax as well as grant funding in future years. In the General Governmental fund depreciation levels reflect realities of General Funds limited funding. Finally, while the Wastewater, Water and Stormwater funds fall below depreciation levels in 2030 due to several large projects planned in the last few years of the CFP these funds will continue to build depreciation levels in years beyond what is included in this plan.

While fiscal realities allow the plan to move forward. Staffing capacity to complete projects in a timely manner has also been heavily considered in this plan. Funding has been identified to cover project costs; however, management and Council continue to work together to explore funding options for additional qualified staff to move essential projects forward. The 2024 Budget seeks to further address this issue by providing funding for an additional Project Manager position to complete projects identified in the Transportation Improvement Plan. However, without continued successful hiring of key positions some projects may need to be carried into future years and will ultimately result in balancing the need for additional staff positions in comparison with the ramifications of project delays. Projects have been carefully prioritized based on infrastructure needs and funding that may be lost should the project be delayed. Growing staff capacity to ensure implementation of more essential projects remains a top priority and must be addressed if we are to keep up with aging infrastructure. This need has been demonstrated in each project summary and section of the CFP with estimated personnel hours and costs included for ease of reference.

In addition to capacity needs the 2024 fiscal year includes key focus areas on the promotion of environmental resilience that is demonstrated throughout the CFP including increased costs to support a greener fleet, investments in stormwater enhancements and a study for solar energy options. The 2024 year will focus on increased safety citywide as demonstrated in Public Safety projects that provide additional funding for revolving needs for the Police and Fire departments as well as large projects that will support emergency management, training and equipment needed for everyday response to the community.

2023 Accomplishments

The City has much to be proud of when considering the work that has been accomplished in the CFP /TIP in the last year. In 2023, staff were able to complete a number of projects amounting to \$4.9 million in new investments. Highlights of these finished projects include the Synthetic Field Turf at Volunteer Field, the PenCom Radio over IP project, Improvements at Shane Park, Waterfront Trail repairs, enhancements to several recurring projects that support tasks citywide. A full list of complete projects can be found in the “Complete” section of this document. Funding for projects that were carried into the 2024 Budget for completion will remain in the capital fund until the project is complete to ensure these projects are not deferred.

Capital Highlights for the 2024 Budget year

Due to the need to carry many projects from the 2023 Budget, the 2025-2030 CFP/TIP continues the City’s commitment to public safety, community enhancement and transportation from the previous year shown in projects such as: the Race Street Design and Construction projects, Joint Emergency Operations Center and 911 Building, Enterprise System Replacement, the HVAC replacement at the Senior Center, the Pavement Management Plan, continued chip seal projects, the light operations building construction, the Decant Facility and improvements to the City’s Water system to provide redundancy. Many projects have been designated as revolving that have continued funding needs that will promote sustainability in each of these areas. These projects seek to improve the quality of life for Port Angeles residents, provide further safety and security measures to our community and create efficiencies that will allow increased capacity that can help Port Angeles thrive. The diversity of projects allows for further success as we look to the future to maintain and preserve our existing infrastructure but also to seek to provide opportunities for growth and enhancements that our community can embrace.

Finally, the 2025-2030 CFP/TIP includes over \$179.2 million in unfunded projects. These projects have been identified as needed improvements; however, funding has not yet been secured to move these projects forward. Including unfunded projects in the CFP/TIP allows staff flexibility to seek grant funding or explore other avenues for revenue sources and does not indicate that the project is unimportant.

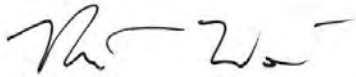
Conclusion

The CFP/TIP completes one of many components that contribute to financial planning for the City’s infrastructure and assets. This plan is a living document that changes throughout the year as Staff, Council and the Community evaluate projects, need, staff time and funding to maintain a balanced approach and ensure the expectations and visions of the City are placed in the

forefront of this planning. The ability of the City to preserve what we have now, maintain assets we need and have a vision for our future is essential to fiscally sound operations. Infrastructure that is safe and fully functional allows City staff to properly serve our citizens and allows our community to thrive through enhancements.

In conclusion, I would like to express my appreciation to all who have contributed to the CFP/TIP including City Council, the Utility Advisory Committee, City Staff and the Port Angeles Community. The creative solutions evident in this plan for complex challenges enabled these projects to move forward. The dedication and commitment to the City by all will not only allow sustainable growth for our great community, but will ensure stability for many years to come.

Respectfully submitted,



Nathan West
City Manager



HOW TO READ THIS PLAN

The **Executive Summary** provides a summary of project costs and funding sources included in the 2025-2030 six-year planning window. This will provide at-a-glance information for the next six years and provide information on current project spending.

The **Financial Strategies** section explains the amount of money the City of Port Angeles can legally borrow. This is important as it explains the limitations on Council approved financing options and revenue based financing options.

The **Comparison to the Prior Facilities Plan** section provides a review of the changes from the 2024-2029 to this Plan.

The **Capital Facilities Plan (CFP)** section explains the purpose of the CFP, statutory requirements, and methodologies used to develop the CFP in its entirety.

The **Capital Facility Plan by area** provides summary information on funding sources for each project, as well as expected spending in each of the six years outlined in this plan. This section breaks out the projects into their reporting areas. Each area also includes a listing of projects that are identified, but currently do not have a funding source.

The **Completed Project** section provides a brief listing of all recently completed capital projects.

The **Link to the Comprehensive Plan** section incorporates the Growth Management element by linking all CFP projects to the Comprehensive Plan and Council's Strategic Plan.

EXECUTIVE SUMMARY

The City of Port Angeles has combined the Cost of Service Study, Budget, Long Range Financial Plan, Comprehensive Plan and Strategic Plan to plan the capital facility replacements and enhancements for the coming six years. This was completed in an effort to stabilize utility rates at a minimum level without delaying needed capital improvements. As a result, at the end of each section there is a list and brief description of projects that have been identified but currently do not have a funding source. Staff will continue to prioritize projects and work to find funding, including seeking grants.

City staff has worked very hard to maintain a high level of operations with minimal to no rate increases for the capital improvements. The process is very complex and provides a living document that will change should Council approve or delete spending based on changing priorities. The Capital Facilities Plan and Transportation Improvement Program will be kept in sync with the budget, allowing staff to obtain information easily. Additional Council direction was utilized to prioritize projects and determine timing and scope of projects as listed below:

- Minimal to no rate impact
- Cash set aside equal to prior year's depreciation
- Leverage projects
- No new debt
- Focus on preventable maintenance to increase asset life
- Complete streets initiative

The Capital Facilities Plan (CFP), and Transportation Improvement Plan (TIP) includes projects within an unfunded designation. These unfunded projects are where the City knows improvements are needed, but funding has not been secured.



The following methodologies and considerations were used when creating and prioritizing the CFP.

- Combined impacts from continued inflation and delays in the ability to obtain goods have resulted in increases to project costs to all areas in the capital plan as well as the need to shift project priorities, or timing of the completion of the project. Staff has carefully considered all areas where this has been necessary to keep costs to ratepayers as low as possible, without future cost increases that will occur with delayed maintenance.
- Grant funding is essential to the completion of the capital plan as City funds alone cannot support the critical needs outlined in the plan. If expected grant funds are not received the project scope may change, or the project may be moved to the unfunded section of the plan.
- The capacity of staff to adequately and timely complete projects was carefully considered during the CFP/TIP process. Staff continues to work to obtain necessary staffing to move the plan forward; however, some projects may need to be carried into future budget years if hiring of key positions is not possible.
- Governmental and transportation projects will continue at an average spending level with a few large grant funded projects. This does not allow for the accumulation of depreciation levels, or for replacement of assets that are past recommended life cycles, rather it keeps funding at levels the General Fund can afford.
- The Transportation Benefit District (TBD) will continue to enhance funding for transportation projects. In 2023, \$1,164,060 was collected in revenue, a 40.2% increase as compared to the planned budget. Though this funding has significantly increased the City's ability to complete projects, there continues to be a critical need in this fund to increase the City's Pavement Management Index (PMI) which is currently at a 36 out of 100.
- Utility funding plans may appear to be out of balance due to use of funding set aside in earlier years. Projects in utility funds are primarily supported by a transfer from the corresponding utility. This transfer is built into the rates during the Cost of Service Analysis (COSA) process to allow projects to move forward without the need for significant additional rate increases. This capital transfer amount is averaged over the six-year CFP cycle to keep rates consistent in order to avoid large increases in years when large projects occur. The following changes occurred to utility capital funds to meet CFP requirements. Council direction was utilized to prioritize projects and determine timing and scope of projects as listed below:
 - The Electric capital fund utilized \$3.7 million in excess operating reserves in 2024 to complete the light operations building due to projected cost increases that occurred due to inflation.
 - In the Water capital fund, an increase to the transfer from the operating fund will be necessary to complete critical projects. An additional use of \$4.5 million will occur from reserves designated for rates stabilization and infrastructure during the planned CFP cycle. In 2027 and 2029, an increase of approximately 1.5% to rates is also planned to complete large critical projects.
 - The Wastewater capital plan utilized \$1.1 million from excess reserves in the capital fund for completion. Additionally, this fund includes several significant projects essential for the sustainability of the utility and as a result an estimated increase of 3.0% in 2025 and 2027 will occur to the rates to fund these projects.
 - The Solid Waste fund continues to be carefully monitored by Staff as the City's transition of services is finalized to ensure adequate funding for future services and infrastructure needs are maintained. Rates were not further increased in the 2025-2030 CFP cycle as compared to the current plan.
 - The Stormwater fund saw significant project needs and increased costs for completion in the 2025-2030 CFP cycle that resulted in the need for utilization of eligible NICE funds as well as rate increases of approximately 3.0% in the 2026, 2028 and 2030 years in line with the cost of service analysis schedule.
- Equipment replacements were particularly impacted in this CFP plan by the effects of economic trends and inflation. Current and future vehicle replacement saw significant increases and delays in receipt of goods that will impact operating funds Citywide.
- In all areas Staff worked to maintain a 1:1 cash to depreciation level. However, in order to fully utilize the funding collected from the TBD tax, and various grants received, the transportation and governmental funds cash balance falls below the 1:1 depreciation level in select years. Additionally, in the Electric, Stormwater, and Water funds, cash

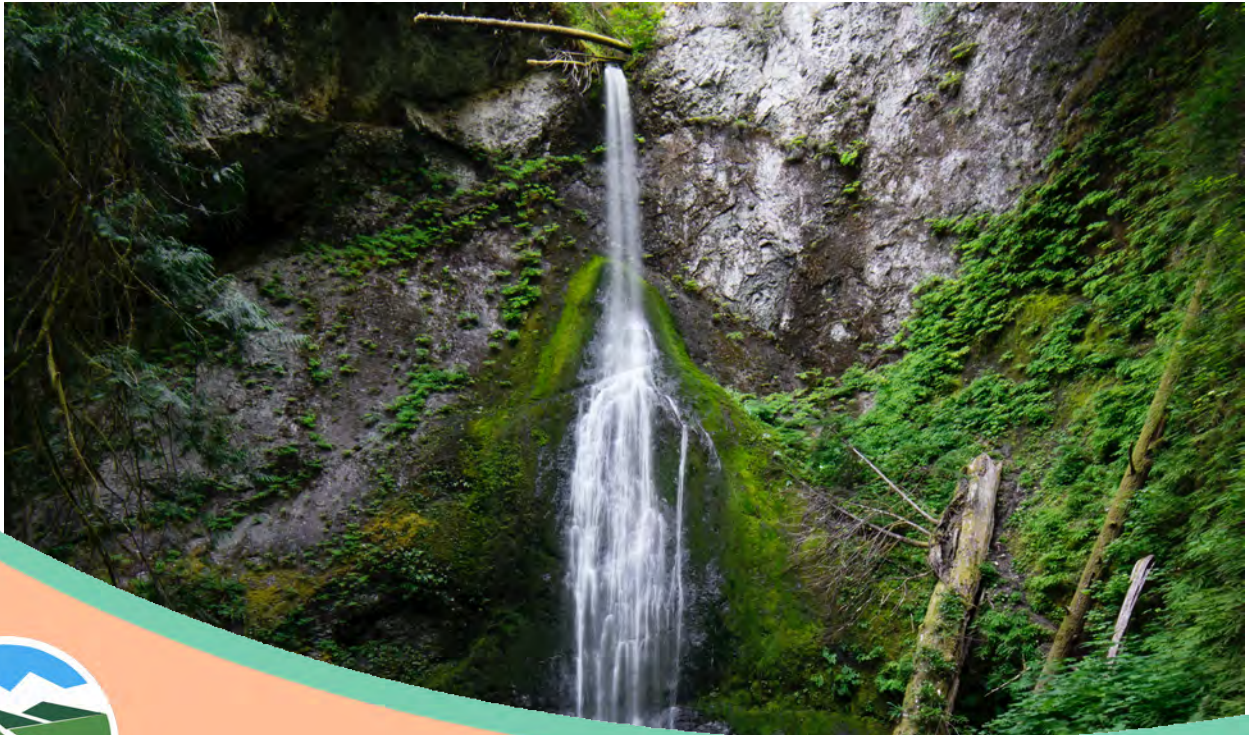


CHANGES FROM THE PRELIMINARY DOCUMENT

to depreciation levels fall below 1:1 in the years listed in the CFP due to several very large projects that are scheduled to occur in the next six years; however, this will return to required levels in years beyond this CFP cycle.

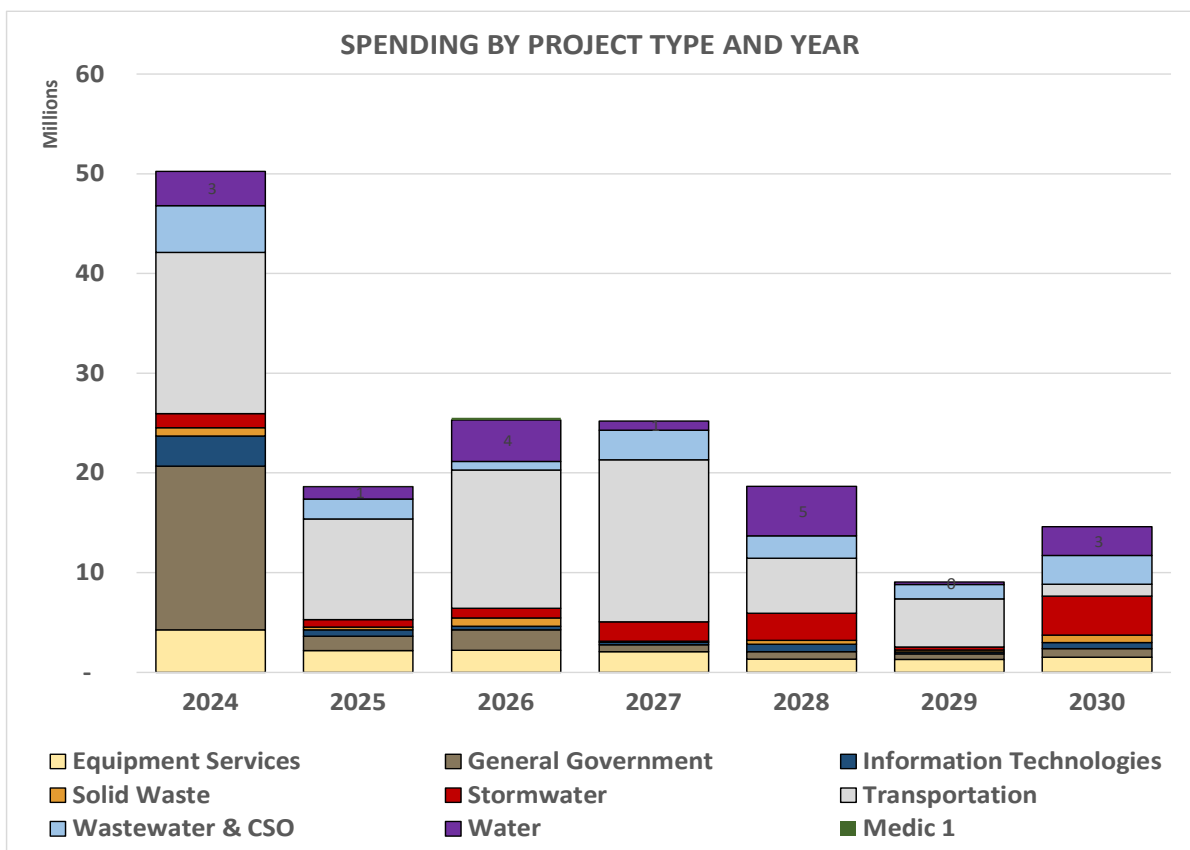
Several changes occurred to the final document of the Capital Facilities Plan as compared to the Preliminary version published in May of 2024. These changes were approved by City Council during the adoption of the 2025-2030 CFP and TIP. These changes are noted below for ease of reference. Citywide project listings, cash flows, funding sources and expenditure summaries have been updated for the changes summarized below, as well as in each subsequent corresponding section. Additionally, there were changes to depreciation calculation entries, project sheets, and summary sections that resulted from these changes as well as minor typographical corrections.

DESCRIPTION OF CHANGES	PAGE
Citywide project listings, funding sources and expenditure summaries updated for new and changed Council approved projects	11
Summary Project listing updated to reflect updated and new projects	14
Prior Year to Current Year Comparison updated to reflect new and changed Council approved projects	22
General Government Funding Sources, Project Listing and Cash Flow updated to reflect new projects and changed titles	47
Addition of new unfunded project GG0124 - Relocation of Critical Infrastructure out of Natural Hazard Areas	57
Addition of new unfunded project GG0224 - Website Redesign	57
Addition of new unfunded project GG0324 - Utility Capacity Improvements to Facilitate Neighborhood Development	58
Change title for project PK0205 – Restroom Improvement Program	79
Change to funding - Addition of \$50,000 for project PK0420 – Ediz Hook Boat Launch repairs in 2025.	90
Water Project Listing updated to reflect changed title for WT0624 - Analysis of the Industrial Water Line Site	137
Change title for project WT0624 – Analysis of the Industrial Water Line Site	161
Water Project Listing updated to reflect new project SW0224 - Food Composting Facility	217
Addition of new unfunded project SW0224 - Food Waste Composting	228
Stormwater Funding Sources, Project Listing and Cash Flow updated to reflect change to DR0123 - Land Acquisition Program	230
Move \$1.5M from project TR0421 – Valley Street Culvert Crossing to project DR0123 – Land Acquisition Program for Water Quality	232
Transportation Funding Sources, Project Listing and Cash Flow updated to reflect new projects and changed titles	292
Change to funding - Increased the total project cost estimate of TR1799 – Truck Route at Hwy 101 to \$13,675,000	301
Change title for project TR1324 – Klallam Language Street Signs	351
Move \$1.5M from project TR0421 – Valley Street Culvert Crossing to project DR0123 – Land Acquisition Program for Water Quality	352
Change to funding - \$50,000 increase and title change for project TR0824 – Downtown Streets Study in 2025	358
Change to funding - Addition of \$50,000 for project TR0506 – Valley Creek Trail Loop in 2026.	360
Change to funding - Addition of \$50,000 for project TR1018 – Zig-zag at Oak Street in 2026.	361
The Link to the Comprehensive and Strategic Plan was updated to include the newly adopted Strategic Plan and project changes	376



EXPENDITURE SUMMARY BY PROJECT TYPE

Expenditures	Budget 2024	CAPITAL FACILITIES PLAN					
		2025	2026	2027	2028	2029	2030
Electric	9,074,800	6,561,000	4,522,000	2,212,000	1,582,000	682,000	792,000
Equipment Services	4,264,100	2,172,500	2,197,900	2,057,400	1,323,400	1,286,800	1,518,600
General Government	16,415,600	1,453,000	2,042,300	724,300	738,300	563,300	867,300
Information Technologies	3,039,500	655,000	370,000	250,000	760,000	190,000	600,000
Medic 1	-	40,000	224,700	-	-	-	-
Solid Waste	807,200	260,000	840,000	105,000	390,000	206,000	730,000
Stormwater	1,405,100	751,600	985,000	1,935,000	2,721,000	300,000	3,929,000
Transportation	16,189,300	10,086,900	13,857,000	16,240,000	5,500,000	4,820,000	1,190,000
Wastewater & CSO	4,673,200	2,015,500	856,100	2,972,700	2,249,300	1,450,000	2,885,000
Water	3,458,700	1,226,000	4,164,300	900,000	4,950,000	230,000	2,870,000
Totals	59,327,500	25,221,500	30,059,300	27,396,400	20,214,000	9,728,100	15,381,900

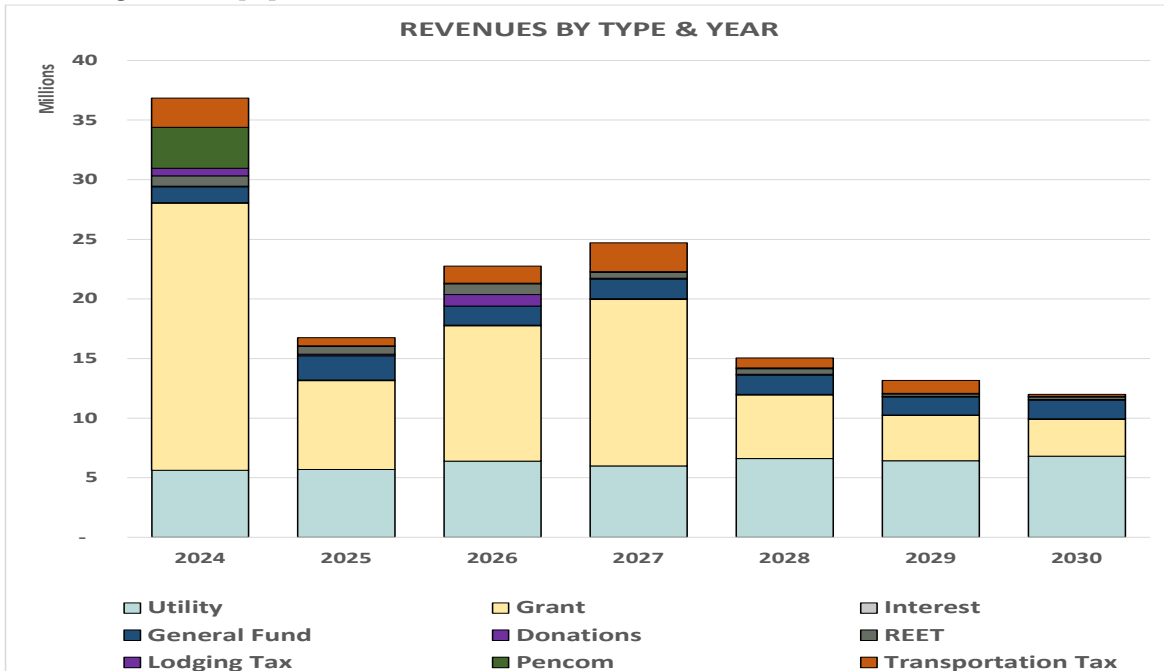


FUNDING SOURCES BY TYPE

Revenues	2024	2025	2026	2027	2028	2029	2030
Electric	6,233,000	1,271,000	950,000	1,550,000	1,050,000	1,050,000	1,050,000
Equipment Services	2,080,200	2,042,700	2,216,900	2,277,000	2,250,200	2,270,800	2,369,600
General Government	14,283,400	1,159,500	1,798,500	640,500	646,500	633,500	637,500
Information Technologies	778,800	496,700	541,700	211,700	641,700	318,000	498,000
Medic 1	50,500	50,500	50,500	50,600	50,600	50,600	50,600
Solid Waste (incl debt)	819,400	403,200	404,400	400,800	595,400	405,300	407,300
Stormwater	667,000	576,000	1,209,000	776,000	2,540,000	715,000	2,123,000
Transportation	14,051,500	8,600,800	13,492,000	16,515,000	5,200,000	5,170,000	440,000
Wastewater & CSO (incl debt)	1,995,900	1,722,300	1,494,300	1,714,100	1,724,700	1,839,500	4,542,200
Water	3,334,000	1,150,000	2,100,000	1,200,000	2,200,000	1,300,000	2,400,000
Totals	44,293,700	17,472,700	24,257,300	25,335,700	16,899,100	13,752,700	14,518,200

Revenue by Type	2024	2025	2026	2027	2028	2029	2030
Utility	5,635,400	5,684,000	6,399,600	5,982,100	6,597,400	6,421,100	6,808,900
Grant	22,390,300	7,459,700	11,353,000	13,970,000	5,350,000	3,800,000	3,093,000
General Fund	1,333,200	2,029,200	1,600,700	1,663,900	1,629,700	1,512,400	1,563,200
Donations	53,500	133,000	953,000	53,000	53,000	53,000	53,000
Interest	40,700	57,000	53,500	59,900	41,600	34,900	43,500
REET	875,300	647,800	910,000	510,000	480,000	210,000	210,000
Utility Rate Stabilization Reserves	7,299,500	498,500	1,345,200	355,000	1,383,500	509,900	2,121,000
Landfill Post-closure Reserves	-	-	-	-	195,000	-	-
Internal service funds	73,500	81,200	77,000	94,500	57,600	65,100	79,300
Pencom	3,433,100	50,000	50,000	50,000	50,000	50,000	50,000
Range User Fees	16,300	16,300	16,300	16,300	16,300	16,300	16,300
Lodging Tax	627,500	-	-	-	-	-	-
NICE Funds	-	120,000	69,000	161,000	200,000	-	300,000
Housing Tax	50,000	-	-	-	-	-	-
Transportation Tax	2,465,400	696,000	1,430,000	2,420,000	845,000	1,080,000	180,000
Totals	44,293,700	17,472,700	24,257,300	25,335,700	16,899,100	13,752,700	14,518,200

Note: General Fund amounts include allocated funds reported in the operating Internal Service Funds as revenues for both Information Technologies and Equipment Services.

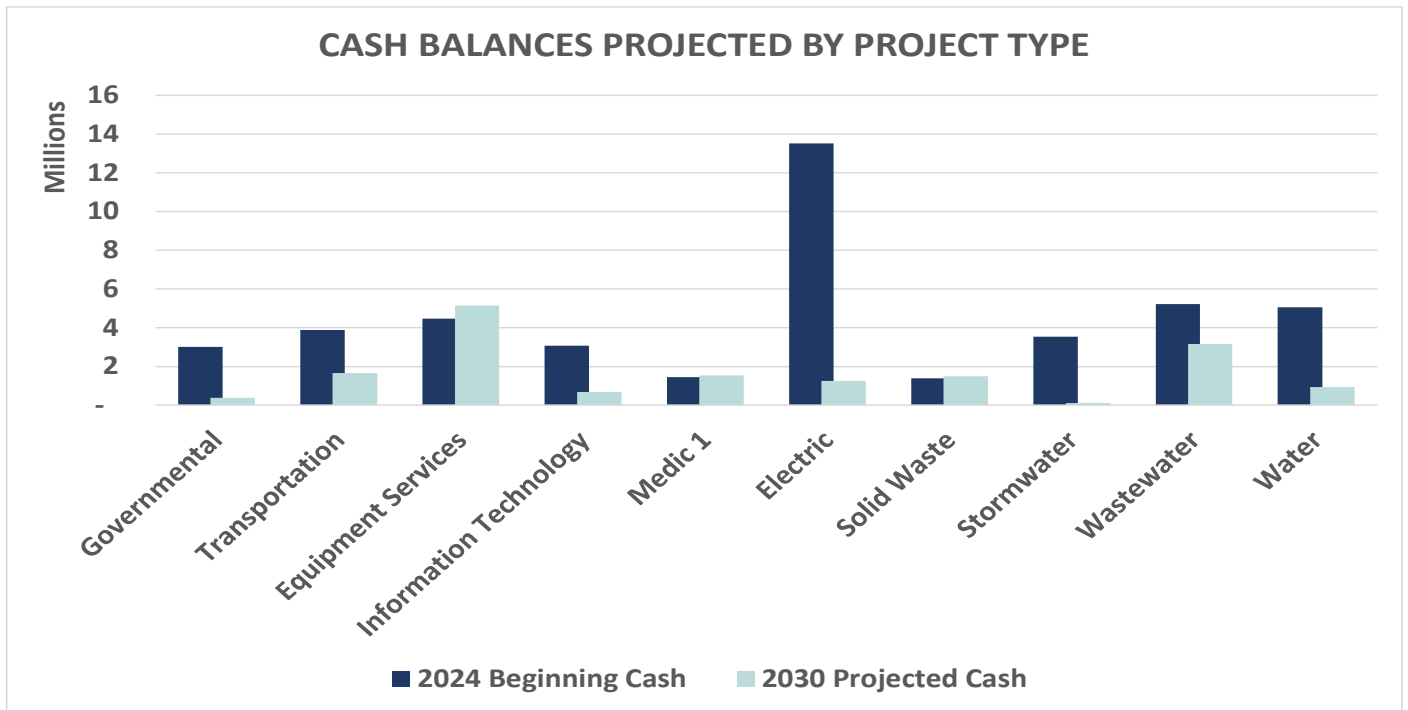


CASH & DEPRECIATION

Capital Fund	2024 Beginning Cash	2030 Projected Cash	2030 Projected Depreciation	Cash Ratio to Depreciation
Governmental	3,012,934	383,234	1,880,077	0.2
Transportation	3,884,458	1,663,758	3,134,028	0.5
Equipment Services	4,467,053	5,153,753	908,637	5.7
Information Technology	3,067,982	690,082	502,604	1.4
Medic 1	1,454,891	1,544,091	99,815	15.5
Electric	13,523,181	1,251,381	2,069,595	0.6
Solid Waste	1,395,434	1,493,033	731,441	2.0
Stormwater	3,530,272	109,571	264,733	0.4
Wastewater	5,229,739	3,160,938	2,520,044	1.3
Water	5,048,589	933,588	2,192,998	0.4
Total Cash	44,614,533	16,383,431	14,303,973	1.1

Council has directed staff to obtain a 1:1 depreciation to cash ratio for all Utility funds. Internal Service funds and Governmental funds may show a much lower ratio due to the availability of funds.

*CSO depreciation is included in Wastewater fund.



SUMMARY PROJECT LISTING BY FUNCTION

This section combines the detail project listing from each functional area to provide a comprehensive project list in the Executive Summary. This listing is included as an attachment to the council resolution adopting the CFP and TIP.

GENERAL GOVERNMENT CAPITAL PROJECTS								CAPITAL FACILITIES PLAN						UNFUNDED
Number	Title	PRIORITY	PROJECT STATUS	CONDITION	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	2025	2026	2027	2028	2029	2030	
GENERAL GOVERNMENT/FACILITIES														
GG0303	NICE Funds	R	Revolving	Excellent	1,875,000	262,100	587,900	120,000	144,000	236,000	75,000	75,000	375,000	-
GG1113	Facility Security Projects	R	Revolving	Fair	556,000	57,000	319,000	30,000	30,000	30,000	30,000	30,000	30,000	-
GG0123	Housing Pipeline Pilot Project	A	Active	Poor	50,000	-	50,000	-	-	-	-	-	-	-
GG0119	Ennis Creek Fish Barrier Removal	1	Design	Poor	1,245,000	-	45,000	-	1,200,000	-	-	-	-	-
GG0121	Broadband Improvement Feasibility Study	2	Pre-Planning	Fair	50,000	-	50,000	-	-	-	-	-	-	-
GG0516	Senior Center Fire Detection System	3	Design	Fair	125,000	-	125,000	-	-	-	-	-	-	-
GG0416	City Hall Fire Detection System	4	Planning	Fair	150,000	-	150,000	-	-	-	-	-	-	-
GG0916	Valley Creek Restoration Phase III	4	Unfunded	Poor	2,110,900	-	-	-	-	-	-	-	-	2,110,900
GG0124	Relocation of Critical Infrastructure	UF	Unfunded	Poor	Unknown	-	-	-	-	-	-	-	-	Unknown
GG0224	Website Re-Design	UF	Unfunded	Poor	60,000	-	-	-	-	-	-	-	-	60,000
GG0324	Water, Wastewater, Stormwater Capacity Improvements	UF	Unfunded	Poor	Unknown	-	-	-	-	-	-	-	-	Unknown
PUBLIC SAFETY														
FD0415	Fire Department Turn-Out Gear	R	Revolving	Good	339,200	164,200	-	-	-	-	175,000	-	-	-
FD0615	Fire Hoses	R	Revolving	Good	106,500	27,600	19,900	9,000	10,000	10,000	10,000	10,000	10,000	-
FD0218	Self Contained Breathing Apparatus	R	Revolving	Good	250,000	-	-	-	250,000	-	-	-	-	-
CAPPC	Pencom Capital	R	Revolving	Good	601,500	251,500	50,000	50,000	50,000	50,000	50,000	50,000	50,000	-
PD0307	Police Regional Training & Gun Range Facility	R	Revolving	Excellent	279,800	82,700	83,600	32,000	16,300	16,300	16,300	16,300	16,300	16,300
PD0116	Mobile Data Terminal Replacements	R	Revolving	Good	308,300	165,400	42,900	16,000	16,000	16,000	16,000	16,000	16,000	20,000
PD0122	Police Radio Replacement	R	Revolving	Poor	160,000	21,600	18,400	20,000	20,000	20,000	20,000	20,000	20,000	-
PD0223	Police Body Worn Cameras	R	Revolving	Poor	450,000	-	90,000	60,000	60,000	60,000	60,000	60,000	60,000	-
FD0124	Mobile Data Terminal Replacements	R	Revolving	Good	60,000	-	-	10,000	10,000	10,000	10,000	10,000	10,000	-
FD0224	PAFD Portable Radio Replacements	R	Revolving	Poor	300,000	-	-	50,000	50,000	50,000	50,000	50,000	50,000	-
PD0120	Police Taser Replacements	R	Revolving	Good	296,600	88,600	11,000	37,000	-	40,000	40,000	40,000	40,000	-
PD0121	EOC/911 Dispatch (PenCom center)	A	Active	Poor	10,150,000	276,600	9,873,400	-	-	-	-	-	-	-
FD0318	Emergency Management Pods	A	Planning	Good	158,000	27,900	130,100	-	-	-	-	-	-	-
FD0315	Fire Station Garage Door Replacement	5	Planning	Good	450,000	-	-	450,000	-	-	-	-	-	-
FD0121	Westside Fire Station	UF	Unfunded	Poor	3,000,000	-	-	-	-	-	-	-	-	3,000,000
FD0120	Fire Station Front Driveway Repair	UF	Unfunded	Poor	130,000	-	-	-	-	-	-	-	-	130,000
FD0216	Fire Training Facility	UF	Unfunded	Poor	1,200,000	-	-	-	-	-	-	-	-	1,200,000
FD0316	Senior Center EOC Generator (Secondary City EOC)	UF	Unfunded	Poor	150,000	-	-	-	-	-	-	-	-	150,000
FD0416	Radio Transmitter Generator (I & 10th Streets)	UF	Unfunded	Poor	25,000	-	-	-	-	-	-	-	-	25,000
FD0123	SCBA Refill Compressor System	UF	Unfunded	Poor	103,000	-	-	-	-	-	-	-	-	103,000
PARKS AND RECREATION														
PK0216	Facility Improvement Revolving Fund	R	Revolving	Good	160,000	44,000	26,000	15,000	15,000	15,000	15,000	15,000	15,000	-
PK0205	Restroom Improvement Program	R	Revolving	Poor	1,890,000	737,000	-	403,000	150,000	150,000	150,000	150,000	150,000	-
PK0418	Civic Field Upgrades	R	Revolving	Good	835,200	145,100	624,100	11,000	11,000	11,000	11,000	11,000	11,000	-
PK0223	Aluminum Bleacher Upgrades	R	Revolving	Poor	73,500	-	13,500	10,000	10,000	10,000	10,000	10,000	10,000	-
PK0719	Parks Maintenance Building	A	Active	Poor	706,500	174,400	532,100	-	-	-	-	-	-	-
PK0519	City Pier Erosion Stabilization & Sidewalk Repair (Peabody Cree)	A	Active	Poor	400,000	56,800	343,200	-	-	-	-	-	-	-
PK0316	Locomotive #4 Refurbishment	A	Active	Poor	190,800	58,800	52,000	80,000	-	-	-	-	-	-
PK0320	HVAC Upgrades at City Facilities	A	Design	Poor	2,150,000	22,000	2,128,000	-	-	-	-	-	-	-
PK0423	City Pier Observation Tower Repair	A	Active	Poor	575,500	-	575,500	-	-	-	-	-	-	-
PK0122	Erickson Playfield Tennis Court Improvement	A	Active	Fair	370,000	-	370,000	-	-	-	-	-	-	-
PK0222	OVC Columbarium Expansion	A	Active	Good	50,000	-	50,000	-	-	-	-	-	-	-
PK0123	Elks Pickleball Court Improvements	A	Active	Fair	55,000	-	55,000	-	-	-	-	-	-	-
PK0420	Ediz Hook Boat Launch Repairs	6	Pre-planning	Poor	1,500,000	-	-	50,000	-	-	-	-	-	1,450,000
PK0323	Senior Center Front Door Replacement	UF	Unfunded	Poor	45,000	-	-	-	-	-	-	-	-	45,000
PK0319	City Pier Inspection Repairs	UF	Unfunded	Poor	1,000,000	-	-	-	-	-	-	-	-	1,000,000
PK0406	Shane & Elks Field Lighting	UF	Unfunded	Poor	Unknown	-	-	-	-	-	-	-	-	Unknown
PK0802	Neighborhood Park Development	UF	Unfunded	Poor	Unknown	85,700	-	-	-	-	-	-	-	Unknown
PK0124	Ocean View Cemetery Bank Erosion	UF	Unfunded	Poor	Unknown	-	-	-	-	-	-	-	-	Unknown
PK0224	City Parks Urban Forest Tree Assessment	UF	Unfunded	Poor	30,000	-	-	-	-	-	-	-	-	30,000
TOTALS					34,741,300	2,749,000	16,415,600	1,453,000	2,042,300	724,300	738,300	563,300	867,300	9,273,900

Key	
A	Active
R	Revolving
#	Priority Assigned Number
UF	Unfunded



MEDIC 1 PROJECTS								CAPITAL FACILITIES PLAN						UNFUNDED
Number	Title	PRIORITY	PROJECT STATUS	CONDITION	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	2025	2026	2027	2028	2029	2030	
MEDIC 1														
CAPM1	Medic 1 Equipment	R	Revolving	Good	369,800	186,600	-	-	183,200	-	-	-	-	-
FD0118	Defibrillator Equipment	R	Revolving	Good	221,000	139,500	-	40,000	41,500	-	-	-	-	-
TOTALS					590,800	326,100	-	40,000	224,700	-	-	-	-	-

ELECTRIC PROJECTS								CAPITAL FACILITIES PLAN						UNFUNDED
Number	Title	PRIORITY	PROJECT STATUS	CONDITION	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	2025	2026	2027	2028	2029	2030	
ELECTRIC														
CLCAP	Maintenance Capital Contribution	R	Revolving	Fair	1,277,500	227,500	150,000	150,000	150,000	150,000	150,000	150,000	150,000	-
CL0414	Construct New Light Operations Building	A	Active	Fair	10,099,900	429,100	5,970,800	3,700,000	-	-	-	-	-	-
CL0216	City/PUD Service Area Capital Needs	A	Active	Good	400,000	-	200,000	200,000	-	-	-	-	-	-
CL0123	Overhead Reconductoring - 2024	A	Active	Fair	150,000	-	150,000	-	-	-	-	-	-	-
CL0719	Underground Cable Replacement - 2024	A	Active	Fair	100,000	-	100,000	-	-	-	-	-	-	-
CL1124	Decant Facility at Transfer Station	A	Active	Fair	200,000	-	200,000	-	-	-	-	-	-	-
CL0623	Community Solar Study	1	Pre-Planning	Fair	10,000	-	-	10,000	-	-	-	-	-	-
CL0322	Electric Vehicle Charging Station	2	Planning	Fair	2,630,000	-	2,104,000	526,000	-	-	-	-	-	-
CL0222	Advanced Metering & Outage Management	3	Planning	Poor	3,000,000	-	100,000	1,000,000	1,900,000	-	-	-	-	-
CL0624	Traffic Signal LED Conversion	4	Planning	Fair	400,000	-	100,000	150,000	150,000	-	-	-	-	-
CL0724	West Airport Hangar Cable Replacement	5	Planning	Poor	150,000	-	-	150,000	-	-	-	-	-	-
CL0824	East Airport Cable Replacement	6	Planning	Poor	200,000	-	-	200,000	-	-	-	-	-	-
CL0223	Overhead Reconductoring - 2025	7	Pre-Planning	Fair	150,000	-	-	150,000	-	-	-	-	-	-
CL1019	Underground Cable Replacement - 2025	8	Pre-Planning	Fair	100,000	-	-	100,000	-	-	-	-	-	-
CL0120	"F" Street Transformer Replacement	9	Pre-Planning	Fair	2,000,000	-	-	200,000	1,800,000	-	-	-	-	-
CL0320	"F" Street Load Tap Changer Replacement	10	Pre-Planning	Fair	200,000	-	-	-	200,000	-	-	-	-	-
CL0124	SPCC Civil Engineering for Substations	11	Pre-Planning	Poor	25,000	-	-	25,000	-	-	-	-	-	-
CL0224	Substation SPCC Containment Installation	12	Pre-Planning	Poor	400,000	-	-	-	72,000	72,000	82,000	82,000	92,000	-
CL0323	Overhead Reconductoring - 2026	13	Pre-Planning	Fair	150,000	-	-	-	150,000	-	-	-	-	-
CL0221	Underground Cable Replacement - 2026	14	Pre-Planning	Fair	100,000	-	-	-	100,000	-	-	-	-	-
CL0816	College Street Substation Switchgear	15	Planning	Poor	500,000	-	-	-	-	500,000	-	-	-	-
CL0121	Overhead Reconductoring - 2027	16	Pre-Planning	Fair	250,000	-	-	-	-	250,000	-	-	-	-
CL0321	Underground Cable Replacement - 2027	17	Pre-Planning	Fair	250,000	-	-	-	-	250,000	-	-	-	-
CL0524	Overhead Reconductoring - 2028	18	Pre-Planning	Fair	250,000	-	-	-	-	-	250,000	-	-	-
CL0122	Underground Cable Replacement - 2028	19	Pre-Planning	Fair	250,000	-	-	-	-	-	250,000	-	-	-
CL0423	Overhead Reconductoring - 2029	20	Pre-Planning	Fair	200,000	-	-	-	-	-	-	200,000	-	-
CL0523	Underground Cable Replacement - 2029	21	Pre-Planning	Fair	250,000	-	-	-	-	-	-	250,000	-	-
CL0202	Feeder Tie Hwy 101, Porter to Golf Course Rd	22	Pre-Planning	Fair	350,000	-	-	-	-	-	350,000	-	-	-
CL0520	Substation Seismic Bracing	23	Pre-Planning	Fair	500,000	-	-	-	-	-	500,000	-	-	-
CL0324	Ediz Hook Overhead to Underground	24	Pre-Planning	Fair	990,000	-	-	-	-	990,000	-	-	-	-
CL0924	Underground Cable Replacement - 2030	25	Pre-Planning	Fair	300,000	-	-	-	-	-	-	-	300,000	-
CL1024	Overhead Reconductoring - 2030	26	Pre-Planning	Fair	250,000	-	-	-	-	-	-	-	250,000	-
CL0424	Dry Creek - West End UGA Substation	UF	Unfunded	Poor	8,374,400	-	-	-	-	-	-	-	-	8,374,400
TOTALS					34,456,800	656,600	9,074,800	6,561,000	4,522,000	2,212,000	1,582,000	682,000	792,000	8,374,400

Key	
A	Active
R	Revolving
#	Priority Assigned Number
UF	Unfunded



WATER PROJECTS								CAPITAL FACILITIES PLAN						UNFUNDED
Number	Title	PRIORITY	PROJECT STATUS	CONDITION	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	2025	2026	2027	2028	2029	2030	
WATER														
CAPWT	General Water Equipment	R	Revolving	Good	629,300	141,900	187,400	50,000	50,000	50,000	50,000	50,000	50,000	-
WT0419	Decant Facility at Transfer Station - Water Soils Decant Bays	A	Active	Fair	880,000	26,200	853,800	-	-	-	-	-	-	-
WT0218	Reservoir Instrumentation Upgrades	A	Active	Poor	290,000	9,600	144,400	136,000	-	-	-	-	-	-
WT0321	Facility Assessment	A	Planning	Fair	10,000	4,700	5,300	-	-	-	-	-	-	-
WT0221	Race Street Water Main Replacement South	A	Active	Fair	1,284,800	1,078,900	205,900	-	-	-	-	-	-	-
WT0420	Ennis Creek Water Main Relocate	A	Active	Good	175,000	-	175,000	-	-	-	-	-	-	-
WT0519	Water Treatment Plant Repairs	A	Active	Fair	300,000	44,100	255,900	-	-	-	-	-	-	-
WT0121	White Creek & 3rd Street Main Crossing	A	Active	Poor	720,000	-	60,000	60,000	600,000	-	-	-	-	-
WT0320	Morse Creek Transmission Main Eval/Design	A	Active	Poor	440,000	-	300,000	140,000	-	-	-	-	-	-
WT0123	11th Street ROW Tumwater Creek Crossing	A	Active	Poor	60,000	-	60,000	-	-	-	-	-	-	-
WT0223	14th Street ROW Tumwater Creek Crossing	A	Active	Poor	60,000	-	60,000	-	-	-	-	-	-	-
WT0619	Peabody Reservoir Inlet Pipe Replacement	1	Planning	Fair	470,000	-	-	90,000	170,000	210,000	-	-	-	-
WT0421	Race Street Water Main Replacement North	2	Planning	Fair	1,780,000	-	-	200,000	1,580,000	-	-	-	-	-
WT0219	Peabody Heights Floating Cover Replacement	3	Planning	Fair	530,000	-	-	200,000	330,000	-	-	-	-	-
WT0124	Transmission Main Replacement WTP to D Street	4	Pre-Planning	Poor	5,000,000	-	-	-	-	100,000	4,900,000	-	-	-
WT0111	Liberty Street Water Main	5	Design	Fair	590,000	15,700	-	-	34,300	540,000	-	-	-	-
WT0319	Ground Water Resiliency Program	6	Planning	Fair	1,700,000	-	-	300,000	1,400,000	-	-	-	-	-
WT0412	West 4th Street Water Main	7	Pre-Planning	Fair	2,000,000	-	-	-	-	-	-	180,000	1,820,000	-
WT0224	Ranney Well WTP Transmission Main Replacement	8	Pre-Planning	Poor	3,600,000	-	-	-	-	-	-	-	1,000,000	2,600,000
WT0612	3rd & Vine Street Main	UF	Unfunded	Poor	654,000	-	-	-	-	-	-	-	-	654,000
WT0512	East 4th Street Water Main	UF	Unfunded	Poor	633,600	-	-	-	-	-	-	-	-	633,600
WT0212	East 6th Street Water Main	UF	Unfunded	Poor	467,500	-	-	-	-	-	-	-	-	467,500
WT0120	Water System SCADA Upgrade	UF	Unfunded	Poor	786,500	-	-	-	-	-	-	-	-	786,500
WT0717	Race/Caroline Street Fire Flow	UF	Unfunded	Good	810,700	-	-	-	-	-	-	-	-	810,700
WT0112	10th Street Water Main	UF	Unfunded	Poor	1,095,100	-	-	-	-	-	-	-	-	1,095,100
WT0116	Marine Drive Main Replacement Phase II	UF	Unfunded	Poor	1,815,000	-	-	-	-	-	-	-	-	1,815,000
WT0117	Mill Creek Reservoir Expansion	UF	Unfunded	Poor	4,114,000	-	-	-	-	-	-	-	-	4,114,000
WT0119	McDougal Pressure Subzone	UF	Unfunded	Poor	847,000	-	-	-	-	-	-	-	-	847,000
WT0217	Airport/Edgewood Drive Water Main Extension	UF	Unfunded	Poor	6,050,000	-	-	-	-	-	-	-	-	6,050,000
WT0314	Tumwater Truck Route Commercial Fire Flow (LID)	UF	Unfunded	Poor	349,700	-	-	-	-	-	-	-	-	349,700
WT0317	Scribner Booster Station Upgrade	UF	Unfunded	Poor	1,815,000	-	-	-	-	-	-	-	-	1,815,000
WT0318	Viewcrest/Laurel Intertie/PRV	UF	Unfunded	Poor	242,000	-	-	-	-	-	-	-	-	242,000
WT0417	1st/Laurel Street Fire Flow	UF	Unfunded	Poor	464,600	-	-	-	-	-	-	-	-	464,600
WT0418	10th/11th Alley Water Main Replacement	UF	Unfunded	Poor	181,500	-	-	-	-	-	-	-	-	181,500
WT0517	6th/Laurel and 5th Street Fire Flow	UF	Unfunded	Poor	775,600	-	-	-	-	-	-	-	-	775,600
WT0617	Porter Street Zone PRV Improvements	UF	Unfunded	Poor	363,000	-	-	-	-	-	-	-	-	363,000
WT0817	St Andrews Place Fire Flow Loop	UF	Unfunded	Poor	641,300	-	-	-	-	-	-	-	-	641,300
WT0917	East First Street Fire Flow	UF	Unfunded	Poor	111,300	-	-	-	-	-	-	-	-	111,300
WT1017	18th Street Fire Flow	UF	Unfunded	Poor	581,500	-	-	-	-	-	-	-	-	581,500
WT1117	Lauridsen Blvd/Tumwater Fire Flow	UF	Unfunded	Poor	677,600	-	-	-	-	-	-	-	-	677,600
WT0423	Advanced Metering Management	UF	Unfunded	Poor	3,000,000	-	-	-	-	-	-	-	-	3,000,000
WT0523	Wastewater Utility Infrastructure - EOC/911 Center	UF	Unfunded	Poor	1,500,000	-	-	-	-	-	-	-	-	1,500,000
WT0324	Morse Creek Transmission Main Construction	UF	Unfunded	Poor	3,000,000	-	-	-	-	-	-	-	-	3,000,000
WT0524	Inlet Valve to Jones Street Reservoir	UF	Unfunded	Poor	80,000	-	-	-	-	-	-	-	-	80,000
INDUSTRIAL WATER LINE PROJECTS														
WT0222	Elwha - Effluent Distribution Structure Bypass	A	Planning	Poor	302,000	-	302,000	-	-	-	-	-	-	-
WT0122	Elwha - Fish Screen Facility Improvements	1	Planning	Fair	549,000	-	549,000	-	-	-	-	-	-	-
WT0424	Elwha - River Ranney Reach Habitat Restoration	2	Design	Fair	250,000	-	250,000	-	-	-	-	-	-	-
WT0522	Elwha - Facility Surplus	3	Planning	Fair	50,000	-	50,000	-	-	-	-	-	-	-
WT0624	Analysis of the Industrial Water Line Site	4	Planning	Poor	50,000	-	-	50,000	-	-	-	-	-	-
WT0422	Elwha - Temporary Diversion Pumping Facility/Bulkhead Project	UF	Unfunded	Fair	2,300,000	-	-	-	-	-	-	-	-	2,300,000
WT0322	Elwha - Surface Water Intake Improvements	UF	Unfunded	Fair	2,000,000	-	-	-	-	-	-	-	-	2,000,000
WT0622	Elwha - Screen House Project	UF	Unfunded	Fair	1,500,000	-	-	-	-	-	-	-	-	1,500,000
TOTALS					58,576,600	1,321,100	3,458,700	1,226,000	4,164,300	900,000	4,950,000	230,000	2,870,000	39,456,500

Key	
A	Active
R	Revolving
#	Priority Assigned Number
UF	Unfunded



WASTEWATER PROJECTS							CAPITAL FACILITIES PLAN							UNFUNDED
Number	Title	PRIORITY	PROJECT STATUS	CONDITION	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	2025	2026	2027	2028	2029	2030	
WASTEWATER														
CAPWW	General Wastewater Equipment	R	Revolving	Excellent	852,900	502,900	50,000	50,000	50,000	50,000	50,000	50,000	50,000	-
WW0319	Wastewater Comprehensive Plan	A	Active	Poor	379,900	368,900	11,000	-	-	-	-	-	-	-
WW0519	Decant Facility at Transfer Station-Wastewater Soils Decant Bays	A	Active	Fair	880,000	-	34,300	-	-	-	-	-	-	-
WW0220	West 4th Street Capacity Improvement	A	Active	Fair	1,655,000	410,000	1,245,000	-	-	-	-	-	-	-
WW0121	Facility Assessment	A	Active	Fair	10,000	4,700	5,300	-	-	-	-	-	-	-
WW0520	Sanitary Force Main Relocate (Lees Creek)	A	Active	Fair	160,000	-	160,000	-	-	-	-	-	-	-
WW0122	Anaerobic Digester Roof Improvements	A	Active	Fair	4,657,400	1,400	248,600	358,800	-	2,024,300	2,024,300	-	-	-
WW0523	WWTP UST Tank Replacement	1	Planning	Poor	250,000	-	250,000	-	-	-	-	-	-	-
WW0419	WWTP HVAC Replacement	2	Planning	Poor	251,700	12,800	22,200	216,700	-	-	-	-	-	-
WW0518	Francis Street Sewer Trestle Repair	3	Planning	Poor	230,000	-	30,000	200,000	-	-	-	-	-	-
WW0124	WWTP Gas Flare System Replacement	4	Design	Poor	350,000	-	30,000	320,000	-	-	-	-	-	-
WW0222	"A" Street Improvements	5	Planning	Fair	4,290,000	-	-	120,000	-	-	-	-	-	2,085,000
WW0516	WWTP Boiler Replacement	6	Planning	Fair	164,500	-	-	-	56,100	108,400	-	-	-	-
WW0320	WWTP Septic Truck Pad Repair	7	Planning	Poor	175,000	-	-	-	-	-	175,000	-	-	-
WW0415	Pump Station #5 Rehabilitation	UF	Unfunded	Poor	100,000	-	-	-	-	-	-	-	-	100,000
WW0915	Pump Station #6 Improvements	UF	Unfunded	Poor	Unknown	-	-	-	-	-	-	-	-	Unknown
WW0110	Aeration Blower Replacement	UF	Unfunded	Poor	665,500	-	-	-	-	-	-	-	-	665,500
WW0217	Ennis Creek Force Main Removal	UF	Unfunded	Poor	272,300	-	-	-	-	-	-	-	-	272,300
WW0608	Waste Activated Sludge Thickening WWTP	UF	Unfunded	Poor	1,815,000	-	-	-	-	-	-	-	-	1,815,000
WW1115	1st & 2nd Streets Alley Sewer Separation	UF	Unfunded	Poor	145,200	-	-	-	-	-	-	-	-	145,200
WW1315	Pine Hill Sewer Separation	UF	Unfunded	Poor	332,800	-	-	-	-	-	-	-	-	332,800
WW0119	Biosolid Pyrolysis	UF	Unfunded	Poor	4,840,000	-	-	-	-	-	-	-	-	4,840,000
WW0322	Gravity Thickener Rehabilitation	UF	Unfunded	Poor	1,282,600	-	-	-	-	-	-	-	-	1,282,600
WW0422	Headworks Improvements	UF	Unfunded	Poor	379,500	-	-	-	-	-	-	-	-	379,500
WW0522	Pump Station #15 & Improvements	UF	Unfunded	Poor	80,000	-	-	-	-	-	-	-	-	80,000
WW0622	Pump Station #10 Improvements	UF	Unfunded	Poor	1,458,600	-	-	-	-	-	-	-	-	1,458,600
WW0722	Pump Station #8 Improvements	UF	Unfunded	Poor	859,100	-	-	-	-	-	-	-	-	859,100
WW0822	Gravity Thickener Redundancy	UF	Unfunded	Poor	2,912,800	-	-	-	-	-	-	-	-	2,912,800
WW0922	Access Road & Septage Receiving Improvements	UF	Unfunded	Poor	829,400	-	-	-	-	-	-	-	-	829,400
WW1022	Nutrient Reduction Sidestream Treatment Upgrades	UF	Unfunded	Poor	6,262,300	-	-	-	-	-	-	-	-	6,262,300
WW0123	Front/Georgiana Capacity Improvement	UF	Unfunded	Poor	3,800,000	-	-	-	-	-	-	-	-	3,800,000
WW0223	New Sewer Washington Street (Park to 8th)	UF	Unfunded	Poor	2,000,000	-	-	-	-	-	-	-	-	2,000,000
WW0423	WWTP Knife Gate Valve Installations	UF	Unfunded	Poor	75,000	-	-	-	-	-	-	-	-	75,000
WW0623	Wastewater Utility Infrastructure for the EOC/911 Center	UF	Unfunded	Poor	1,800,000	-	-	-	-	-	-	-	-	1,800,000
COMBINED SEWER OVERFLOW														
WW0120	Pump Station #3 Force Main Replacement	A	Active	Fair	5,135,000	3,359,600	1,775,400	-	-	-	-	-	-	-
WW0918	2025 Neighborhood Sewer Rehabilitation	1	Planning	Poor	750,000	-	-	750,000	-	-	-	-	-	-
WW1018	2026 Neighborhood Sewer Rehabilitation	2	Planning	Poor	750,000	-	-	-	750,000	-	-	-	-	-
WW0715	Oak Street Sewer Separation	3	Planning	Fair	720,000	-	-	-	-	20,000	-	700,000	-	-
WW0815	Laurel Street Sewer Separation	4	Planning	Fair	720,000	-	-	-	-	20,000	-	700,000	-	-
WW1118	2027 Neighborhood Sewer Rehabilitation	5	Planning	Poor	750,000	-	-	-	-	750,000	-	-	-	-
WW0224	2030 Neighborhood Sewer Rehabilitation	6	Planning	Poor	750,000	-	-	-	-	-	-	-	750,000	-
WW0117	Francis Street Piggings Bypass	UF	Planning	Good	228,000	-	-	-	-	-	-	-	-	228,000
WW0316	CSO 6 and 7 Reconstruction	UF	Planning	Fair	243,900	-	-	-	-	-	-	-	-	243,900
TOTALS					54,263,400	4,694,600	4,673,200	2,015,500	856,100	2,972,700	2,249,300	1,450,000	2,885,000	32,467,000

SOLID WASTE PROJECTS							CAPITAL FACILITIES PLAN							UNFUNDED
Number	Title	PRIORITY	PROJECT STATUS	CONDITION	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	2025	2026	2027	2028	2029	2030	
SOLID WASTE														
SW0112	Decant Facility at Transfer Station	A	Design	Poor	1,040,400	238,500	801,900	-	-	-	-	-	-	-
SW0221	Facility Assessment	A	Planning	Fair	10,000	4,700	5,300	-	-	-	-	-	-	-
SW0124	West Stormwater Pond Repair	1	Planning	Poor	200,000	-	-	200,000	-	-	-	-	-	-
SW0121	Landfill Access Road Repair	2	Planning	Poor	890,000	-	-	60,000	830,000	-	-	-	-	-
SW0122	Landfill Automated Facility Gate	3	Planning	Poor	115,000	-	-	-	10,000	105,000	-	-	-	-
SW0120	Landfill Pump Station 17 Repair	4	Planning	Fair	390,000	-	-	-	-	-	390,000	-	-	-
SW0223	Landfill Cover System Repairs	5	Planning	Poor	186,000	-	-	-	-	-	-	186,000	-	-
SW0321	Landfill Access Road Repair - Phase 2	6	Planning	Fair	750,000	-	-	-	-	-	-	20,000	730,000	-
SW0218	Landfill Security Fencing	UF	Unfunded	Poor	260,000	-	-	-	-	-	-	-	-	260,000
SW0123	Recycle Processing Center	UF	Unfunded	Poor	750,000	-	-	-	-	-	-	-	-	750,000
SW0423	MRWF Building Conversion - Office Space	UF	Unfunded	Fair	Unknown	-	-	-	-	-	-	-	-	Unknown
SW0224	Food Waste Composting Facility	UF	Unfunded	Poor	Unknown	-	-	-	-	-	-	-	-	Unknown
TOTALS					4,591,400	243,200	807,200	260,000	840,000	105,000	390,000	206,000	730,000	1,010,000

Key	
A	Active
R	Revolving
#	Priority Assigned Number
UF	Unfunded



STORMWATER PROJECTS							CAPITAL FACILITIES PLAN							UNFUNDED
Number	Title	PRIORITY	PROJECT STATUS	CONDITION	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	2025	2026	2027	2028	2029	2030	
STORMWATER														
DR0123	Land Acquisition Program for Water Quality	R	Revolving	Poor	2,560,000	-	-	-	600,000	-	1,900,000	-	-	-
DR0213	H Street Stormwater Outfall	A	Active	Poor	817,500	4,500	11,000	21,000	70,000	-	711,000	-	-	-
DR0120	Decant Facility at Transfer Station-Stormwater Soils Decant Bays	A	Active	Fair	1,121,100	24,400	1,096,700	-	-	-	-	-	-	-
DR0804	Lincoln Park/Big Boy Pond Study	A	Active	Fair	151,600	-	151,600	-	-	-	-	-	-	-
DR0121	Facility Assessment	A	Active	Fair	10,000	4,700	5,300	-	-	-	-	-	-	-
DR0322	Park Ave. Outfall to Peabody Creek	1	Design	Poor	512,000	-	103,000	409,000	-	-	-	-	-	-
DR0215	Francis Street Outfall Repair	2	Design	Poor	150,000	-	37,500	112,500	-	-	-	-	-	-
DR0404	Stormwater at Canyon Edge & Ahlvers	3	Planning	Fair	2,090,000	7,900	-	109,100	246,000	1,727,000	-	-	-	-
DR0122	18th St. Culvert & Outfall Improvement	4	Planning	Fair	803,000	-	-	-	-	-	-	-	161,000	642,000
DR0222	Chase Street Stormwater Improvements	5	Planning	Poor	230,000	-	-	-	69,000	161,000	-	-	-	-
DR0115	Liberty to Georgiana Streets Stormwater Improve.	6	Planning	Fair	2,977,000	-	-	-	-	-	-	272,000	2,705,000	-
DR0117	Peabody Street Water Quality Project	7	Pre-Planning	Fair	798,000	-	-	-	-	-	-	28,000	770,000	-
DR0304	Stormwater at Laurel Street & US 101	8	Planning	Poor	2,167,000	-	-	-	-	47,000	110,000	-	293,000	1,717,000
DR0324	Valley Creek Stormwater Park	9	Planning	Poor	10,637,300	-	-	100,000	-	-	-	-	-	10,537,300
DR0219	Outfall to Creek Improvement Program	UF	Unfunded	Poor	183,000	-	-	-	-	-	-	-	-	183,000
DR0112	Valley Creek Culvert & Outfall	UF	Design	Poor	1,022,000	-	-	-	-	-	-	-	-	1,022,000
DR0124	Lincoln Park - Big Boy Pond Phase II	UF	Unfunded	Fair	Unknown	-	-	-	-	-	-	-	-	Unknown
DR0224	Ennis Cutoff Stormwater Retrofit	UF	Unfunded	Fair	Unknown	-	-	-	-	-	-	-	-	Unknown
TOTALS					26,229,500	41,500	1,405,100	751,600	985,000	1,935,000	2,721,000	300,000	3,929,000	14,101,300

DEPARTMENT						CAPITAL FACILITIES PLAN							UNFUNDED	
				TOTAL PROJECT	7 Year	BUDGET 2024	2025	2026	2027	2028	2029	2030		
EQUIPMENT SERVICES														
Finance				160,400	16,000	93,400	-	-	-	-	64,000	-	-	-
Community Development				168,400	16,800	54,800	-	-	56,800	56,800	-	-	-	-
Police				3,429,700	343,000	85,500	261,900	267,000	272,700	278,100	303,800	289,500	-	-
Fire & Medic 1				8,249,200	824,900	1,146,400	-	-	82,200	-	-	-	-	-
Parks & Recreation				2,634,734	263,500	301,200	140,600	212,000	471,400	99,500	120,900	39,900	-	-
Engineering				244,000	24,400	63,500	63,500	-	60,000	-	-	58,600	-	-
Light Operations				3,523,400	352,300	521,600	225,900	42,500	109,800	-	156,100	15,000	-	-
Water				2,583,200	258,300	90,000	70,000	356,100	145,200	350,000	114,000	-	-	-
Wastewater				2,254,100	225,400	160,500	330,500	-	70,200	34,800	-	-	-	-
Solid Waste				6,950,850	695,100	405,800	487,000	431,600	444,500	24,200	461,700	472,800	-	-
Stormwater				1,868,600	186,900	719,100	330,300	107,700	-	350,000	-	15,000	-	-
Conservation				46,400	4,600	-	-	-	56,800	-	-	-	-	-
Equipment Services				1,774,400	177,400	104,700	262,800	375,000	111,000	-	36,300	300,000	-	-
Information Technology				58,700	5,900	-	-	-	-	-	-	-	-	-
Streets				5,213,700	521,400	517,600	-	406,000	176,800	130,000	30,000	327,800	-	-
TOTALS					39,159,784	3,915,978	4,264,100	2,172,500	2,197,900	2,057,400	1,323,400	1,286,800	1,518,600	-

							CAPITAL FACILITIES PLAN							UNFUNDED
	PRIORITY	PROJECT STATUS	CONDITION	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	2025	2026	2027	2028	2029	2030		
INFORMATION SERVICES														
IT0714	R	Revolving	Good	562,200	212,200	-	-	-	210,000	140,000	-	-	-	-
IT0514	R	Revolving	Poor	370,100	220,100	-	-	-	-	150,000	-	-	-	-
IT0319	R	Revolving	Poor	560,000	-	-	280,000	-	-	-	-	280,000	-	-
IT0618	R	Revolving	Poor	750,000	149,900	150,100	-	150,000	-	150,000	-	150,000	-	-
IT0214	R	Revolving	Poor	180,500	38,100	52,400	-	30,000	-	30,000	-	30,000	-	-
IT0323	R	Planning	Fair	550,000	-	-	150,000	150,000	-	250,000	-	-	-	-
IT1018	R	Active	Poor	300,000	20,600	39,400	40,000	40,000	40,000	40,000	40,000	40,000	40,000	-
IT0124	R	Unfunded	Poor	500,000	-	150,000	100,000	-	-	-	150,000	100,000	-	-
IT0416	A	Active	Poor	30,000	-	30,000	-	-	-	-	-	-	-	-
IT0119	A	Active	Poor	60,000	24,000	36,000	-	-	-	-	-	-	-	-
IT0716	A	Active	Poor	2,454,900	199,700	2,255,200	-	-	-	-	-	-	-	-
IT0320	A	Active	Poor	100,000	25,600	74,400	-	Active	-	-	-	-	-	-
IT0324	A	Unfunded	Poor	22,000	-	22,000	-	-	-	-	-	-	-	-
IT0123	1	Planning	Fair	200,000	-	200,000	-	-	-	-	-	-	-	-
IT0224	2	Unfunded	Poor	30,000	-	30,000	-	-	-	-	-	-	-	-
IT0423	3	Unfunded	Poor	1,200,000	-	-	60,000	-	-	-	-	-	-	1,140,000
IT0523	4	Unfunded	Poor	1,500,000	-	-	25,000	-	-	-	-	-	-	1,475,000
IT0424	UF	Unfunded	Good	500,000	-	-	-	-	-	-	-	-	-	500,000
TOTALS					9,869,700	890,200	3,039,500	655,000	370,000	250,000	760,000	190,000	600,000	3,115,000

Key	
A	Active
R	Revolving
#	Priority Assigned Number
UF	Unfunded



TRANSPORTATION PROJECTS							CAPITAL FACILITIES PLAN							UNFUNDED
Number	Title	PRIORITY	PROJECT STATUS	CONDITION	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	2025	2026	2027	2028	2029	2030	
TRANSPORTATION BENEFIT DISTRICT PROJECTS														
TR1118	Revolving Street Improvements	R	Revolving	Poor	344,500	14,500	150,000	30,000	30,000	30,000	30,000	30,000	30,000	-
TR1120	Complete Streets Revolving Fund	R	Revolving	Poor	900,000	-	-	300,000	200,000	-	200,000	-	200,000	-
TR0121	Pavement Management Plan	A	Active	Fair	200,000	-	200,000	-	-	-	-	-	-	-
TR0518	I Street Chip Seal (5th to 16th Streets)	A	Active	Poor	500,000	329,800	170,200	-	-	-	-	-	-	-
TR0316	8th Street Chip Seal (A to I Streets)	A	Active	Fair	450,000	171,100	278,900	-	-	-	-	-	-	-
TR0119	8th Street Paving (Lincoln to A Streets)*	1	Design	Fair	2,364,000	11,700	2,352,300	-	-	-	-	-	-	-
TR1799	Truck Route at Hwy 101 Intersection *	2	Pre-Planning	Fair	13,675,000	30,800	338,900	355,300	900,000	2,050,000	-	-	-	10,000,000
TR0420	2023 Pavement Preservation	3	Planning	Fair	400,000	-	400,000	-	-	-	-	-	-	-
TR0716	ADA - Peabody Street *	4	Planning	Poor	370,000	-	-	370,000	-	-	-	-	-	-
TR0221	Marine Dr Paving (Tumwater to Hill Street) *	5	Active	Fair	1,140,200	-	1,140,200	-	-	-	-	-	-	-
TR0417	Ennis Street Pavement Repair	6	Planning	Fair	120,000	-	120,000	-	-	-	-	-	-	-
TR1109	Marine Drive Bulkhead Repairs	7	Pre-Planning	Fair	3,000,000	-	50,000	-	-	-	-	-	-	2,950,000
TR0124	N Street Construction*	8	Planning	Poor	3,979,000	-	-	250,000	1,029,000	2,700,000	-	-	-	-
TR0620	2026 Pavement Preservation	9	Planning	Fair	400,000	-	-	-	400,000	-	-	-	-	-
TR0915	Park Avenue Paving Overlay (Race to Liberty Streets)	10	Planning	Fair	700,000	-	-	36,000	664,000	-	-	-	-	-
TR1416	Hamilton School Walking Routes *	11	Planning	Poor	1,735,000	15,000	-	220,000	-	1,500,000	-	-	-	-
TR0324	Marine Drive Paving Hill Street to Mill Bridge*	12	Pre-Planning	Poor	700,000	-	-	-	700,000	-	-	-	-	-
TR0624	Lauridsen - Tumwater Truck Route to L Street Chip Seal	13	Pre-Planning	Fair	300,000	-	-	300,000	-	-	-	-	-	-
TR0818	Railroad Ave Overlay	14	Planning	Poor	580,000	-	-	-	-	65,000	515,000	-	-	-
TR0219	5th Street Chip Seal ("A" to "M" Streets)	15	Planning	Fair	585,000	-	-	-	-	585,000	-	-	-	-
TR0720	18th Street Chip Seal	16	Planning	Fair	390,000	-	-	-	-	390,000	-	-	-	-
TR0117	Liberty Street Reconstruction	17	Planning	Poor	575,000	-	15,000	-	-	560,000	-	-	-	-
TR0520	2028 Pavement Preservation	18	Planning	Fair	520,000	-	-	-	-	-	520,000	-	-	-
TR0223	2029 Pavement Preservation	19	Pre-Planning	Fair	500,000	-	-	-	-	-	-	500,000	-	-
TR0424	2030 Pavement Preservation	20	Pre-Planning	Fair	500,000	-	-	-	-	-	-	-	500,000	-
TR0816	ADA - Cherry Street	21	Pre-Planning	Poor	425,000	-	-	-	-	-	25,000	400,000	-	-
TR0323	Lincoln Street Safety (8th to Lauridsen)*	22	Pre-Planning	Fair	3,300,000	-	-	-	-	-	300,000	3,000,000	-	-
TR0499	Laurel St/Ahlvers Road Overlay	UF	Unfunded	Poor	950,000	-	-	-	-	-	-	-	-	950,000
TR1015	Cherry Street Area Chip Seal	UF	Unfunded	Poor	950,000	-	-	-	-	-	-	-	-	950,000
TR0916	ADA - Oak & Laurel Streets	UF	Unfunded	Poor	400,000	-	-	-	-	-	-	-	-	400,000
TR1899	Lincoln, Laurel and Lauridsen Intersection	UF	Unfunded	Poor	2,000,000	-	-	-	-	-	-	-	-	2,000,000
TR0104	2nd & Valley Streets Pavement	UF	Unfunded	Poor	750,000	-	-	-	-	-	-	-	-	750,000
TR0308	O Street Improvements	UF	Unfunded	Poor	2,000,000	-	-	-	-	-	-	-	-	2,000,000
TR0599	Hill Street Intersection Reconstruction	UF	Unfunded	Poor	685,000	-	-	-	-	-	-	-	-	685,000
TR0317	Chase Street Vicinity Chip Seal	UF	Unfunded	Poor	420,000	-	-	-	-	-	-	-	-	420,000
TR0123	Sidewalk for Ennis Street Improvements	UF	Unfunded	Poor	225,000	-	-	-	-	-	-	-	-	225,000
TR0524	Marine Drive - Tumwater Intersection	UF	Unfunded	Poor	2,950,000	-	-	-	-	-	-	-	-	2,950,000
TR0924	Ennis Street Reconstruction	UF	Unfunded	Poor	4,000,000	-	-	-	-	-	-	-	-	4,000,000

*These projects are anticipated to be grant funded and if funding is not obtained they will be re-prioritized until funding is available or will be moved to the unfunded section of the CFP.

Key	
A	Active
R	Revolving
#	Priority Assigned Number
UF	Unfunded



TRANSPORTATION PROJECTS							CAPITAL FACILITIES PLAN							UNFUNDED
Number	Title	PRIORITY	PROJECT STATUS	CONDITION	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	2025	2026	2027	2028	2029	2030	
TR0405	Alley Paving Revolving Funding	R	Revolving	Poor	2,405,000	100	1,154,900	10,000	440,000	-	400,000	-	400,000	-
TR0621	Waterfront Trail Repairs	R	Revolving	Poor	803,000	273,100	136,100	93,800	60,000	60,000	60,000	60,000	60,000	-
TR0321	Speed Feedback Sign Program	R	Revolving	Fair	120,000	-	30,000	30,000	-	30,000	-	30,000	-	-
TR0209	Race Street Complete Design & Construction Phase I *	A	Active	Fair	5,251,800	4,520,200	731,600	-	-	-	-	-	-	-
TR0918	Downtown Tree/Sidewalk Replacement Phase III	A	Planning	Poor	500,000	-	500,000	-	-	-	-	-	-	-
TR0101	Laurel Street Stairs Replacement	A	Active	Poor	835,300	40,400	94,900	700,000	-	-	-	-	-	-
TR0120	Signal Controller Upgrades 1st/Front *	A	Active	Fair	5,677,000	532,700	5,144,300	-	-	-	-	-	-	-
TR1215	City Hall East Parking Lot LID *	A	Active	Fair	1,748,600	172,800	1,575,800	-	-	-	-	-	-	-
TR0222	First/Front Pedestrian Enhancements *	A	Active	Fair	1,280,000	-	341,000	939,000	-	-	-	-	-	-
TR0414	Peabody Creek/Lincoln Street Culvert Repair *	A	Active	Poor	4,107,600	104,800	17,800	500,000	3,485,000	-	-	-	-	-
TR1399	Traffic Signal Interconnect/Preemption	1	Planning	Fair	860,000	45,800	614,200	100,000	100,000	-	-	-	-	-
TR0224	Tumwater Bridge Repair	2	Planning	Fair	125,000	-	25,000	100,000	-	-	-	-	-	-
TR0821	Facility Assessment	3	Planning	Fair	10,000	4,700	5,300	-	-	-	-	-	-	-
TR0715	16th Street Stormwater Retrofit (C to E Streets) *	4	Design	Fair	1,990,900	146,600	67,000	1,777,300	-	-	-	-	-	-
TR0318	8th/10th Street Bike Lanes *	5	Design	Fair	1,959,000	-	270,900	1,688,100	-	-	-	-	-	-
TR1116	School Area Speed Signs (Near Franklin) *	6	Planning	Fair	50,000	-	50,000	-	-	-	-	-	-	-
TR0416	1st/2nd/Valley/Oak Green Alley *	7	Planning	Poor	1,742,200	22,200	-	220,000	-	1,500,000	-	-	-	-
TR0419	Lauridsen Blvd Reconstruction (L St to City Limits) *	8	Planning	Poor	1,344,000	-	-	144,000	1,200,000	-	-	-	-	-
TR0618	Stevens Middle School Walking Routes *	9	Planning	Fair	930,000	-	15,000	115,000	800,000	-	-	-	-	-
TR0122	First/Front Paving (Lincoln to Tumwater Street) *	10	Design	Fair	3,383,000	-	-	134,000	3,249,000	-	-	-	-	-
TR0322	Intersection Control Study	11	Planning	Fair	50,000	-	-	50,000	-	-	-	-	-	-
TR0220	Traffic Circle Program *	12	Planning	Fair	1,700,000	-	-	200,000	-	1,500,000	-	-	-	-
TR0909	Wayfinding & ODT Signage	13	Design	Fair	400,000	40,600	-	159,400	-	-	-	-	-	200,000
TR1324	Klallam Language Street Signs	14	Planning	Fair	30,000	-	-	30,000	-	-	-	-	-	-
TR0421	Valley Street Culvert Crossing *	15	Pre-Planning	Fair	50,000	-	-	50,000	-	-	-	-	-	-
TR0619	Race Street Complete Construction Phase II *	16	Design	Fair	6,120,000	-	200,000	500,000	500,000	4,920,000	-	-	-	-
TR0919	Traffic Safety Camera Program	17	Planning	Fair	35,000	-	-	35,000	-	-	-	-	-	-
TR0819	Sidewalks for Mt Angeles Rd & Porter St *	18	Pre-Planning	Poor	3,000,000	-	-	-	-	-	3,000,000	-	-	-
TR1224	Race Street Complete Design & Construction Phase III *	19	Pre-Planning	Fair	4,000,000	-	-	-	-	200,000	200,000	200,000	-	3,400,000
TR0721	Gales Addition Connector Planning *	20	Planning	Fair	600,000	-	-	600,000	-	-	-	-	-	-
TR0824	Downtown Streets Study	21	Planning	Fair	50,000	-	-	50,000	-	-	-	-	-	-
TR1124	Waterfront Trail Renovation & Sustainability Study *	22	Pre-Planning	Fair	1,000,000	-	-	-	-	150,000	250,000	600,000	-	-
TR0506	Valley Creek Trail Loop	23	Pre-Planning	Poor	100,000	-	-	-	50,000	-	-	-	-	50,000
TR1018	Zig Zag at Oak Street	24	Pre-Planning	Poor	600,000	-	-	-	50,000	-	-	-	-	550,000
TR0113	Waterfront Redevelopment Phase III	UF	Unfunded	Poor	30,000,000	-	-	-	-	-	-	-	-	30,000,000
TR1016	18th Street Bike Accessibility	UF	Unfunded	Poor	1,000,000	-	-	-	-	-	-	-	-	1,000,000
TR0212	Caroline Street Slide Repair	UF	Unfunded	Poor	375,000	-	-	-	-	-	-	-	-	375,000
TR1009	1st, Front & Race Street Crossings	UF	Unfunded	Poor	423,000	-	-	-	-	-	-	-	-	423,000
TR0516	Nancy Lane Pavement	UF	Unfunded	Poor	200,000	-	-	-	-	-	-	-	-	200,000
TR0208	Alternate Cross-Town Route Study	UF	Unfunded	Poor	220,000	-	-	-	-	-	-	-	-	220,000
TR1316	Traffic Control	UF	Unfunded	Poor	300,000	-	-	-	-	-	-	-	-	300,000
TR0719	First & Front Street Decoupling	UF	Unfunded	Fair	Unknown	-	-	-	-	-	-	-	-	Unknown
TR0521	"I" to "M" Paving and Sidewalk LID	UF	Unfunded	Fair	2,000,000	-	-	-	-	-	-	-	-	2,000,000
TR0724	Linberg Road Repavement	UF	Unfunded	Poor	500,000	-	-	-	-	-	-	-	-	500,000
TR1024	Hill Street - ODT	UF	Unfunded	Fair	3,941,000	-	-	-	-	-	-	-	-	3,941,000
TOTALS					145,799,100	6,476,900	16,189,300	10,086,900	13,857,000	16,240,000	5,500,000	4,820,000	1,190,000	71,439,000

Key	
A	Active
R	Revolving
#	Priority Assigned Number
UF	Unfunded

*These projects are anticipated to be grant funded and if funding is not obtained they will be re-prioritized until funding is available or will be moved to the unfunded section of the CFP.



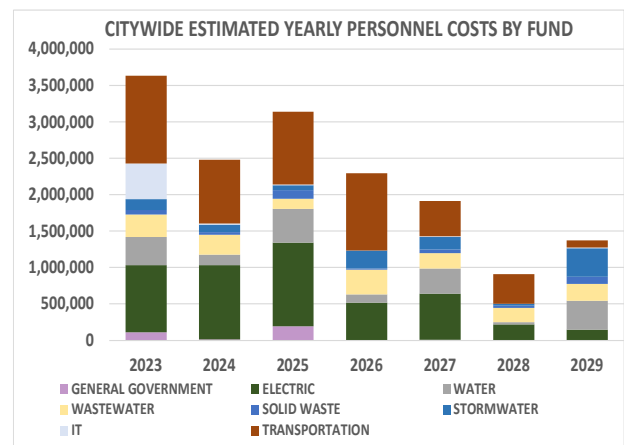
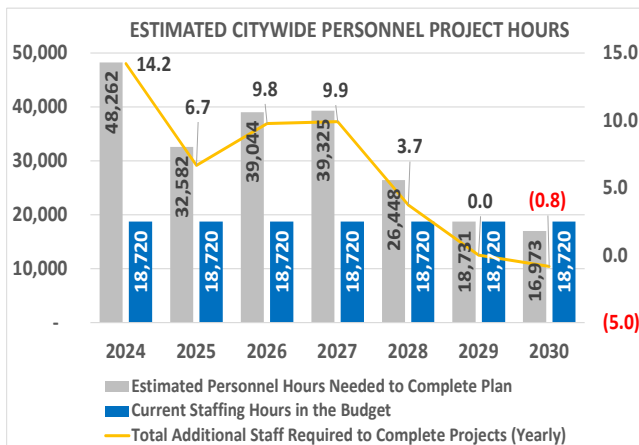
CITYWIDE PERSONNEL COSTS

ESTIMATED PERSONNEL HOURS FOR PROJECT COMPLETION	2024	2025	2026	2027	2028	2029	2030
GENERAL GOVERNMENT	2,189	246	2,914	108	113	108	108
ELECTRIC	9,286	8,005	8,031	5,019	4,545	1,831	1,257
WATER	5,727	2,048	6,617	1,646	5,096	225	3,427
WASTEWATER	4,557	4,043	2,067	5,065	3,114	2,911	3,396
SOLID WASTE	951	545	1,747	218	811	432	1,518
STORMWATER	2,186	1,564	995	3,629	2,494	371	5,695
IT	4,913	127	70	20	111	5	149
TRANSPORTATION	18,452	16,004	16,602	23,619	10,164	12,849	1,424
TOTAL PLANNED PROJECT HOURS	48,262	32,582	39,044	39,325	26,448	18,731	16,973

ESTIMATED PERSONNEL COSTS FOR PROJECT COMPLETION	2024	2025	2026	2027	2028	2029	2030
GENERAL GOVERNMENT	113,524	12,375	194,383	5,467	5,810	5,467	5,467
ELECTRIC	921,231	1,021,156	1,149,604	511,096	632,637	211,651	140,130
WATER	385,506	142,413	463,304	116,056	346,528	31,752	399,626
WASTEWATER	307,371	273,541	139,102	340,956	209,571	196,000	228,550
SOLID WASTE	64,018	36,960	117,600	14,700	54,600	29,320	102,200
STORMWATER	147,142	105,274	66,948	244,245	167,904	25,210	385,821
IT	491,315	11,897	6,229	2,027	9,756	533	14,866
TRANSPORTATION	1,205,875	875,024	1,002,736	1,059,940	483,566	410,424	95,844
TOTAL PLANNED PERSONNEL COSTS	3,635,983	2,478,641	3,139,905	2,294,487	1,910,371	910,356	1,372,504

Estimated Yearly Personnel Need for Planned Projects	2024	2025	2026	2027	2028	2029	2030
Estimated Personnel Hours Needed to Complete Plan	48,262	32,582	39,044	39,325	26,448	18,731	16,973
Current Staffing Hours in the Budget	18,720	18,720	18,720	18,720	18,720	18,720	18,720
<i>Difference</i>	29,542	13,862	20,324	20,605	7,728	11	(1,747)
Total Additional Staff Required to Complete Projects (Yearly)	14.2	6.7	9.8	9.9	3.7	0.0	(0.8)

The current capital plan would require an average of 6.4 additional FTE's to complete; however, in years when large projects are included additional staffing will be required for completion.



CURRENT 2025 - 2030 CAPITAL FACILITIES PLAN COMPARED TO PRIOR 2024 - 2029 CAPITAL FACILITIES PLAN

GENERAL GOVERNMENT CAPITAL PROJECTS		2023	2024	2023	2024	2024 PROPOSED	AMEND.	GRANT
Number	Title	PRIORITY	PRIORITY	PROJECT TOTAL	PROJECT TOTAL	BUDGET	REQUEST	FUNDING
GENERAL GOVERNMENT/FACILITIES								
GG0303	NICE Funds	R	R	787,100	1,875,000	587,900	512,900	-
GG1113	Facility Security Projects	A	R	526,000	556,000	319,000	289,000	-
GG0123	Housing Pipeline Pilot Project	A	A	-	50,000	50,000	-	-
GG0119	Ennis Creek Fish Barrier Removal	10	1	1,400,000	1,245,000	45,000	(80,000)	1,100,000
GG0121	Broadband Improvement Feasibility Study	9	2	50,000	50,000	50,000	(100,000)	-
GG0516	Senior Center Fire Detection System	2	3	125,000	125,000	125,000	125,000	-
GG0416	City Hall Fire Detection System	3	4	150,000	150,000	150,000	(150,000)	-
GG0916	Valley Creek Restoration Phase III	UF	UF	2,110,900	2,110,900	-	-	-
GG0124	Relocation of Critical Infrastructure	New	UF	-	Unknown	-	-	-
GG0224	Website Re-Design	New	UF	-	60,000	-	-	-
GG0324	Water, Wastewater, Stormwater Capacity Improvements	New	UF	-	Unknown	-	-	-
PUBLIC SAFETY								
FD0415	Fire Department Turn-Out Gear	R	R	320,600	339,200	-	-	48,300
FD0615	Fire Hoses	R	R	91,500	106,500	19,900	12,400	5,000
FD0218	Self Contained Breathing Apparatus	R	R	250,000	250,000	-	-	-
CAPP	Pencom Capital	R	R	601,500	601,500	50,000	-	-
PD0307	Police Regional Training & Gun Range Facility	R	R	265,000	279,800	83,600	51,600	-
PD0116	Mobile Data Terminal Replacements	R	R	288,300	308,300	42,900	26,900	151,700
PD0122	Police Radio Replacement	R	R	140,000	160,000	18,400	(1,600)	-
PD0223	Police Body Worn Cameras	R	R	260,000	450,000	90,000	38,000	67,000
FD0124	Mobile Data Terminal Replacements	New	R	-	60,000	-	-	-
FD0224	PAFD Portable Radio Replacements	New	R	-	300,000	-	-	-
PD0120	Police Taser Replacements	A	R	256,600	296,600	11,000	(2,000)	-
PD0121	EOC/911 Dispatch (PenCom center)	A	A	7,000,000	10,150,000	9,873,400	9,873,400	6,490,300
FD0318	Emergency Management Pods	A	A	158,000	158,000	130,100	129,100	-
FD0315	Fire Station Garage Door Replacement	6	5	450,000	450,000	-	-	-
FD0121	Westside Fire Station	UF	UF	3,000,000	3,000,000	-	-	-
FD0120	Fire Station Front Driveway Repair	UF	UF	130,000	130,000	-	-	-
FD0216	Fire Training Facility	UF	UF	1,200,000	1,200,000	-	-	-
FD0316	Senior Center EOC Generator (Secondary City EOC)	UF	UF	150,000	150,000	-	-	-
FD0416	Radio Transmitter Generator (I & 10th Streets)	UF	UF	25,000	25,000	-	-	-
FD0123	SCBA Refill Compressor System	UF	UF	103,000	103,000	-	-	-
PARKS AND RECREATION								
PK0216	Facility Improvement Revolving Fund	R	R	145,000	160,000	26,000	11,000	-
PK0205	Restroom Improvement Program	R	R	1,740,000	1,890,000	-	(150,000)	-
PK0418	Civic Field Upgrades	R	R	224,200	835,200	624,100	613,100	600,000
PK0223	Aluminum Bleacher Upgrades	UF	R	100,000	73,500	13,500	13,500	-
PK0719	Parks Maintenance Building	A	A	706,500	706,500	532,100	532,100	-
PK0519	City Pier Erosion Stabilization & Sidewalk Repair (Peabody Creek)	A	A	400,000	400,000	343,200	343,200	-
PK0316	Locomotive #4 Refurbishment	A	A	130,000	190,800	52,000	(1,948,000)	-
PK0320	HVAC Upgrades at City Facilities	4	A	2,150,000	2,150,000	2,128,000	2,128,000	2,000,000
PK0423	City Pier Observation Tower Repair	New	A	-	575,500	575,500	525,500	-
PK0122	Erickson Playfield Tennis Court Improvement	7	A	220,000	370,000	370,000	370,000	370,000
PK0222	OVC Columbarium Expansion	5	A	50,000	50,000	50,000	50,000	-
PK0123	Elks Pickleball Court Improvements	8	A	30,000	55,000	55,000	55,000	-
PK0420	Ediz Hook Boat Launch Repairs	UF	6	-	1,500,000	-	-	50,000
PK0323	Senior Center Front Door Replacement	UF	UF	-	45,000	-	-	-
PK0319	City Pier Inspection Repairs	UF	UF	-	1,000,000	-	-	-
PK0406	Shane & Elks Field Lighting	UF	UF	-	Unknown	-	-	-
PK0802	Neighborhood Park Development	UF	UF	-	Unknown	-	-	-
PK0124	Ocean View Cemetery Bank Erosion	New	UF	-	Unknown	-	-	-
PK0224	City Parks Urban Forest Tree Assessment	New	UF	-	30,000	-	-	-
TOTALS				25,734,200	34,741,300	16,415,600	13,268,100	10,882,300

MEDIC 1 PROJECTS		2023	2024	2023	2024	2024 PROPOSED	AMEND.	GRANT
Number	Title	PRIORITY	PRIORITY	PROJECT TOTAL	PROJECT TOTAL	BUDGET	REQUEST	FUNDING
MEDIC 1								
CAPM1	Medic I Equipment	R	R	369,800	369,800	-	-	-
FD0118	Defibrillator Equipment	R	R	221,000	221,000	-	-	-
TOTALS				590,800	590,800	-	-	-



ELECTRIC PROJECTS		2023	2024	2023	2024	2024 PROPOSED	AMEND.	GRANT
Number	Title	PRIORITY	PRIORITY	PROJECT TOTAL	PROJECT TOTAL	BUDGET	REQUEST	FUNDING
ELECTRIC								
CLCAP	Maintenance Capital Contribution	R	R	1,277,500	1,277,500	150,000	-	-
CL0414	Construct New Light Operations Building	A	A	10,099,900	10,099,900	5,970,800	1,500,900	-
CL0216	City/PUD Service Area Capital Needs	4	A	400,000	400,000	200,000	200,000	-
CL0123	Overhead Reconductoring - 2024	7	A	150,000	150,000	150,000	-	-
CL0719	Underground Cable Replacement - 2024	8	A	100,000	100,000	100,000	-	-
CL1124	Decant Facility at Transfer Station	New	A	-	200,000	200,000	200,000	-
CL0623	Community Solar Study	23	1	10,000	10,000	-	-	-
CL0322	Electric Vehicle Charging Station	UF	2	500,000	2,630,000	2,104,000	2,104,000	2,104,000
CL0222	Advanced Metering & Outage Management	3	3	3,000,000	3,000,000	100,000	-	-
CL0624	Traffic Signal LED Conversion	New	4	-	400,000	100,000	100,000	-
CL0724	West Airport Hangar Cable Replacement	New	5	-	150,000	-	-	-
CL0824	East Airport Cable Replacement	New	6	-	200,000	-	-	-
CL0223	Overhead Reconductoring - 2025	9	7	150,000	150,000	-	-	-
CL1019	Underground Cable Replacement - 2025	10	8	250,000	100,000	-	-	-
CL0120	"F" Street Transformer Replacement	14	9	2,000,000	2,000,000	-	-	-
CL0320	"F" Street Load Tap Changer Replacement	13	10	200,000	200,000	-	-	-
CL0124	SPCC Civil Engineering for Substations	New	11	-	25,000	-	-	-
CL0224	Substation SPCC Containment Installation	New	12	-	400,000	-	-	-
CL0323	Overhead Reconductoring - 2026	11	13	150,000	150,000	-	-	-
CL0221	Underground Cable Replacement - 2026	12	14	100,000	100,000	-	-	-
CL0816	College Street Substation Switchgear	15	15	500,000	500,000	-	-	-
CL0121	Overhead Reconductoring - 2027	16	16	250,000	250,000	-	-	-
CL0321	Underground Cable Replacement - 2027	17	17	250,000	250,000	-	-	-
CL0524	Overhead Reconductoring - 2028	New	18	-	250,000	-	-	-
CL0122	Underground Cable Replacement - 2028	18	19	250,000	250,000	-	-	-
CL0423	Overhead Reconductoring - 2029	22	20	150,000	200,000	-	-	-
CL0523	Underground Cable Replacement - 2029	19	21	250,000	250,000	-	-	-
CL0202	Feeder Tie Hwy 101, Porter to Golf Course Rd	20	22	350,000	350,000	-	-	-
CL0520	Substation Seismic Bracing	21	23	500,000	500,000	-	-	-
CL0324	Ediz Hook Overhead to Underground	New	24	-	990,000	-	-	600,000
CL0924	Underground Cable Replacement - 2030	New	25	-	300,000	-	-	-
CL1024	Overhead Reconductoring - 2030	New	26	-	250,000	-	-	-
CL0424	Dry Creek - West End UGA Substation	New	UF	-	8,374,400	-	-	-
TOTALS				20,887,400	34,456,800	9,074,800	4,104,900	2,704,000



WATER PROJECTS		2023	2024	2023	2024	2024 PROPOSED	AMEND.	GRANT
Number	Title	PRIORITY	PRIORITY	PROJECT TOTAL	PROJECT TOTAL	BUDGET	REQUEST	FUNDING
WATER								
CAPWT	General Water Equipment	R	R	579,300	629,300	187,400	137,400	-
WT0419	Decant Facility at Transfer Station - Water Soils Decant Bays	A	A	880,000	880,000	853,800	18,100	-
WT0218	Reservoir Instrumentation Upgrades	A	A	290,000	290,000	144,400	144,400	-
WT0321	Facility Assessment	A	A	10,000	10,000	5,300	5,300	-
WT0221	Race Street Water Main Replacement South	A	A	1,284,800	1,284,800	205,900	205,900	-
WT0420	Ennis Creek Water Main Relocate	A	A	264,000	175,000	175,000	(89,000)	-
WT0519	Water Treatment Plant Repairs	2	A	300,000	300,000	255,900	255,900	-
WT0121	White Creek & 3rd Street Main Crossing	5	A	720,000	720,000	60,000	(540,000)	-
WT0320	Morse Creek Transmission Main Eval/Design	6	A	440,000	440,000	300,000	300,000	-
WT0123	11th Street ROW Tumwater Creek Crossing	13	A	60,000	60,000	60,000	60,000	-
WT0223	14th Street ROW Tumwater Creek Crossing	14	A	60,000	60,000	60,000	60,000	-
WT0619	Peabody Reservoir Inlet Pipe Replacement	1	1	441,400	470,000	-	(360,000)	-
WT0421	Race Street Water Main Replacement North	3	2	1,700,000	1,780,000	-	(200,000)	-
WT0219	Peabody Heights Floating Cover Replacement	8	3	506,000	530,000	-	(253,000)	-
WT0124	Transmission Main Replacement WTP to D Street	New	4	-	5,000,000	-	-	-
WT0111	Liberty Street Water Main	9	5	610,300	590,000	-	-	-
WT0319	Ground Water Resiliency Program	4	6	1,600,000	1,700,000	-	(700,000)	-
WT0412	West 4th Street Water Main	10	7	1,800,000	2,000,000	-	-	-
WT0224	Ranney Well WTP Transmission Main Replacement	New	8	-	3,600,000	-	-	-
WT0612	3rd & Vine Street Main	7	UF	564,500	654,000	-	-	-
WT0512	East 4th Street Water Main	11	UF	633,600	633,600	-	-	-
WT0212	East 6th Street Water Main	12	UF	467,500	467,500	-	-	-
WT0120	Water System SCADA Upgrade	UF	UF	786,500	786,500	-	-	-
WT0717	Race/Caroline Street Fire Flow	UF	UF	810,700	810,700	-	-	-
WT0112	10th Street Water Main	UF	UF	1,095,100	1,095,100	-	-	-
WT0116	Marine Drive Main Replacement Phase II	UF	UF	1,815,000	1,815,000	-	-	-
WT0117	Mill Creek Reservoir Expansion	UF	UF	4,114,000	4,114,000	-	-	-
WT0119	McDougal Pressure Subzone	UF	UF	847,000	847,000	-	-	-
WT0217	Airport/Edgewood Drive Water Main Extension	UF	UF	6,050,000	6,050,000	-	-	-
WT0314	Tumwater Truck Route Commercial Fire Flow (LID)	UF	UF	349,700	349,700	-	-	-
WT0317	Scribner Booster Station Upgrade	UF	UF	1,815,000	1,815,000	-	-	-
WT0318	Viewcrest/Laurel Intertie/PRV	UF	UF	242,000	242,000	-	-	-
WT0417	1st/Laurel Street Fire Flow	UF	UF	464,600	464,600	-	-	-
WT0418	10th/11th Alley Water Main Replacement	UF	UF	181,500	181,500	-	-	-
WT0517	6th/Laurel and 5th Street Fire Flow	UF	UF	775,600	775,600	-	-	-
WT0617	Porter Street Zone PRV Improvements	UF	UF	363,000	363,000	-	-	-
WT0817	St Andrews Place Fire Flow Loop	UF	UF	641,300	641,300	-	-	-
WT0917	East First Street Fire Flow	UF	UF	111,300	111,300	-	-	-
WT1017	18th Street Fire Flow	UF	UF	581,500	581,500	-	-	-
WT1117	Lauridsen Blvd/Tumwater Fire Flow	UF	UF	616,000	677,600	-	-	-
WT0423	Advanced Metering Management	UF	UF	3,000,000	3,000,000	-	-	-
WT0523	Wastewater Utility Infrastructure - EOC/911 Center	UF	UF	1,500,000	1,500,000	-	-	-
WT0324	Morse Creek Transmission Main Construction	New	UF	-	3,000,000	-	-	-
WT0524	Inlet Valve to Jones Street Reservoir	New	UF	-	80,000	-	-	-
INDUSTRIAL WATER LINE PROJECTS								
WT0222	Elwha - Effluent Distribution Structure Bypass	2	A	302,000	302,000	302,000	302,000	-
WT0122	Elwha - Fish Screen Facility Improvements	1	1	200,000	549,000	549,000	549,000	-
WT0424	Elwha - River Ranney Reach Habitat Restoration	New	2	-	250,000	250,000	50,000	-
WT0522	Elwha - Facility Surplus	4	3	50,000	50,000	50,000	50,000	-
WT0624	Analysis of the Industrial Water Line Site	New	4	-	50,000	-	(50,000)	-
WT0422	Elwha - Temporary Diversion Pumping Facility/Bulkhead Project	3	UF	2,300,000	2,300,000	-	(100,000)	-
WT0322	Elwha - Surface Water Intake Improvements	UF	UF	2,000,000	2,000,000	-	-	-
WT0622	Elwha - Screen House Project	UF	UF	1,500,000	1,500,000	-	-	-
TOTALS				45,723,200	58,576,600	3,458,700	(154,000)	-



WASTEWATER PROJECTS		2023	2024	2023	2024	2024 PROPOSED	AMEND.	GRANT
Number	Title	PRIORITY	PRIORITY	PROJECT TOTAL	PROJECT TOTAL	BUDGET	REQUEST	FUNDING
WASTEWATER								
CAPWW	General Wastewater Equipment	R	R	802,900	852,900	50,000	-	-
WW0319	Wastewater Comprehensive Plan	A	A	364,900	379,900	11,000	11,000	-
WW0519	Decant Facility at Transfer Station-Wastewater Soils Decant Bays	A	A	880,000	880,000	845,700	10,000	-
WW0220	West 4th Street Capacity Improvement	A	A	1,655,000	1,655,000	1,245,000	1,245,000	-
WW0121	Facility Assessment	A	A	10,000	10,000	5,300	5,300	-
WW0520	Sanitary Force Main Relocate (Lees Creek)	A	A	264,000	160,000	160,000	60,000	-
WW0122	Anaerobic Digester Roof Improvements	1	A	4,657,400	4,657,400	248,600	248,600	-
WW0523	WWTP UST Tank Replacement	UF	1	220,000	250,000	250,000	250,000	-
WW0419	WWTP HVAC Replacement	2	2	251,700	251,700	22,200	(175,800)	-
WW0518	Francis Street Sewer Trestle Repair	UF	3	60,500	230,000	30,000	30,000	-
WW0124	WWTP Gas Flare System Replacement	New	4	-	350,000	30,000	30,000	-
WW0222	"A" Street Improvements	4	5	5,774,600	4,290,000	-	-	2,085,000
WW0516	WWTP Boiler Replacement	6	6	149,500	164,500	-	-	-
WW0320	WWTP Septic Truck Pad Repair	3	7	147,400	175,000	-	(125,400)	-
WW0415	Pump Station #5 Rehabilitation	UF	UF	100,000	100,000	-	-	-
WW0915	Pump Station #6 Improvements	UF	UF	-	-	-	-	-
WW0110	Aeration Blower Replacement	UF	UF	665,500	665,500	-	-	-
WW0217	Ennis Creek Force Main Removal	UF	UF	272,300	272,300	-	-	-
WW0608	Waste Activated Sludge Thickening WWTP	UF	UF	1,815,000	1,815,000	-	-	-
WW1115	1st & 2nd Streets Alley Sewer Separation	UF	UF	145,200	145,200	-	-	-
WW1315	Pine Hill Sewer Separation	UF	UF	332,800	332,800	-	-	-
WW0119	Biosolid Pyrolysis	UF	UF	4,400,000	4,840,000	-	-	-
WW0322	Gravity Thickener Rehabilitation	UF	UF	1,282,600	1,282,600	-	-	-
WW0422	Headworks Improvements	UF	UF	379,500	379,500	-	-	-
WW0522	Pump Station #15 & Improvements	UF	UF	80,000	80,000	-	-	-
WW0622	Pump Station #10 Improvements	UF	UF	1,458,600	1,458,600	-	-	-
WW0722	Pump Station #8 Improvements	UF	UF	859,100	859,100	-	-	-
WW0822	Gravity Thickener Redundancy	UF	UF	2,912,800	2,912,800	-	-	-
WW0922	Access Road & Septage Receiving Improvements	UF	UF	829,400	829,400	-	-	-
WW1022	Nutrient Reduction Sidestream Treatment Upgrades	UF	UF	6,262,300	6,262,300	-	-	-
WW0123	Front/Georgiana Capacity Improvement	UF	UF	3,800,000	3,800,000	-	-	-
WW0223	New Sewer Washington Street (Park to 8th)	UF	UF	2,000,000	2,000,000	-	-	-
WW0423	WWTP Knife Gate Valve Installations	UF	UF	75,000	75,000	-	-	-
WW0623	Wastewater Utility Infrastructure for the EOC/911 Center	UF	UF	1,800,000	1,800,000	-	-	-
COMBINED SEWER OVERFLOW								
WW0120	Pump Station #3 Force Main Replacement	A	A	5,135,000	5,135,000	1,775,400	1,775,400	-
WW0918	2025 Neighborhood Sewer Rehabilitation	3	1	600,000	750,000	-	-	-
WW1018	2026 Neighborhood Sewer Rehabilitation	4	2	600,000	750,000	-	-	-
WW0715	Oak Street Sewer Separation	5	3	318,000	720,000	-	-	-
WW0815	Laurel Street Sewer Separation	6	4	318,000	720,000	-	-	-
WW1118	2027 Neighborhood Sewer Rehabilitation	7	5	600,000	750,000	-	-	-
WW0224	2030 Neighborhood Sewer Rehabilitation	New	6	-	750,000	-	-	-
WW0117	Francis Street Pigging Bypass	1	UF	228,000	228,000	-	-	-
WW0316	CSO 6 and 7 Reconstruction	2	UF	243,900	243,900	-	-	-
TOTALS				52,750,900	54,263,400	4,673,200	3,364,100	2,085,000

SOLID WASTE PROJECTS		2023	2024	2023	2024	2024 PROPOSED	AMEND.	GRANT
Number	Title	PRIORITY	PRIORITY	PROJECT TOTAL	PROJECT TOTAL	BUDGET	REQUEST	FUNDING
SOLID WASTE								
SW0112	Decant Facility at Transfer Station	A	A	1,040,400	1,040,400	801,900	32,300	547,300
SW0221	Facility Assessment	A	A	10,000	10,000	5,300	5,300	-
SW0124	West Stormwater Pond Repair	New	1	-	200,000	-	-	-
SW0121	Landfill Access Road Repair	2	2	635,700	890,000	-	(635,700)	-
SW0122	Landfill Automated Facility Gate	3	3	110,000	115,000	-	-	-
SW0120	Landfill Pump Station 17 Repair	1	4	336,000	390,000	-	(336,000)	-
SW0223	Landfill Cover System Repairs	UF	5	150,000	186,000	-	-	-
SW0321	Landfill Access Road Repair - Phase 2	5	6	800,000	750,000	-	-	-
SW0218	Landfill Security Fencing	UF	UF	220,000	260,000	-	-	-
SW0123	Recycle Processing Center	UF	UF	750,000	750,000	-	-	-
SW0423	MRWF Building Conversion - Office Space	UF	UF	-	-	-	-	-
SW0224	Food Waste Composting Facility	New	UF	-	Unknown	-	-	-
TOTALS				4,052,100	4,591,400	807,200	(934,100)	547,300



STORMWATER PROJECTS		2023 PRIORITY	2024 PRIORITY	2023 PROJECT TOTAL	2024 PROJECT TOTAL	2024 PROPOSED BUDGET	AMEND. REQUEST	GRANT FUNDING
Number	Title							
STORMWATER								
DR0123	Land Acquisition Program for Water Quality	R	R	1,000,000	2,560,000	-	(711,000)	2,150,000
DR0213	H Street Stormwater Outfall	A	A	817,500	817,500	11,000	(1,042,200)	-
DR0120	Decant Facility at Transfer Station-Stormwater Soils Decant Bays	A	A	1,097,600	1,121,100	1,096,700	1,068,700	-
DR0804	Lincoln Park/Big Boy Pond Study	1	A	138,000	151,600	151,600	151,600	-
DR0121	Facility Assessment	3	A	9,000	10,000	5,300	(291,700)	-
DR0322	Park Ave. Outfall to Peabody Creek	2	1	495,000	512,000	103,000	43,000	-
DR0215	Francis Street Outfall Repair	5	2	100,000	150,000	37,500	(284,600)	-
DR0404	Stormwater at Canyon Edge & Ahlvers	4	3	4,180,000	2,090,000	-	-	-
DR0122	18th St. Culvert & Outfall Improvement	8	4	803,000	803,000	-	-	-
DR0222	Chase Street Stormwater Improvements	10	5	198,000	230,000	-	-	-
DR0115	Liberty to Georgiana Streets Stormwater Improve.	7	6	2,977,000	2,977,000	-	-	-
DR0117	Peabody Street Water Quality Project	9	7	798,000	798,000	-	-	715,000
DR0304	Stormwater at Laurel Street & US 101	6	8	2,167,000	2,167,000	-	-	293,000
DR0324	Valley Creek Stormwater Park	New	9	-	10,637,300	-	-	100,000
DR0219	Outfall to Creek Improvement Program	UF	UF	183,000	183,000	-	-	-
DR0112	Valley Creek Culvert & Outfall	UF	UF	1,022,000	1,022,000	-	-	-
DR0124	Lincoln Park - Big Boy Pond Phase II	New	UF	-	-	-	-	-
DR0224	Ennis Cutoff Stormwater Retrofit	New	UF	-	-	-	-	-
TOTALS				15,985,100	26,229,500	1,405,100	(1,066,200)	3,258,000

DEPARTMENT	2023 PROJECT TOTAL	2024 PROJECT TOTAL	2024 PROPOSED BUDGET	AMEND. REQUEST	GRANT FUNDING
EQUIPMENT SERVICES					
Finance	125,600	160,400	93,400	52,700	-
Community Development	87,300	168,400	54,800	54,800	-
Police	2,912,100	3,429,700	85,500	85,500	-
Fire & Medic 1	7,661,700	8,249,200	1,146,400	916,400	-
Parks & Recreation	2,581,700	2,634,734	301,200	251,200	-
Engineering	133,600	244,000	63,500	(25,100)	-
Light Operations	3,686,300	3,523,400	521,600	453,400	-
Water	2,111,400	2,583,200	90,000	36,600	-
Wastewater	2,170,500	2,254,100	160,500	160,500	-
Solid Waste	7,434,200	6,950,850	405,800	18,900	-
Stormwater	1,763,800	1,868,600	719,100	409,100	-
Conservation	46,400	46,400	-	-	-
Equipment Services	1,556,100	1,774,400	104,700	1,900	-
Information Technology	43,100	58,700	-	-	-
Streets	3,740,200	5,213,700	517,600	178,600	-
TOTALS	36,054,000	39,159,784	4,264,100	2,594,500	-

INFORMATION TECHNOLOGY PROJECTS		2023 PRIORITY	2024 PRIORITY	2023 PROJECT TOTAL	2024 PROJECT TOTAL	2024 PROPOSED BUDGET	AMEND. REQUEST	GRANT FUNDING
INFORMATION SERVICES								
IT0714	Data Backup Systems Replacement	R	R	422,200	562,200	-	-	-
IT0514	Data Storage Array Systems	R	R	364,000	370,100	-	-	-
IT0319	Network Refresh	R	R	280,000	560,000	-	-	-
IT0618	Virtual Server Replacements	R	R	600,000	750,000	150,100	-	-
IT0214	Records Management System	A	R	104,100	180,500	52,400	-	-
IT0323	SCADA Server Replacements	3	R	150,000	550,000	-	(39,400)	-
IT1018	UPS Replacement - Disaster Recovery Data Center	A	R	120,000	300,000	39,400	9,400	-
IT0124	Primary Data Backup Systems Replacement	New	R	-	500,000	150,000	114,000	-
IT0416	Cemetery Software	A	A	30,000	30,000	30,000	(2,225,200)	-
IT0119	Wireless Bridge	A	A	60,000	60,000	36,000	(38,400)	-
IT0716	ERP Road Map & Replacement	A	A	2,454,900	2,454,900	2,255,200	2,055,200	-
IT0320	ESRI Migration to Arc Pro	A	A	100,000	100,000	74,400	74,400	-
IT0324	Primary Data Backup Tape Storage Safe	New	A	-	22,000	22,000	22,000	-
IT0123	Intrusion Detection and Prevention	1	1	200,000	200,000	200,000	200,000	-
IT0224	Primary Data Center Fiber Switch Replacement	New	2	-	30,000	30,000	30,000	-
IT0423	Building Access Control and Cameras	UF	3	1,200,000	1,200,000	-	-	-
IT0523	City Owned Fiber Optics	UF	4	1,500,000	1,500,000	-	-	-
IT0424	Audio/Video Equipment Refresh	New	UF	-	500,000	-	-	-
TOTALS				7,585,200	9,869,700	3,039,500	202,000	-



TRANSPORTATION PROJECTS		2023	2024	2023	2024	2024 PROPOSED	AMEND.	GRANT
Number	Title	PRIORITY	PRIORITY	PROJECT TOTAL	PROJECT TOTAL	BUDGET	REQUEST	FUNDING
TRANSPORTATION BENEFIT DISTRICT PROJECTS								
TR1118	Revolving Street Improvements	R	R	314,500	344,500	150,000	120,000	-
TR1120	Complete Streets Revolving Fund	R	R	700,000	900,000	-	(175,600)	-
TR0121	Pavement Management Plan	A	A	200,000	200,000	200,000	200,000	-
TR0518	I Street Chip Seal (5th to 16th Streets)	A	A	500,000	500,000	170,200	170,200	-
TR0316	8th Street Chip Seal (A to I Streets)	A	A	450,000	450,000	278,900	278,900	-
TR0119	8th Street Paving (Lincoln to A Streets) *	1	1	1,944,400	2,364,000	2,352,300	437,900	1,684,400
TR1799	Truck Route at Hwy 101 Intersection *	2	2	3,275,000	13,675,000	338,900	(161,100)	3,425,000
TR0420	2023 Pavement Preservation	3	3	400,000	400,000	400,000	400,000	-
TR0716	ADA - Peabody Street *	4	4	370,000	370,000	-	(350,000)	300,000
TR0221	Marine Dr Paving (Tumwater to Hill Street) *	7	5	1,920,000	1,140,200	1,140,200	1,125,200	740,200
TR0417	Ennis Street Pavement Repair	8	6	120,000	120,000	120,000	105,000	-
TR1109	Marine Drive Bulkhead Repairs	14	7	3,000,000	3,000,000	50,000	50,000	-
TR0124	N Street Construction*	New	8	-	3,979,000	-	(120,000)	-
TR0620	2026 Pavement Preservation	12	9	400,000	400,000	-	-	-
TR0915	Park Avenue Paving Overlay (Race to Liberty Streets)	10	10	700,000	700,000	-	-	-
TR1416	Hamilton School Walking Routes *	11	11	1,735,000	1,735,000	-	-	1,310,000
TR0324	Marine Drive Paving Hill Street to Mill Bridge*	New	12	-	700,000	-	-	-
TR0624	Lauridsen - Tumwater Truck Route to L Street Chip Seal	New	13	-	300,000	-	-	-
TR0818	Railroad Ave Overlay	13	14	455,000	580,000	-	-	-
TR0219	5th Street Chip Seal ("A" to "M" Streets)	15	15	585,000	585,000	-	-	-
TR0720	18th Street Chip Seal	16	16	390,000	390,000	-	-	-
TR0117	Liberty Street Reconstruction	6	17	575,000	575,000	15,000	15,000	-
TR0520	2028 Pavement Preservation	17	18	520,000	520,000	-	-	-
TR0223	2029 Pavement Preservation	18	19	500,000	500,000	-	-	-
TR0424	2030 Pavement Preservation	New	20	-	500,000	-	-	-
TR0816	ADA - Cherry Street	19	21	425,000	425,000	-	-	-
TR0323	Lincoln Street Safety (8th to Lauridsen)*	20	22	3,300,000	3,300,000	-	-	3,250,000
TR0499	Laurel St/Ahlvers Road Overlay	UF	UF	950,000	950,000	-	-	-
TR1015	Cherry Street Area Chip Seal	UF	UF	950,000	950,000	-	-	-
TR0916	ADA - Oak & Laurel Streets	UF	UF	400,000	400,000	-	-	-
TR1899	Lincoln, Laurel and Lauridsen Intersection	UF	UF	2,000,000	2,000,000	-	-	-
TR0104	2nd & Valley Streets Pavement	UF	UF	750,000	750,000	-	-	-
TR0308	O Street Improvements	UF	UF	2,000,000	2,000,000	-	-	-
TR0599	Hill Street Intersection Reconstruction	UF	UF	685,000	685,000	-	-	-
TR0317	Chase Street Vicinity Chip Seal	UF	UF	420,000	420,000	-	-	-
TR0123	Sidewalk for Ennis Street Improvements	UF	UF	225,000	225,000	-	-	-
TR0524	Marine Drive - Tumwater Intersection	New	UF	-	2,950,000	-	-	-
TR0924	Ennis Street Reconstruction	New	UF	-	4,000,000	-	-	-

*These projects are anticipated to be grant funded and if funding is not obtained they will be re-prioritized until funding is available or will be moved to the unfunded section of the CFP.



TRANSPORTATION PROJECTS		2023 PRIORITY	2024 PRIORITY	2023 PROJECT TOTAL	2024 PROJECT TOTAL	2024 PROPOSED BUDGET	AMEND. REQUEST	GRANT FUNDING
Number	Title							
TRANSPORTATION PROJECTS								
TR0405	Alley Paving Revolving Funding	R	R	2,005,000	2,405,000	1,154,900	1,154,900	-
TR0621	Waterfront Trail Repairs	R	R	623,000	803,000	136,100	136,100	-
TR0321	Speed Feedback Sign Program	A	R	90,000	120,000	30,000	30,000	-
TR0209	Race Street Complete Design & Construction Phase I *	A	A	5,251,800	5,251,800	731,600	431,600	4,888,100
TR0918	Downtown Tree/Sidewalk Replacement Phase III	A	A	500,000	500,000	500,000	400,000	-
TR0101	Laurel Street Stairs Replacement	A	A	835,300	835,300	94,900	94,900	-
TR0120	Signal Controller Upgrades 1st/Front *	A	A	1,668,200	5,677,000	5,144,300	5,144,300	5,654,500
TR1215	City Hall East Parking Lot LID *	A	A	1,333,000	1,748,600	1,575,800	1,575,800	1,526,600
TR0222	First/Front Pedestrian Enhancements *	A	A	1,280,000	1,280,000	341,000	(390,000)	1,260,000
TR0414	Peabody Creek/Lincoln Street Culvert Repair *	A	A	4,107,600	4,107,600	17,800	17,800	3,050,000
TR1399	Traffic Signal Interconnect/Preemption	1	1	860,000	860,000	614,200	614,200	-
TR0224	Tumwater Bridge Repair	New	2	-	125,000	25,000	25,000	-
TR0821	Facility Assessment	6	3	10,000	10,000	5,300	(294,700)	-
TR0715	16th Street Stormwater Retrofit (C to E Streets) *	7	4	1,908,000	1,990,900	67,000	(133,000)	1,880,900
TR0318	8th/10th Street Bike Lanes *	2	5	1,989,000	1,959,000	270,900	(279,100)	1,929,000
TR1116	School Area Speed Signs (Near Franklin) *	8	6	50,000	50,000	50,000	15,000	-
TR0416	1st/2nd/Valley/Oak Green Alley *	4	7	581,900	1,742,200	-	-	1,610,000
TR0419	Lauridsen Blvd Reconstruction (L St to City Limits) *	9	8	1,344,000	1,344,000	-	(90,000)	700,000
TR0618	Stevens Middle School Walking Routes *	5	9	930,000	930,000	15,000	15,000	755,000
TR0122	First/Front Paving (Lincoln to Tumwater Street) *	14	10	1,500,000	3,383,000	-	(50,000)	2,483,000
TR0322	Intersection Control Study	9	11	50,000	50,000	-	(50,000)	-
TR0220	Traffic Circle Program *	10	12	1,700,000	1,700,000	-	-	1,580,000
TR0909	Wayfinding & ODT Signage	11	13	400,000	400,000	-	(159,400)	-
TR1324	Klallam Language Street Signs	New	14	-	30,000	-	-	-
TR0421	Valley Street Culvert Crossing *	12	15	1,550,000	50,000	-	(50,000)	-
TR0619	Race Street Complete Construction Phase II *	16	16	6,120,000	6,120,000	200,000	(400,000)	5,820,000
TR0919	Traffic Safety Camera Program	5	17	35,000	35,000	-	-	-
TR0819	Sidewalks for Mt Angeles Rd & Porter St *	17	18	3,000,000	3,000,000	-	-	3,000,000
TR1224	Race Street Complete Design & Construction Phase III *	New	19	-	4,000,000	-	-	-
TR0721	Gales Addition Connector Planning *	UF	20	-	600,000	-	-	600,000
TR0824	Downtown Streets Study	New	21	-	50,000	-	-	-
TR1124	Waterfront Trail Renovation & Sustainability Study *	New	22	-	1,000,000	-	-	1,000,000
TR0506	Valley Creek Trail Loop	UF	23	100,000	100,000	-	-	-
TR1018	Zig Zag at Oak Street	UF	24	600,000	600,000	-	-	-
TR0113	Waterfront Redevelopment Phase III	UF	UF	20,000,000	30,000,000	-	-	-
TR1016	18th Street Bike Accessibility	UF	UF	1,000,000	1,000,000	-	-	-
TR0212	Caroline Street Slide Repair	UF	UF	375,000	375,000	-	-	-
TR1009	1st, Front & Race Street Crossings	UF	UF	423,000	423,000	-	-	-
TR0516	Nancy Lane Pavement	UF	UF	200,000	200,000	-	-	-
TR0208	Alternate Cross-Town Route Study	UF	UF	220,000	220,000	-	-	-
TR1316	Traffic Control	UF	UF	300,000	300,000	-	-	-
TR0719	First & Front Street Decoupling	UF	UF	-	Unknown	-	-	-
TR0521	"I" to "M" Paving and Sidewalk LID	UF	UF	2,000,000	2,000,000	-	-	-
TR0724	Linberg Road Repavement	New	UF	-	500,000	-	-	-
TR1024	Hill Street - ODT	New	UF	-	3,941,000	-	-	-
TOTALS				96,098,700	145,799,100	16,189,300	9,853,900	48,446,700

*These projects are anticipated to be grant funded and if funding is not obtained they will be re-prioritized until funding is available or will be moved to the unfunded section of the CFP.



THE CAPITAL FACILITIES PLAN

Capital facilities are all around us. They are the public facilities we all use on a daily basis; streets, sidewalks, trails, parks, City Hall, recreational facilities, fire stations, and the Senior Center. Also, included in facilities are distribution and transmission lines for electric, water, sewer and stormwater. Even if you do not live in the City limits you use capital facilities every time you drive, eat, shop, work or play in Port Angeles.

While a Capital Facilities Plan and Transportation Improvement Plan (CFP/TIP) does not cover routine maintenance, it does include renovation, major repairs and reconstruction of damaged or deteriorating facilities. Capital facilities do not usually include furniture and equipment; however, a capital project may include the furniture and equipment clearly associated with a newly constructed or renovated facility.

The City of Port Angeles defines a capital facility project as a project that exceeds one year in length, and is over \$30,000 in costs. However, exceptions to this definition are allowed based on the projects particular details.

The planning period for the CFP/TIP is six years. Expenditures and revenues proposed for the first year of the program are incorporated into the capital portion of the City's Budget, which is adopted in December of each year. It is important to note that this process is an ongoing activity with new information and changing priorities shaping the program. Each time a review is carried out a comprehensive analysis is performed to show long-term effects of any changes.

The Importance of the CFP/TIP

A CFP allows the community and the City Council, to critically review and identify what is in good condition, what can be improved, what might be needed in the future, and what other opportunities may exist. Without this comprehensive approach, consideration and approval of capital improvements will likely result in short-range, uncoordinated decision making, which fails to consider all the available information and resources and can waste public funds and lead to poor project planning and timing.

Optimal capital planning provides a process that considers all the available information, analyzes the projects that are possible to fund, and produces a balance of projects, funding sources, and timing schedules. In addition a CFP/TIP:

- Facilitates repair and replacement of existing infrastructure, equipment, and buildings before they fail.
- Promotes efficiency by reducing scheduling conflicts and problems.
- Safeguards against investment in one public facility or service at the expense of others.
- Provides a framework to make decisions about growth and development of the community.
- Helps preserve existing property values.
- Provides a continuing process that minimizes the impact of turnover among elected and appointed officials.
- Focuses community attention on priority goals, needs and capabilities.
- Helps distribute costs equitably.
- Informs citizens about the community's overall needs and resources.
- Helps decision makers save time and avoid surprises.



THE CFP PROCESS

Developing and updating of the CFP/TIP is an ongoing activity, and it is part of the overall budgeting and long-range forecasting processes. The current year capital improvements are implemented through the adoption of the City Budget based on projects approved in the CFP. Specific activities in the process are:

1. **Timetable, Goals and Objectives.** The CFP/TIP process begins in January with Department entry and re-evaluation of projects. Once this portion of the process is complete Departments meet with the Finance Director and the City Manager to ensure projects are prioritized based on Council direction and sustainable funding exists to support all projects in the CFP. This process usually occurs at the end of March. The Finance department will then run analysis on the total project listings for depreciation, operating and maintenance costs and cash flows for inclusion in the Preliminary document that will be distributed to Council, the Utility Advisory Committee and Citizens for review. Beginning in May the UAC and Council will have meetings to review the document and projects and make recommended changes. Finally, Council will conduct two public hearings to allow Port Angeles residents an opportunity to make recommendations regarding the CFP, and they will adopt the CFP/TIP prior to June 30th. A graphic showing this process can be found on the next page.
2. **Taking Inventory and Developing Proposals.** Staff gathers information about all the City's capital facilities and equipment, assessing the condition of each project or asset in the plan. Construction, repair, replacement, and additions are considered and a list of proposed projects and equipment is developed.
3. **Public Participation.** The CFP process is an important public communication medium. It provides residents and businesses a clear and concrete view of the City's long term direction for capital improvements, and a better understanding of the City's on-going need for stable revenue sources in order to fund large or multi-year capital projects. In conjunction with the City staff monitoring inventory and developing proposals, the public is invited to participate and submit capital improvement ideas. The public can participate through formal appointment to one of the City's many committees or simply by attending a council meeting, or public hearing regarding the CFP/TIP.
4. **Conducting a Financial Analysis.** Staff conducts a financial analysis to examine historic and projected revenues and expenditures and to estimate the City's cash flow and long-term financial condition. Present and future capital financing alternatives are identified and recommendations are prepared to match the type of funding most appropriate for the specific kinds of capital improvements. The City includes on-going maintenance costs in order to keep sight of those expenses when finalizing its long-range financial plan.
5. **Advisory Committee Evaluation of Proposals.** The list of proposals and financial analysis are submitted to the appropriate advisory committee for evaluation. The committees are comprised of City Staff, City Council, and Citizens. They are responsible for evaluating and prioritizing the proposals, by using criteria based on City policy, goals and objectives. The committees prioritize the proposals, integrate them with the appropriate funding sources, and submit a preliminary CFP for City Council and public review.
6. **City Council, Public Review and Adoption.** City Council conducts a worksession regarding the CFP/TIP including any proposed changes. During two separate Council meetings the City Council provides opportunity for public review and comment. Following incorporation of any changes the City Council formally adopts the plan prior to the State's June 30th deadline.



THE CALENDAR OF SIGNIFICANT EVENTS

	RESIDENTS	ADMINISTRATIVE STAFF	CITY MANAGER & CITY COUNCIL
	INPUT ON BUDGET PRIORITIES & DIRECTION THROUGH:		
	Direct Contact with the City Manager and City Council Community wide input City Council Meetings	Information to Council and Community on Results through project closure and spending reports Planning Training on tracking system Tracking system available	Using input from administration and residents provides feedback and guidance to Administration on priorities
		Staff enter and update project information, adding new products	
	ENTER		
		Projects reviewed by staff and forwarded to Management	Council priority setting process based on input from the community and staff
	PRIORITIZE		
		Projects reviewed by Management Management prioritization of projects and first draft First draft to department heads for prioritization Department heads and City Manager complete prioritization Roll Budget from Prior Year	Set public hearing date Council priority setting process based on input from community and staff Council committee review initial draft and begin prioritization
	FORMAL COUNCIL & PUBLIC INPUT BEGINS		
	Initial public hearing on proposed CFP/TIP includes council workshop Additional public hearing(s) on proposed CFP	State Environmental Protection Agency Update due Introduction of CFP/TIP to City Council	Council workshop & public meetings as needed Public Hearings
	BUDGET PROCESS BEGINS		
		Transportation Improvement Plan filed with the State	Close public hearings and pass resolution on CFP/TIP
	PRIORITIZATION OF CAPITAL SPENDING		
	Community wide input	Budgeting for next year begins	
	BUDGET APPROVED		
	Community discussion, input, and priority setting Survey results	Management recommendation for spending presented to Council	City Council discussion at open City Council meetings Council finalize priorities Budget allocation for capital projects
Through out the Year			
February			
March			
April			
May			
June			
July			
August through December			



GROWTH MANAGEMENT AND THE CFP/TIP

A CFP is required for counties and cities under the Washington State Growth Management Act (GMA). The basic objective of the GMA is to guide local governments in writing and implementing comprehensive plans in accordance with each community's values and vision for the future. Planning under the GMA will help the City meet the challenges of growth in an environmentally and fiscally sound manner.

The requirements for preparing a capital facilities plan under the GMA changed the way comprehensive planning has been done in the City. Both the transportation and capital facilities elements reinforce the requirement that comprehensive plans, prepared under GMA, be realistic and able to be implemented. Requirements include setting levels of service standards, inventories, and forecasts of existing and needed capital facilities, as well as six-year financing plans.

The GMA requires that comprehensive plans guide growth and development in a manner that is consistent with the following thirteen state planning goals, plus one shoreline goal:

1. Encouragement of urban density growth within designated urban growth management areas.
2. Reduction of urban sprawl outside of designated urban growth management areas.
3. Encouragement of efficient transportation systems, including alternate systems of travel.
4. Encouragement of affordable housing availability to all economic segments.
5. Encouragement of economic development.
6. Proper compensation for private property obtained for public use.
7. Timely processing of governmental permits.
8. Enhancement of natural resource based industries and encouragement of productive land conservation.
9. Encouragement of open space retention for recreational opportunities and wildlife habitat.
10. Protection of the environment, including air and water quality.
11. Encouragement of citizen participation in the planning process.
12. Provision of adequate public facilities to support development without decreasing current service standards below locally established minimum standards.
13. Encouragement of the preservation of lands, sites, and structures that have historical or archaeological significance.
14. Protection of shorelines, including preserving natural character, protecting resources and ecology, increasing public access and fostering reasonable and appropriate uses.

POLICY AND FISCAL DIRECTION

In developing the CFP, staff followed the policy and fiscal direction provided by the City Council, the Comprehensive Plan, the Strategic Plan, the Long-Range Financial Plan (LRFP) and the Budget. This guidance includes defining the use of debt, financing options and financial responsibility available for use in the CFP.

As part of the City's strategic planning process, the City Council adopted a Vision Statement to guide the community toward a progressive future. The Vision Statement reads:

The City of Port Angeles is vibrant and prospering, nurturing a balance of innovation and tradition to create an environmentally, economically, and fiscally sustainable community, accepting and cherishing its social diversity, small-town character and natural setting.



In order to achieve this vision, the City Council will adopt projects that have long-term, positive effects on community revenue growth, keep City infrastructure in sound and stable condition without increases to rates for capital needs and that align with these strategic goals:

- **Economic and Community Development** – The City’s goal is to provide a well-planned community that is attractive and sustainable. Where citizens enjoy a high quality of life and a positive reward for their investment in the community.
- **Public Safety** – The City is working to reduce criminal activity, prevent personal injury and the loss of life and property.
- **Transportation** – The City is working to develop a transportation plan that improves safety, reduces congestion, paves gravel roads, and helps citizens arrive at their destinations with ease.
- **Recreation Improvements** – The City’s goal is to provide attractive and safe gathering places for all ages.
- **Information Technology Improvements** – The City’s goal is to provide computer software and hardware that allow more efficient use of personnel time, which allows for quick and accurate reporting options and citizen access to important city information, and improves internal and external customer service.
- **Infrastructure Improvement** – The City’s goal is to provide safe and effective electric, water, sewer, solid waste, stormwater, and City facilities, to provide cost effective services to the citizens of Port Angeles.

The capital projects of the City of Port Angeles are also compatible with the goals of the Comprehensive Land Use Plan, which is a general guide to location, character and land use, including the supporting infrastructure and public facilities.

THE LONG RANGE FINANCIAL PLAN (LRFP) & THE CFP

The City takes a conservative approach to all financial planning to ensure revenues are not overspent at the end of the year. Additionally, the LRFP will help to balance costs associated with maintenance, and replacement or repair to ensure funding is maximized and is not spent on costly maintenance rather than needed improvements. The LRFP will take into consideration cost recovery for operations, and revenue sources to complete necessary projects, this includes grants. Included in this plan are guidelines for capital spending that will:

- Focus on projects that will support the Port Angeles community.
- Preserve existing infrastructure.
- Seek one-time revenue sources to be used for one-time capital expenditures.
- Pursue new technologies and methods to improve services.
- Maintain capacity to respond to emerging needs.
- Address unfunded liabilities and mandates.
- Selectively recover costs.
- Recognize the link between operating and capital budgets.

In the years that the City has a positive financial forecast the City will assess the situation to determine if reserve balances are adequate, or if one-time excess revenues may be used for capital projects. In years that the forecast is negative the City will work diligently to determine areas where savings can be achieved and may re-evaluate the current prioritized list of capital projects.



The LRF is part of the City's Financial Policies, another key document used when building the CFP. City policy states that General Fund reserve requirements must be 25% of operating expenses, and utility reserves require 90 days of operating expenses for all utilities except Electric which is at 60 days of operating expenditures. These reserve balances must be maintained regardless of the capital projects in need of funding.

The CFP/TIP also implements City financial policies, including:

- Investing identified excess reserves of general funds in capital projects.
- Maintaining a good credit rating. A symbol of a City government that is financially well managed and maintained.
- Adhering to the highest accounting and management policies as set by the Government Finance Officers' Association (GFOA), the Government Accounting Standards Board (GASB), and other professional standards for financial reporting and budgeting.
- Ensuring that adequate resources are allocated to preserve existing infrastructure and other capital assets before targeting resources toward construction or acquisition of public facilities or major equipment.
- Adopting a CFP that ensures infrastructure projects are the embodiment of the officially stated direction of the City's Comprehensive Plan.
- Identifying and coordinating infrastructure, facility, and equipment needs in a way that maximizes the return to the community.
- Leveraging grants and other outside funding to meet funding requirements.

The first priority for financing new projects will include the use of grants and contributions, then surplus reserves, rates, and finally the use of loans and bonds. However, at this time Council has directed that no new debt shall be obtained.

RELATIONSHIP BETWEEN CFP/TIP AND OPERATING BUDGETS

The City's governmental and utility capital projects are budgeted in funds separate from the operating budget. The majority of the City's budgeted general capital projects are funded from dedicated revenue sources, which help to alleviate competition for general tax dollars between capital and operational needs. This fact, along with the City's conservative approach to project revenue and its sound financial planning and fiscal policies, has allowed the City to continue to provide basic services, invest in infrastructure, and address deferred maintenance needs.

New capital facilities occasionally increase the operational costs of the government when they require additional maintenance. The ability of ongoing revenue to support these costs varies significantly by the type of facility and is accounted for in the projected spending in the CFP. In some cases, capital expenditures decrease future costs, such as when facilities are upgraded. An example of this is the replacement of a leaking roof with a long-lasting roof, resulting in decreased maintenance cost.

Additionally, transportation costs can decrease maintenance of an area when potholes are no longer being filled after a repaving project. New sidewalks will decrease costs by removing the need to mow the area regularly. Widening sidewalks, trails and streets have minimal impact on operating expenses, but add functionality.



City owned facilities, including parks, can have operating impacts that vary greatly. Each project will describe the additional or reduced costs on the detail sheets. Operating costs are considered when each project is discussed during the CFP process. Regular maintenance for these facilities are also discussed and are budgeted in the Facilities Division budget.

Economic and Community Development impacts should remain as neutral as possible with additional ways to generate revenue as part of the project scope. There may be times when revenues are not sustainable and would require an increased expenditure offset.

Utility projects impact the budget on an individual basis. For example, building a new water treatment plant will add personnel and maintenance costs, but building a water line to new areas could increase revenues for new sales. Debt payments are shown as increases in operating costs to allow for the achievement of correct financial analysis can be achieved.

Information technology impacts the operating budgets of all funds. Software and annual maintenance contracts often increase for upgrades with decreases seen if the new capital items reduce hours spent on a task.

BUDGETING / ACCOUNTING STRUCTURE

Capital improvements associated with general governmental activities are budgeted in the Capital Improvement Fund (#310) in the appropriate division for the capital activity. This fund accounts for the governmental financial resources used in the acquisition and construction of major capital facilities and equipment. Additionally, a separate capital fund for collection of park revenues related to Lincoln Park and facility rentals, are reserved for the repair and maintenance of all park locations. Separate budget statements are prepared for each of the capital projects funds. In the CFP section of the budget, individual operating impacts are discussed for each active and proposed governmental project. General government tax revenues, transfers, bonds, grants, and contributions provide the funding for these projects. Transportation improvements associated with the TBD are budgeted in the Transportation Benefit District Fund (#312) in the appropriate division for the capital activity.

Capital improvements associated with the City's electric, water, wastewater, stormwater, landfill, solid waste and medic 1 utilities are budgeted within the respective enterprise capital fund. A combination of reserves, utility rates, bonds, contributions, general government transfers and Public Works Trust Fund loans, are used to fund these projects. Projects provide new and improved infrastructure for our utility customers. These are shown as a separate budget per fund, providing both funding sources and expected revenues. These funds combine with the operating funds for reporting in the Annual Comprehensive Financial Report to provide an overall picture of utility activity.

Information Technology, Equipment Services, REET #1 and #2, and Lodging Tax funds transfer or pay directly for capital projects. The capital projects for Information Technology are not tracked in a separate fund. Funding for Information Technology is based on divisions and departments that benefit from the project. These costs are allocated to those departments annually. The Lodging Tax Advisory Committee, in a process separate from the CFP, recommends projects to be funded from Lodging Tax revenues. Resolution 11-18 amended by City Council in 2021 states that 20% of spending in this fund should go toward capital projects. Those amounts are transferred to the appropriate capital project, with funding shown as a transfer out of the Lodging Tax Fund. REET funds cover specific allowed capital expenditures as outlined in RCW 82.46.010. Equipment Services charges each fund an amount annually for equipment replacements which is held in Equipment Services fund until the purchases are made. Equipment Services works as a revolving fund with funding accumulating for each division until a replacement is required.



DEBT & FUNDING SOURCES

The goal of the City is to maintain the ability to provide high quality essential services in a cost effective manner; however, in years past it has been necessary for the City to obtain debt to fund capital projects due to mandated or essential projects that cannot wait for a different funding source. State law limits general obligation bonded debt to 2.5% of assessed value of taxable property. Of this limit, up to 1.5% of the assessed value of taxable property may be non-voter debt, also referred to as Councilmanic Bonds. The remaining 1% of available bonded debt must be voter approved, whether general government in nature or related to utilities. The City also has debt authority to impose 2.5% each for utilities and parks, bringing the total debt limit to 7.5%. Note, the amount of non-voted bonds, plus voter-approved bonds must not exceed 2.5% of the assessed property valuation for the City of Port Angeles, or \$73.1 million as of January 1, 2024.

The General Fund can be obligated to pay for general bonds, however, revenue bonds rely on utility rates for their repayment stream. Prior to consideration of any debt Council and staff weigh the need for the project against the ability of residents to afford a rate increase. The Financial Policies of the City of Port Angeles further define the process and duties involved with obtaining each debt instrument. Basic goals are to:

- Conservatively project the revenue sources to pay off the debt, using one time revenues when available first.
- The term of the loan cannot exceed the life of the asset being financed.
- The benefits of the improvement must outweigh its costs, including the cost of financing.

Currently, the City of Port Angeles debt issues cover two mandated projects for the Combined Sewer Overflow (CSO) project and the Landfill Bluff Stabilization, as well as the 8th Street rebuild, downtown sidewalk rebuild, expansion into the Western Urban Growth Area, and utility improvements. This CFP is funded without the need for new debt.

FUNDING SOURCES

In an attempt to stretch funding as far as possible, the CFP/TIP incorporates many different funding sources. These sources may include current revenues, reserves, bonds backed by taxes or utility revenues, state and federal grants, special assessments on benefiting properties, donations, and low interest state loans.

CURRENT REVENUES & RESERVES	
General Fund Lodging Tax Street (motor vehicle fuel tax) Economic Development Interest earnings REET #1 & #2 Medic 1	Electric Water Wastewater Solid Waste Stormwater Transportation Benefit District Tax
DEBT	
Public Works Trust Fund loan Utility Revenue Bonds	LTGO Bonds
GRANTS	
State Transportation (TIB) Federal Hwy Administration Department of Ecology	State Transportation Project (STP) Department of Commerce State Recreation & Conservation
OTHER	
Contributions/Donations	Insurance Proceeds



CATEGORIZATION OF CFP/TIP ITEMS

Throughout this document, individual capital improvement projects are placed into one of the following categories:

1. **General Government** – this includes improvements and acquisitions related to public safety, City Facilities, Recreation, Parks, and all projects not specifically related to any of the following classifications.
2. **Medic 1** – this includes equipment purchases and improvements to provide services to the community.
3. **Electric** – this includes providing additional infrastructure, acquisition related to urban growth areas, and providing metering and other electrical services to customers.
4. **Water** – this includes providing improved water treatment facilities, distribution lines, metering and replacement of old lines.
5. **Wastewater** - this includes providing improved wastewater treatment facilities, distribution lines, metering and replacement of old lines as well as reduction of sewage into the ocean and streams. The CSO (Combined Sewer Overflow) is included in this category and involves providing sewer separation for wastewater and drainage.
6. **Solid Waste** – this includes closure and post-closure of the Landfill, maintenance of the composting facility, and improvements to the Transfer Station.
7. **Stormwater** – this includes providing stormwater drainage, improvement in collection of stormwater to prevent drainage to streams and marine, and building of mandated stormwater collection and treatment points in the City.
8. **Equipment Services** - this includes acquisitions related to vehicle purchases, and attachments to those vehicles paid by each funds equipment operation charges with reserves held for each fund for replacements.
9. **Information Technology** – this includes acquisitions related to the City’s computer technology, including hardware and software, and improvements or upgrades to the computer or communication equipment purchased through interdepartment charges.
10. **Transportation** – this includes improvement to and construction of roadways, sidewalks, trails, bridges and pedestrian byways.
11. **Closed Projects** – listing of recently closed projects.
12. **Comp Plan** – linking the CFP to the Comprehensive Plan and the Strategic Plan.



FREQUENTLY ASKED QUESTIONS

What is a capital project?

Capital projects are defined as an installation, build, piece of equipment, or major asset, including land purchases, that has a useful life of more than one year and exceeds \$30,000 in cost. This includes streets, trails, bridges, buildings and infrastructure such as electrical, water and wastewater lines. Expenditures are capitalized at \$7,500 for City only spending and \$5,000 for grant spending.

There are many projects listed in the Capital Facilities Plan and Transportation Improvement Plan (CFP/TIP) how does the City determine the project priority?

There are many factors that determine the priority of a project. Departments, Directors and the City Manager meet to discuss and prioritize. These are then presented to City Council, and the public, for their input. Some basic requirements of the project when prioritizing include:

- Maintenance or general repair of existing infrastructure.
- A legal or statutory requirement.
- Continuation of multi-year projects with contractual obligations.
- Implementation of Council goals and objectives.
- Ability to leverage outside sources for funding (grants, mitigation, impact fees, low interest loans, etc.).
- Ability to leverage two or more projects to complete at the same time (i.e. a water main replacement leverages the repaving of the street in the area).
- An acquisition or development of new facilities.
- Ability to meet Council goals in the Strategic Plan and Comprehensive Plan.

When considering which projects are funded in the CFP, adequate funding to construct and maintain projects is determined by two important questions:

1. What can we afford?
2. What factors are considered when two or more priorities conflict with each other?

As noted in the Long-Range Financial Plan (LRFP), leveraging outside revenue sources is critical. If grant funds are applied for and received, grant funded projects will likely become a priority. Grant funds awarded become new and additional revenue to the City, or one-time revenues, allowing the City to stretch its governmental dollars. The City continually looks for ways to reduce the reliance on General Fund revenues for capital projects. The City also looks to develop partnerships to lower the cost for construction, or operations and maintenance.

Once a priority is assigned, are the highest priority items automatically provided funding in that same order?

Typically, prioritized projects receive funding in order; however, in instances where other funding, such as grants or donations, become available project priorities can change.

Do state or federal grants require that the City complete projects out of our preferred order?

Potentially, grant funding usually can have limitations on the timeline of completion that would require reprioritization of projects. However, grant funding should also be sought out for preferred, or high priority projects.



If it is likely the capital project will affect operating budgets, will this impact whether the project is approved and funded?

Yes, it is important to note which projects carry additional operating costs in future years, or can reduce operating costs. Those impacts will be measured when the project is analyzed during the priority setting process with City management and Council to ensure projects are affordable to Port Angeles citizens by keeping utility rates as even as possible.

When funding projects where does the money come from?

Governmental projects, including parks and facilities, can be funded through non-voted (Councilmanic) bonds, grants, cost sharing, local improvement districts (LIDs), developer contributions, impact fees, real estate excise taxes (REET), lodging taxes and General Fund contributions. Transportation projects can be funded by all sources mentioned for Governmental projects and additionally by the 0.02% voter approved sales tax for the Transportation Benefit District.

Utilities, including Electric, Water, Wastewater, CSO, Solid Waste, Stormwater and Medic 1 are operated like businesses and must be self-supporting. Utility capital projects are funded through a combination of grants, loans, facility charges, rates, developer fees, and revenue bonds. When these revenue sources cannot fund all projects the appropriate utility transfers funding to the capital account. This transfer is built into the cost of service analysis (COSA) used to set rates.

What can be included in the Capital Facilities Plan?

The Growth Management Act governs what we can include in the plan. We cannot show projects in the Capital Facilities Plan unless we reasonably expect to generate the revenue to complete the projects.

Where does funding come from?

Depending on the project type the funding can come from a number of sources, including governmental (tax based) reserves, utility reserves (fee or rate based), grants, limited liability districts, contributions, donations, loans, and bonds. Each project will define the funding specific for that project. In many instances use of funding is very specific and can only be used for certain types of projects.

Once a project is funded and approved, can any part of the money be used for another project?

Yes, the City Council can by simple majority vote appropriate funds to another project, but cannot move funding from a utility to a governmental project, or between the utilities. The funding source is approved for specific types of projects, i.e.: electric funding can only be used for electric projects, street funding can only be used for streets. When funding is deemed excess and the funding is governmental in nature, that amount can be moved to any project, as long as restrictions do not prohibit the use of the funding. Grant funding can only be used for the specified purpose and is restricted in nature.



If a project was initially funded through the CFP process, yet is not complete, will it continue to be listed in the CFP document?

Yes, as long as the project is not closed and completed it will continue to be included in the CFP until funding can be identified for project completion.

Individual projects seem to indicate that a specific dollar amount can be expected to be spent over the next six years. Is this a correct assumption?

No, the planning period is for each year and continued for the next six years. Only the revenues and expenditures in the first year of the program are incorporated into the Annual Operating Budget (adopted in December of each year). It is important to note the CFP is a planning document that includes timeline and cost estimates. These timelines and costs are subject to changing dynamics, such as growth, project schedules, new information, evolving priorities, and other assumptions. Therefore, the CFP is annually reviewed and updated to verify that fiscal and time resources are available.

What happens if revenues fall below projections over the next six years?

If revenues do not meet the original requirements for funding capital projects, the CFP will be reviewed and new priorities set so the City is not over-spending or over-delivering a facility that cannot be supported in coming years.

How do I become more involved in the CFP process?

Citizens, community groups, businesses, and other stakeholders can maximize the attention and consideration paid to their suggestions by working with City staff, the Planning Commission, and attending City Council and Utility Advisory Committee (UAC) meetings. Projects and policies are continually monitored and updated with a thorough public process associated with City boards and commissions. Additionally, there are several work sessions and public hearings regarding the CFP/TIP. To learn more about these opportunities please visit the City's website at www.cityofpa.us.





City of Port Angeles Governmental Projects 2024

Parks Projects:

- Erickson Playfield Tennis Court Improvement PK0122
- Elks Pickleball Court Improvements PK0123
- Synthetic Field Turf at Volunteer Field PK0220
- Locomotive #4 Refurbishment PK0316
- City Pier Erosion Stabilization & Sidewalk Repair (Peabody Creek) PK0519

City Hall Projects:

- EOC/911 Dispatch (PenCom center) PD0121
- Facility Security Projects GG113
- Facility Improvement Revolving Fund PK0216
- Parks Maintenance Building PK0719

Citywide Projects:

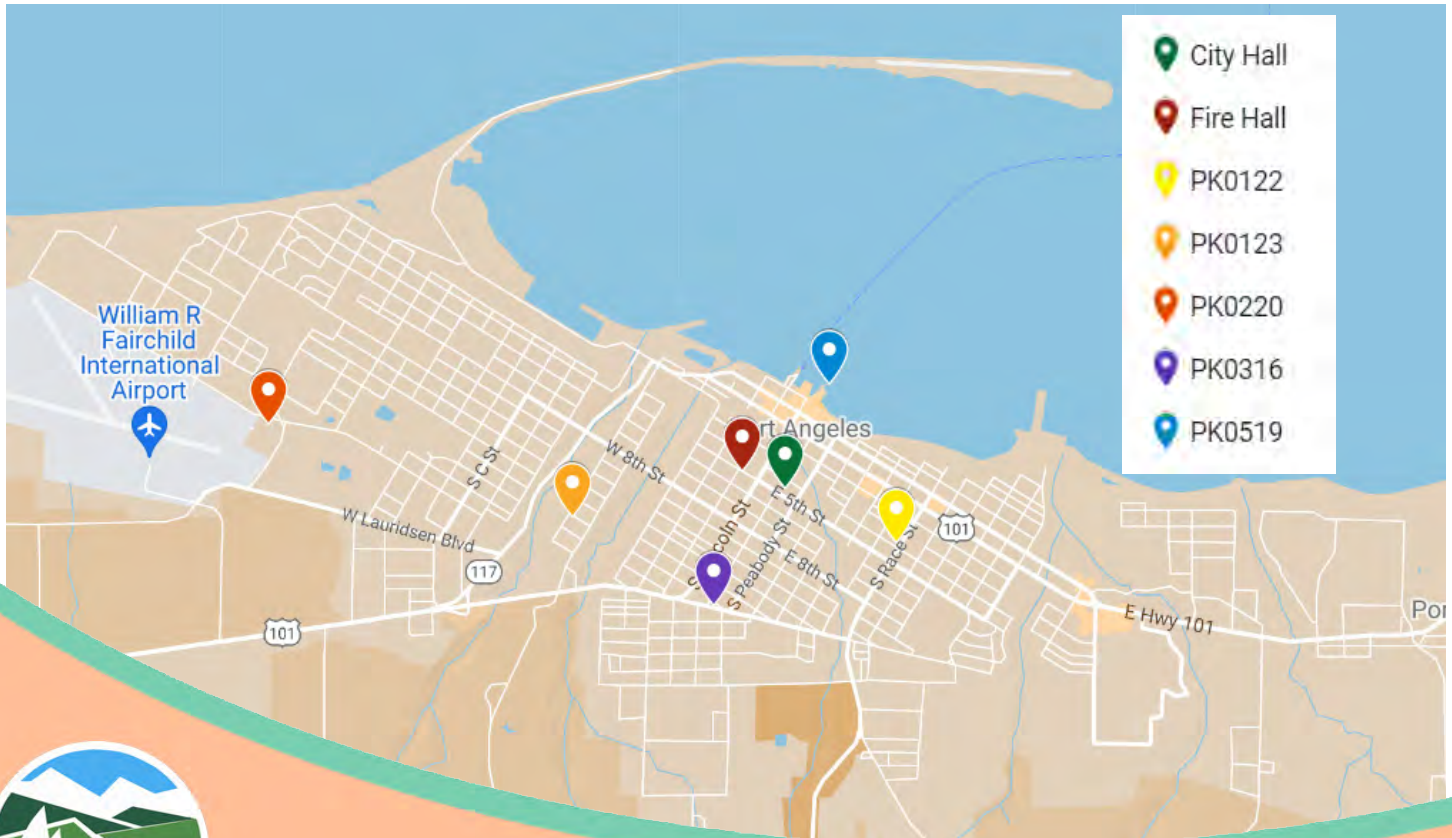
- NICE Funds GG0303
- Broadband Improvement Feasibility Study GG0121
- Restroom Replacement Program PK0205
- Emergency Management Pods FD0318
- HVAC Upgrades at City Facilities PK0320
- Mobile Data Terminal Replacements FD0124
- Portable Radio Replacements FD0224

Fire Hall Projects:

- Fire Hoses FDo615
- Fire Station Garage Door Replacement FDo315
- Mobile Data Terminal Replacements FDo124
- PAFD Portable Radio Replacements FDo224

Police Projects:

- PenCom Capital CAPP
- Police Regional Training & Gun Range Facility PD0307
- Police Taser Replacements PD0120
- Police Radio Replacement PD0122
- Mobile Data Terminal Replacements PD0116



City of Port Angeles Utilities Projects 2024

Electric:

- Decant Facility at Transfer Station CL1124
- Traffic Signal LED Conversion
- West Airport Hangar Cable Replacement
- East Airport Cable Replacement CL0824
- SPCC Civil Engineering for Substations CL0124
- Substation SPCC Containment Installation CL0224
- Overhead Reconductoring – 2028 CL0524
- Ediz Hook Overhead to Underground CL0324
- Underground Cable Replacement – 2030 CL0924
- Overhead Reconductoring – 2030 CL1024
- Dry Creek - West End UGA Substation CL0424

Water:

- Transmission Main Replacement WTP to D Street WT0124
- Ranney Well WTP Transmission Main Replacement WT0224
- Advanced Metering Management WT0423
- Wastewater Utility Infrastructure-EOC/911 Center WT0523
- Morse Creek Transmission Main Construction WT0324
- Inlet Valve to Jones Street Reservoir WT0524

Industrial Water Line:

- Elwha-River Ranney Reach Habitat Restoration WT0424

Wastewater:

- WWTP Gas Flare System Replacement WW0124

Combined Sewer Overflow:

- CSO 6 and 7 Reconstruction WW0316

Solid Waste:

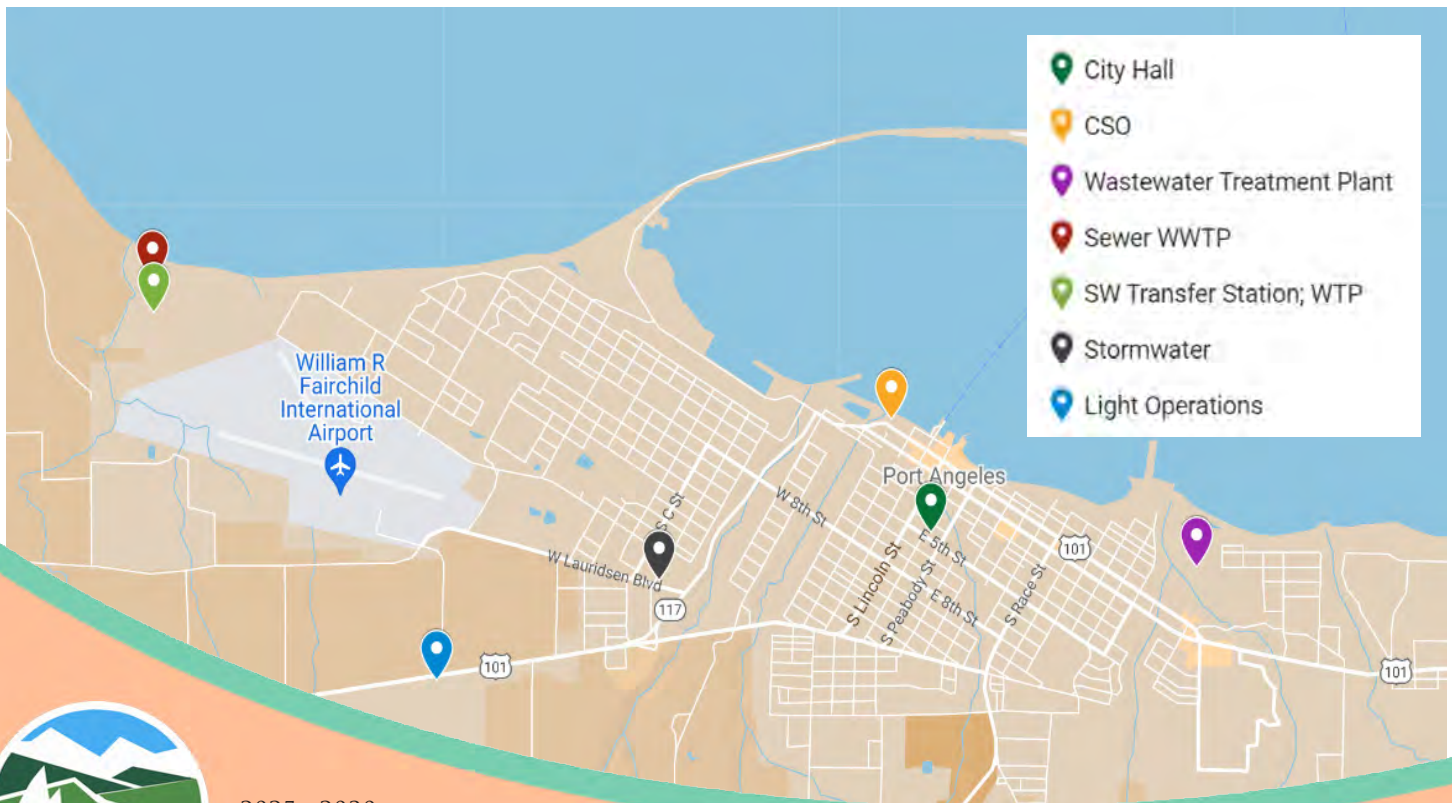
- West Stormwater Pond Repair SW0124

Stormwater:

- Valley Creek Culvert & Outfall DR0112
- Lincoln Park - Big Boy Pond Phase II DR0124

Citywide Projects:

- Decant Facility at Transfer Station Electric Soils Decant Bays CL1124
- Traffic Signal LED Conversion CL0624
- Advanced Metering Management WT0423
- Water Utility Infrastructure-EOC/911 Center WT0523



CITY OF PORT ANGELES



2025 - 2030
CAPITAL FACILITIES PLAN &
TRANSPORTATION IMPROVEMENT PLAN



GOVERNMENT PROJECTS



GENERAL GOVERNMENT PROJECTS

MANAGER: NATHAN WEST
CONTACT: NWEST@CITYOFPA.US
PHONE: 360-417-4500

GENERAL FUND GOALS AND OBJECTIVES:

The goal of general governmental projects is to replace, maintain and improve facilities and shared properties with Economic Development possibilities. The improvement of public safety facilities and equipment is also included in these projects.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Utility Reserves	\$ 1,565,100	\$ 60,500	\$ 60,500	\$ 60,500	\$ 60,500	\$ 60,500	\$ 60,500	\$ 60,500
Grants	205,000	9,502,300	50,000	1,100,000	-	25,000	-	-
Bonds	-	-	-	-	-	-	-	-
General Fund	2,051,600	287,200	746,700	415,700	357,700	338,700	350,700	354,700
Donations/Insurance	236,400	3,500	83,000	3,000	3,000	3,000	3,000	3,000
Other Funds	1,881,100	4,429,900	219,300	219,300	219,300	219,300	219,300	219,300
TOTAL	\$ 5,939,200	\$ 14,283,400	\$ 1,159,500	\$ 1,798,500	\$ 640,500	\$ 646,500	\$ 633,500	\$ 637,500

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Design	508,600	1,751,400	50,000	300,000	-	-	-	-
Construction	2,240,400	14,664,200	1,403,000	1,742,300	724,300	738,300	563,300	867,300
TOTAL	\$ 2,749,000	\$ 16,415,600	\$ 1,453,000	\$ 2,042,300	\$ 724,300	\$ 738,300	\$ 563,300	\$ 867,300

Maintenance includes reductions and additions to depreciation, labor, repairs, software, monthly communication fees, utilities, etc.

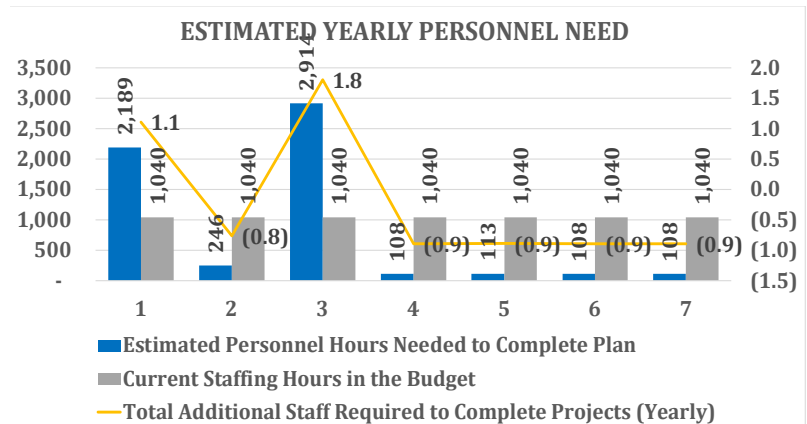
CASH FLOW ANALYSIS	2024	2025	2026	2027	2028	2029	2030
Beginning Cash Balance	3,012,934	880,734	587,234	418,434	409,634	392,834	538,034
Funding sources:							
Utilities	60,500	60,500	60,500	60,500	60,500	60,500	60,500
Grants	9,502,300	50,000	1,100,000	-	25,000	-	-
General Fund Funding	287,200	746,700	490,700	432,700	413,700	425,700	429,700
Donations	3,500	83,000	3,000	3,000	3,000	3,000	3,000
Other Funds (REET, Lodging tax)	4,429,900	219,300	219,300	219,300	219,300	219,300	219,300
Spending:							
Project cost	(16,415,600)	(1,453,000)	(2,042,300)	(724,300)	(738,300)	(563,300)	(867,300)
Ending Cash Balance	880,734	587,234	418,434	409,634	392,834	538,034	383,234

Depreciation	1,365,078	1,777,963	1,809,990	1,879,848	1,885,890	1,896,581	1,880,077
Depreciation to Cash Ratio	0.65	0.33	0.23	0.22	0.21	0.28	0.20

OTHER OPERATING COSTS FOR THIS CFP	2024	2025	2026	2027	2028	2029	2030
Labor	113,524	12,375	194,383	5,467	5,810	5,467	5,467
Depreciation	125,113	537,998	570,025	639,883	645,925	656,616	640,112
TOTAL OTHER COSTS	\$ 238,638	\$ 550,373	\$ 764,407	\$ 645,350	\$ 651,735	\$ 662,083	\$ 645,579

Financial policy allows for the use of excess cash held in governmental accounts to be used for capital improvements. The funds shown here are those which have been moved from the operating fund balances and are intended for specific projects or activities listed in the CFP.

The current capital plan would not require any additional FTE's to complete when averaged; however, in years when large projects are included additional staffing will be needed for completion.



GENERAL GOVERNMENT PROJECT LIST

NUMBER	TITLE	PRIORITY	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
						2025	2026	2027	2028	2029	2030
GENERAL GOVERNMENT/FACILITIES											
GG0303	NICE Funds	R	1,875,000	262,100	587,900	120,000	144,000	236,000	75,000	75,000	375,000
GG1113	Facility Security Projects	R	556,000	57,000	319,000	30,000	30,000	30,000	30,000	30,000	30,000
GG0123	Housing Pipeline Pilot Project	A	50,000	-	50,000	-	-	-	-	-	-
GG0119	Ennis Creek Fish Barrier Removal	1	1,245,000	-	45,000	-	1,200,000	-	-	-	-
GG0121	Broadband Improvement Feasibility Study	2	50,000	-	50,000	-	-	-	-	-	-
GG0516	Senior Center Fire Detection System	3	125,000	-	125,000	-	-	-	-	-	-
GG0416	City Hall Fire Detection System	4	150,000	-	150,000	-	-	-	-	-	-
GG0916	Valley Creek Restoration Phase III	UF	2,110,900	-	-	-	-	-	-	-	-
GG0124	Relocation of Critical Infrastructure	UF	Unknown	-	-	-	-	-	-	-	-
GG0224	Website Re-Design	UF	60,000	-	-	-	-	-	-	-	-
GG0324	Water, Wastewater, Stormwater Capacity Improvement	UF	Unknown	-	-	-	-	-	-	-	-
PUBLIC SAFETY											
FD0415	Fire Department Turn-Out Gear	R	339,200	164,200	-	-	-	-	175,000	-	-
FD0615	Fire Hoses	R	106,500	27,600	19,900	9,000	10,000	10,000	10,000	10,000	10,000
FD0218	Self Contained Breathing Apparatus	R	250,000	-	-	-	250,000	-	-	-	-
CAPPC	Pencom Capital	R	601,500	251,500	50,000	50,000	50,000	50,000	50,000	50,000	50,000
PD0307	Police Regional Training & Gun Range Facility	R	279,800	82,700	83,600	32,000	16,300	16,300	16,300	16,300	16,300
PD0116	Mobile Data Terminal Replacements	R	308,300	165,400	42,900	16,000	16,000	16,000	16,000	16,000	20,000
PD0122	Police Radio Replacement	R	160,000	21,600	18,400	20,000	20,000	20,000	20,000	20,000	20,000
PD0223	Police Body Worn Cameras	R	450,000	-	90,000	60,000	60,000	60,000	60,000	60,000	60,000
FD0124	Mobile Data Terminal Replacements	R	60,000	-	-	10,000	10,000	10,000	10,000	10,000	10,000
FD0224	PAFD Portable Radio Replacements	R	300,000	-	-	50,000	50,000	50,000	50,000	50,000	50,000
PD0120	Police Taser Replacements	R	296,600	88,600	11,000	37,000	-	40,000	40,000	40,000	40,000
PD0121	EOC/911 Dispatch (PenCom center)	A	10,150,000	276,600	9,873,400	-	-	-	-	-	-
FD0318	Emergency Management Pods	A	158,000	27,900	130,100	-	-	-	-	-	-
FD0315	Fire Station Garage Door Replacement	5	450,000	-	-	450,000	-	-	-	-	-
FD0121	Westside Fire Station	UF	3,000,000	-	-	-	-	-	-	-	-
FD0120	Fire Station Front Driveway Repair	UF	130,000	-	-	-	-	-	-	-	-
FD0216	Fire Training Facility	UF	1,200,000	-	-	-	-	-	-	-	-
FD0316	Senior Center EOC Generator (Secondary City EOC)	UF	150,000	-	-	-	-	-	-	-	-
FD0416	Radio Transmitter Generator (I & 10th Streets)	UF	25,000	-	-	-	-	-	-	-	-
FD0123	SCBA Refill Compressor System	UF	103,000	-	-	-	-	-	-	-	-
PARKS AND RECREATION											
PK0216	Facility Improvement Revolving Fund	R	160,000	44,000	26,000	15,000	15,000	15,000	15,000	15,000	15,000
PK0205	Restroom Improvement Program	R	1,890,000	737,000	-	403,000	150,000	150,000	150,000	150,000	150,000
PK0418	Civic Field Upgrades	R	835,200	145,100	624,100	11,000	11,000	11,000	11,000	11,000	11,000
PK0223	Aluminum Bleacher Upgrades	R	73,500	-	13,500	10,000	10,000	10,000	10,000	10,000	10,000
PK0719	Parks Maintenance Building	A	706,500	174,400	532,100	-	-	-	-	-	-
PK0519	City Pier Erosion Stabilization & Sidewalk Repair (Peabo	A	400,000	56,800	343,200	-	-	-	-	-	-
PK0316	Locomotive #4 Refurbishment	A	190,800	58,800	52,000	80,000	-	-	-	-	-
PK0320	HVAC Upgrades at City Facilities	A	2,150,000	22,000	2,128,000	-	-	-	-	-	-
PK0423	City Pier Observation Tower Repair	A	575,500	-	575,500	-	-	-	-	-	-
PK0122	Erickson Playfield Tennis Court Improvement	A	370,000	-	370,000	-	-	-	-	-	-
PK0222	OVC Columbarium Expansion	A	50,000	-	50,000	-	-	-	-	-	-
PK0123	Elks Pickleball Court Improvements	A	55,000	-	55,000	-	-	-	-	-	-
PK0420	Ediz Hook Boat Launch Repairs	6	1,500,000	-	-	50,000	-	-	-	-	-
PK0323	Senior Center Front Door Replacement	UF	45,000	-	-	-	-	-	-	-	-
PK0319	City Pier Inspection Repairs	UF	1,000,000	-	-	-	-	-	-	-	-
PK0406	Shane & Elks Field Lighting	UF	Unknown	-	-	-	-	-	-	-	-
PK0802	Neighborhood Park Development	UF	Unknown	85,700	-	-	-	-	-	-	-
PK0124	Ocean View Cemetery Bank Erosion	UF	Unknown	-	-	-	-	-	-	-	-
PK0224	City Parks Urban Forest Tree Assessment	UF	30,000	-	-	-	-	-	-	-	-
Total			34,771,300	2,749,000	16,415,600	1,453,000	2,042,300	724,300	738,300	563,300	867,300

Key	
A	Active
R	Revolving
#	Priority Assigned Number
UF	Unfunded



GENERAL GOVERNMENT COMPLETED PROJECTS

PROJECTS COMPLETED IN 2023		Actual	Budget
FD0318	Emergency Mgmt Pods	14,688	137,800
FD0415	Fire Department Turn-Out Gear	3,877	-
FD0615	Fire Hoses	12,058	14,000
PD0116	Mobile Data Trans	12,743	39,600
PD0119	Computer Aided Dispatch	37,974	-
PD0120	Police Taser Replacement	27,156	25,200
PD0122	Police Radio Replacement	21,572	20,000
PD0123	PenCom ROIP Project	452,707	430,000
PD0307	Police Regional Training & Gun Range Facility	6,840	59,900
PD0322	Pencom 911 Phone Equipment	11,425	-
PK0220	Synthetic Field Turf @ Volunteer Field	700,133	714,000
PK0802	Neighborhood Park Development	85,686	-
PK0819	City Pier Railing Replacement	780,453	724,200
TOTAL COMPLETED PROJECTS		2,167,312	2,164,700



NEW IMPROVEMENTS FOR COMMUNITY ENHANCEMENT (NICE) FUNDS

GG0303

PROJECT STATUS: REVOLVING
PRESENT CONDITION: EXCELLENT
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: SHANNEN CARTMEL
ESTIMATED LIFE: 30 YEARS

ABOUT THE PROJECT:

New Improvements for Community Enhancement of Neighborhoods (NICE) is a tool enabled by City Council Resolution No 5-04 to fund public infrastructure improvements to electric, water, wastewater, stormwater, or streets to stimulate economic development, affordable housing and community reinvestment. The concept is that capital infrastructure improvements add value to adjacent property and stimulate private sector investment and redevelopment to upgrade a neighborhood and increase the tax base for overall revenue generation of the community. This is a revolving program, if a specific economic development need is not addressed each year the fund will accumulate for future projects. These funds are transferred to other funds/ divisions for viable projects which enhance economic development and community reinvestment within the City, specifically in the City's residential or commercial districts that permit medium to high density residential development.

JUSTIFICATION:

The city can stimulate economic development, affordable housing and increase the tax base through strategic public capital investment in areas with high development potential. These capital improvements add value to adjacent property and stimulate private sector investment and redevelopment in order to upgrade the neighborhood and increase the tax base for overall revenue generation in the community. Specifically, this program can address the community's housing needs by supporting residential development in the City's residential or commercial districts that permit medium to high density residential development.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund	\$ 1,105,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000
Grants								
Bonds								
General Fund	245,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
Donations/Insurance Reim.								
Other								
TOTAL	\$ 1,350,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	262,100	587,900	120,000	144,000	236,000	75,000	75,000	375,000
TOTAL	\$ 262,100	\$ 587,900	\$ 120,000	\$ 144,000	\$ 236,000	\$ 75,000	\$ 75,000	\$ 375,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,875,000

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: N/A

Estimated Personnel Costs for Project: N/A



PROJECT STATUS: REVOLVING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: COREY DELIKAT
ESTIMATED LIFE: 30 YEARS

ABOUT THE PROJECT:

In 2016, the City created a Security Sub-Committee to look at improving the security of City owned facilities. Many improvements have been made, but additional projects need to be completed. Funding of this CFP project will allow the City to install a proximity card key-less entry system, lighting, facility gate improvements, as well as replacing/adding cameras to our facilities. Recently, the City did a renovation to the entrance of City Hall, between the Finance counter and the Economic Development station, that secured citizens from walking into City Hall without authorization. The City is now looking to improve other security measures in our public spaces and facilities, including key-less entry into our facilities and improved lighting in the parking lot of City Hall.

JUSTIFICATION:

Security of our City owned facilities is a priority of the Leadership Team to ensure the safety of our employees and the public who utilize our buildings. Not funding this project will limit our ability to continue to focus on safety improvements in our facilities.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund	\$ 183,600								
Grants									
Bonds									
General Fund	162,400	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
Donations/Insurance Reim.									
Other									
TOTAL	\$ 346,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	57,000	319,000	30,000	30,000	30,000	30,000	30,000	30,000
TOTAL	\$ 57,000	\$ 319,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$556,000

Estimated Total Design Cost: \$ 50,000

Estimated Personnel Hours for Project: 250

Estimated Personnel Costs for Project: \$12,500



PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: SHANNEN CARTMEL
ESTIMATED LIFE: TBD

ABOUT THE PROJECT:

This pilot project has been created to develop options to enable a pipeline of new affordable housing units. The City's Housing Administrator will work to identify partnerships and opportunities for the capital development of new multi-family developments in Port Angeles. The overall goal will be to improve multi-family housing market outcomes and overcome the housing unit gap in the City's Housing Action Plan. The project will begin with a study that evaluates the best alternatives for a path to developing new units and likely will evolve into City capital project(s) and/or public-private partnerships as well as action-oriented relationships with local housing providers.

JUSTIFICATION:

For the past seven years the City of Port Angeles has been diligently working to develop a housing toolbox of incentives to inspire and encourage housing development in Port Angeles. This effort has included major code change efforts that have been trend setting for Washington State. Unfortunately, fee waivers and tax exemptions have not resulted in an adequate supply of new multi-family developments. This combined with the lack of local multi-family developers requires that the City pursue a new approach advancing the construction and development of new units in Port Angeles. The initial phase of this project will evaluate and analyze legal structure options for such projects as well as provide magnitude of cost information on the various alternatives.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other		50,000							
TOTAL	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		50,000						
TOTAL	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$50,000

Estimated Total Design Cost: \$50,000

Estimated Personnel Hours for Project: 120

Estimated Personnel Costs for Project: \$7,200



PROJECT STATUS: DESIGN
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.107893, -123.399054
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 40 YEARS

ABOUT THE PROJECT:

This project will remove the two downstream-most fish passage barriers on Ennis Creek. Worksite 1 is a culvert at River Mile 0.5, where Ennis Creek crosses Ennis Creek Road. The existing double concrete culverts under Ennis Creek Road will be replaced with either a bridge, wide concrete box or arch culvert. Work site 2 is a surface water drop created by the City of Port Angeles sewer force main (installed in 1969) that was encased in concrete and is now exposed across the entire width of Ennis Creek. The main was taken out of service in September 2016 when the City's Combined Sewer Overflow (CSO) Reduction project was placed in service. It is located immediately downstream of the concrete Olympic Discovery Trail bridge, constructed for the CSO Project. The City has applied for a Brian Abbott Fish Barrier Removal grant for design in the amount of \$255,000 but was not selected. The Lower Elwha Tribe has secured a grant for design of Worksite 1, and the City has committed matching funding in the amount of \$45,000. Construction is unfunded and estimated at \$1.1 million, City matching funds for construction is budgeted in the amount of \$100,000.

JUSTIFICATION:

The Ennis Creek Fish Barrier Removal Project will remove the first and second barriers to 7.7 square miles of drainage area and 5.4 miles of Ennis Creek. One upstream barrier remains, at the stream crossing at Highway 101. The Ennis Creek watershed was ranked as the 14th priority watershed and the system priority is listed as Medium. Ennis Creek is located in Watershed Resource Inventory Area (WRIA) 18. Ennis Creek is the one of the least disturbed of the 5 independent urban drainages. It has the largest undisturbed upper watershed with snow-fed headwaters in the Olympic National Park, the least development, a wide diversity of existing native fish stocks and a high potential for restoration.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants				1,100,000					
Bonds									
General Fund	45,000			100,000					
Donations/Insurance Reim.									
Other									
TOTAL	\$ 45,000	\$ 0	\$ 0	\$ 1,200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		45,000		1,200,000				
TOTAL	\$ 0	\$ 45,000	\$ 0	\$ 1,200,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,245,000 **Estimated Total Design Cost: \$300,000**
Estimated Personnel Hours for Project: 2,912 **Estimated Personnel Costs for Project: \$196,000**



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: SCOTT CURTIN
ESTIMATED LIFE: 10 YEARS

ABOUT THE PROJECT:

Examine the current and future needs of the residents and businesses in the City limits of Port Angeles to develop a plan to identify level of service improvement goals, infrastructure improvement needs, funding analysis, and Public/Private partnership opportunities for broadband improvement in the City.

JUSTIFICATION:

As the City looks to increase the level of service for broadband within the city of Port Angeles, Council directed staff to evaluate and plan for improvement that can define, scope, and pursue improved broadband service. This project will allow the City to start identifying different paths to achieve an increased level of service.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund	50,000							
Donations/Insurance Reim.								
Other								
TOTAL	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		50,000						
TOTAL	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$50,000

Estimated Total Design Cost: \$50,000

Estimated Personnel Hours for Project: N/A

Estimated Personnel Costs for Project: N/A



PROJECT STATUS: DESIGN
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.11142, -123.433369
PROJECT MANAGER: DERRELL SHARP
ESTIMATED LIFE: 30 YEARS

ABOUT THE PROJECT:

Replacement of the Senior Center fire alarm system panel and all associated initiating and notification devices.

JUSTIFICATION:

The current system is outdated, it is not addressable and it is no longer supported by the manufacturer. Through research it was determined that the Warf Mall Fire Detection System upgrade permit in 2022 listed a cost of \$175,000. Though not as complex as the Warf Mall, the Senior Center Fire Detection System upgrade is estimated to be around \$125,000.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund	50,000								
Donations/Insurance Reim.									
REET		75,000							
TOTAL	\$ 50,000	\$ 75,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		125,000						
TOTAL	\$ 0	\$ 125,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$125,000

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: 10

Estimated Personnel Costs for Project: \$665



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: DERRELL SHARP
ESTIMATED LIFE: 30 YEARS

ABOUT THE PROJECT:

Replacement of the City Hall fire alarm system panel and all associated initiating and notification devices.

JUSTIFICATION:

The current system is outdated, it is not addressable and it is no longer supported by the manufacturer. Through research it was determined that the Warf Mall Fire Detection System upgrade permit in 2022 listed a cost of \$175,000. Though not as complex as the Warf Mall, City Hall Fire Detection System upgrade is estimated to be around \$150,000. Staff estimates a reasonable estimate is \$100,000 for ground floor and \$25,000 to \$50,000 for second floor installation.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
REET	75,000	75,000							
TOTAL	\$ 75,000	\$ 75,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030	
Capital Costs		150,000							
TOTAL	\$ 0	\$ 150,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030	
Other									
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	

Estimated Total Project Cost: \$150,000

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: 20

Estimated Personnel Costs for Project: \$1,330



GENERAL GOVERNMENT/FACILITIES UNFUNDED CAPITAL PROJECTS

Projects identified as necessary, but that currently do not have a funding source are listed here. Should funding become available these projects will be re-prioritized and moved to an active status. Listing these projects, despite the lack of funding, allows the City to pursue grants and other forms of project revenue. It also allows Council and citizens the opportunity for input on reprioritization of projects.

VALLEY CREEK RESTORATION PHASE III

GG0916

PROJECT STATUS: UNFUNDED

PRESENT CONDITION: POOR

LATITUDE / LONGITUDE: 48.117574, -123.442326

PROJECT MANAGER: JONATHAN BOEHME

ESTIMATED LIFE: 50 YEARS

ESTIMATED TOTAL PROJECT COST: \$2,110,900

ABOUT THE PROJECT:

In 2010, the City of Port Angeles, with Salmon Recovery Funding Board (SRFB) funding, hired Waterfall Engineering to develop a design for Phase III of the Valley Creek restoration. The restoration design improves a channelized and culverted portion of Valley Creek, located adjacent to and under Valley Street between 2nd St. and 9th St. The improvements include 1,500 feet of remeandered channel at the southern end of the project stream reach, removal of the steepest section of culvert between 5th St. and 6th St and replacing it with 400 feet of meandering stream, installation of a new 135 foot long arch culvert segment to improve passage conditions at the culvert inlet, and installation of baffles to improve fishway passage in the remaining 1,750 foot long culvert. The design was completed in 2011 and includes detailed drawings, a project manual with specifications, cost estimates, and complete local and state permit application forms. The project is now construction ready.

The project includes fish passage improvements in the culvert and at the culvert inlet, connection with a constructed wetland (built in conjunction with the 8th Street bridge replacement project), a wider riparian zone with new vegetation, increased stream length due to the new meander, and improved geomorphology due to installation of large woody debris and rock. These changes will also result in reduced maintenance costs associated with flooding, erosion and debris removal from the culvert trash rack. In 2016, the Fish Passage Barrier Removal Board staff vetted the design and confirmed that there are no total fish passage barriers downstream; specifically, an irregular section of the long culvert under Marine Drive is back watered at high tide.

Completion of this project segment will result in a fish passable stream from the Valley Creek estuary south to the Highway 101 culvert (Valley Creek Restoration Phase I) and beyond. Valley Creek Restoration Phase II improved instream and riparian habitat between the Highway 101 culvert and the Valley Creek Restoration Phase III reach. The Valley Creek watershed was ranked as the 14th priority watershed and the system priority is listed as Medium. Valley Creek is located in Water Resource Inventory Area (WRIA) 18. This includes design and permitting updates, construction, construction management, and riparian plantings.

JUSTIFICATION:

The project as designed will improve fish habitat and passage, biological processes, riparian restoration, wetland and floodplain enhancement, channel conditions including erosion of an adjacent road prism into the creek.



2025 - 2030

CITY OF PORT ANGELES

CAPITAL FACILITIES PLAN & TRANSPORTATION IMPROVEMENT PLAN

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PROJECT STATUS: UNFUNDED
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: CITY OF PORT ANGELES
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: TBD
ESTIMATED TOTAL PROJECT COST: \$ TBD



ABOUT THE PROJECT:

This project will define, classify, and map natural hazard areas within the City of Port Angeles for the purpose of evaluating City infrastructure located within these hazards areas and at risk of damage. Relevant natural hazard areas include but are not limited to: flooding, tidal inundation, land slide, seismic, wildfire, winter weather.

JUSTIFICATION:

Mapping natural hazard areas and identifying City infrastructure within these areas will provide the City with the necessary tools to perform an infrastructure risk assessment . This natural hazard map along with the risk assessments will help City Staff to prioritize relocations of infrastructure, if needed, determine placement of new infrastructure and provide justification to hardening of existing infrastructure within hazard areas.

The City's location presents a number of unique challenges that include, coastal flooding, tidal inundation, steep ravines, poor soil stability, heavy rainfall, and Cascadia subduction zone (earthquake) proximity. While it is not possible to eliminate all risk, this study will identify the highest risk areas and infrastructure within these high risk areas.

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.1122430, -123.427812
PROJECT MANAGER: KARI MARTINEZ-BAILEY
ESTIMATED LIFE: 5 YEARS
ESTIMATED TOTAL PROJECT COST: \$ 60,000

ABOUT THE PROJECT:

This project would provide a full redesign of the City's website to offer better accessibility, navigation and integration with other sites and programs that will allow users to more easily search and view information, documents and notifications.

JUSTIFICATION:

Upgrading the City's website will allow the City to streamline functionality for users to search and view documents.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: N/A
PROJECT MANAGER: TBD
ESTIMATED LIFE: TBD
ESTIMATED TOTAL PROJECT COST: \$ UNKNOWN

ABOUT THE PROJECT:

The purpose of this project is to assess the impact of current and future zoning density increases on the City's existing water, stormwater and wastewater system infrastructure. The City's Wastewater Comprehensive Plan & Water System Plan are existing documents which have evaluated current capacity issues. This study will build upon those findings, performing additional assessments, and improving the accuracy of existing hydraulic models.

The study will leverage existing hydraulic models to simulate the impact of increased demand on the water system and loading to the stormwater system and sewer system / treatment plants. Identifying areas of the networks which may experience impacts to a desired level of service.

Study will produce maps and figures to aid in statistic development.

JUSTIFICATION:

Wastewater and stormwater system capacity and treatment infrastructure presents an existing and potential future road block to housing development and growth of the City of Port Angeles. As lot density is increased this results in loss of permeable surfaces and the ability to fully manage stormwater on-site, thus increasing flows to an already capacity constrained stormwater system.

The City has a resilient water supply, however undeveloped land with the potential for higher density residential construction may not be located in areas with sufficient system pressure and storage.



PROJECT STATUS: REVOLVING
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.115099, -123.436434
PROJECT MANAGER: DERRELL SHARP
ESTIMATED LIFE: 8 YEARS

ABOUT THE PROJECT:

Current Fire Suppression PPE (Turn-Out Gear) is now \$5,700.00 per employee. The industry saw a 20% price increase in 2022 for Turn-Out gear. Current Turn-Out Gear was obtained through grant funding, costing well over \$100,000. The Fire Department will continue to pursue grant funding for replacement, however it is prudent to have a fund that allows for the replacement of several sets of gear on an ongoing basis. Turn-Out Gear has a 10 year shelf life. Due to call volume and training activities 8 years is a more realistic service life for Turn-Out Gear. The next bulk purchase is scheduled for 2028. We are looking at replacing 45 sets of Turn-Out Gear in 2028.

JUSTIFICATION:

Turn-out gear is essential safety equipment that is closely regulated by national standards. These critical protective gear items are a requirement for fire fighting. Per national standards, turnout gear has a finite life regardless of wear and tear.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants	23,300						25,000		
Bonds									
General Fund	146,500	29,000	34,000	39,000	41,000	22,000		34,000	34,000
Donations/Insurance Reim.									
Medic 1	30,800	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000
TOTAL	\$ 200,600	\$ 32,000	\$ 37,000	\$ 42,000	\$ 44,000	\$ 50,000	\$ 37,000	\$ 37,000	\$ 37,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	164,200					175,000		
TOTAL	\$ 164,200	\$ 0	\$ 0	\$ 0	\$ 0	\$ 175,000	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$339,200

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: 10

Estimated Personnel Costs for Project: \$665



PROJECT STATUS: REVOLVING
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.115099, -123.436434
PROJECT MANAGER: DERRELL SHARP
ESTIMATED LIFE: 5 YEARS

ABOUT THE PROJECT:

Replace fire hoses of various sizes and shapes, and set up a replacement fund for future needs.

JUSTIFICATION:

The hoses in use were last replaced in 2004 and have been subject to extreme wear and tear. During our annual hose testing in 2022 several large diameter hoses failed the service test. The company that conducts the annual hose testing indicated that our current supply hoses (5" and 2.5") are showing signs of delamination which make them prone to failure. These need to be replaced to maintain optimum fire suppression capabilities. Currently we have approximately 3,000 feet of 5" hose that is at or near its end of service life. There is approximately 2000 feet of 2.5" hose at or near its end of service life.

Pricing for Fire Suppression hose and the need to implement an aggressive replacement plan for the larger diameter supply hoses has caused cost increases for replacements. We were able to purchase 2000 feet of used 1.75" hose last year for \$500.00 (Central Pierce Fire and Rescue) that was manufactured in 2016 but have been unable to acquire used large diameter supply line. Fire hose failures can result in injuries and property loss.

Current Cost breakdown:

- 5" Supply Lines are now \$960.00 per 100 foot section
- 2.5" hose is now \$255.00 per 50 foot section
- 1.75" hose is now \$225.00 per 50 foot section
- 1.5" hose is now \$220.00 per 100 foot section
- 1" hose is now \$205.00 per 100 foot section

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants		5,000							
Bonds									
General Fund	35,000	7,500	9,000	10,000	10,000	10,000	10,000	10,000	10,000
Donations/Insurance Reim.									
Other									
TOTAL	\$ 35,000	\$ 12,500	\$ 9,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	27,600	19,900	9,000	10,000	10,000	10,000	10,000	10,000
TOTAL	\$ 27,600	\$ 19,900	\$ 9,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$106,500

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: 10

Estimated Personnel Costs for Project: \$665



PROJECT STATUS: REVOLVING
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.115276, -123.436341
PROJECT MANAGER: DERRELL SHARP
ESTIMATED LIFE: 10 YEARS

ABOUT THE PROJECT:

Self-contained breathing apparatus (SCBA) is equipment that firefighters use in order to operate in atmospheres that can be immediately dangerous to life or health. The technology for this equipment is constantly being upgraded and improved. National standards require that fire departments utilize SCBA that is compatible with updated safety standards, which drives the need to replace this on a fairly regular basis. When SCBA equipment is replaced, it must all be replaced at the same time so that compatibility is maintained. It is expected that they will need to be replaced by 2026.

JUSTIFICATION:

SCBA is expensive equipment. When it is replaced, all of the units must be replaced at the same time. The fire department has been fortunate enough to do this in the past through federal grant funding. Since grant funding is never guaranteed, the department needs to establish a revolving savings fund in order to ensure that enough money will be available for the next replacement.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund	153,400	32,200	32,200	32,200	32,200	32,200	32,200	32,200
Donations/Insurance Reim.								
Other								
TOTAL	\$ 153,400	\$ 32,200	\$ 32,200	\$ 32,200	\$ 32,200	\$ 32,200	\$ 32,200	\$ 32,200

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs				250,000				
TOTAL	\$ 0	\$ 0	\$ 0	\$ 250,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$250,000 **Estimated Total Design Cost: NONE**
Estimated Personnel Hours for Project: N/A **Estimated Personnel Costs for Project: N/A**



PROJECT STATUS: REVOLVING
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: BRIAN SMITH
ESTIMATED LIFE: 25 YEARS

ABOUT THE PROJECT:

This project is for the purchase of various equipment items that have a value exceeding \$7,500, and will therefore be capitalized. The purchases are reimbursed through the 1/10 of 1.0% the emergency 911 tax held at the County for PenCom capital projects.

JUSTIFICATION:

Upgrading the PenCom equipment allows for operating efficiency.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
PenCom	251,500	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
TOTAL	\$ 251,500	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	251,500	50,000	50,000	50,000	50,000	50,000	50,000	50,000
TOTAL	\$ 251,500	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$601,500

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: N/A

Estimated Personnel Costs for Project: N/A



PROJECT STATUS: REVOLVING
PRESENT CONDITION: EXCELLENT
LATITUDE / LONGITUDE: 48.131227, -123.515976
PROJECT MANAGER: BRIAN SMITH/COREY DELIKAT
ESTIMATED LIFE: 25 YEARS

ABOUT THE PROJECT:

The Gun Range at the Regional Transfer Station was built in the early 1990's. Since construction, very little upgrades have been done to protect this City asset. During a recent walk through, it was identified that heating upgrades, mold removal, plumbing repairs, and other maintenance items needed to be completed. Additionally, the existing training building is approximately 28 years old and will need a new roof and interior repairs to include upgrades to HVAC and restroom facilities within the next 2 years as well as upgrades of some exterior training elements. Funding will primarily come from user fees collected from entities using this facility.

JUSTIFICATION:

The current firearms training facility requires maintenance and lifecycle replacements. This project will lower maintenance and provide a safe training environment. To preserve this regional asset, funding to this facility is necessary for upgrades. This facility is used not only by the City but also the County, Coast Guard, Tribe, and Border Patrol.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund	7,300							
Donations/Insurance Reim.								
Other	158,400	16,300	16,300	16,300	16,300	16,300	16,300	16,300
TOTAL	\$ 165,700	\$ 16,300	\$ 16,300	\$ 16,300	\$ 16,300	\$ 16,300	\$ 16,300	\$ 16,300

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	82,700	83,600	32,000	16,300	16,300	16,300	16,300	16,300
TOTAL	\$ 82,700	\$ 83,600	\$ 32,000	\$ 16,300	\$ 16,300	\$ 16,300	\$ 16,300	\$ 16,300

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$279,800

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: N/A

Estimated Personnel Costs for Project: N/A



PROJECT STATUS: REVOLVING
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: BRIAN SMITH
ESTIMATED LIFE: 7 YEARS

ABOUT THE PROJECT:

Replacement of in-car laptops. This project is no longer grant funded. There had been a partial match through Stonegarden (FEMA). This program allows for three or four replacements per year.

JUSTIFICATION:

Computer equipment upgrades need to be up-to-date.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants	151,700								
Bonds									
General Fund	40,600	16,000	16,000	16,000	16,000	16,000	16,000	16,000	20,000
Donations/Insurance Reim.									
Other									
TOTAL	\$ 192,300	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 20,000
EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030	
Capital Costs	165,400	42,900	16,000	16,000	16,000	16,000	16,000	16,000	20,000
TOTAL	\$ 165,400	\$ 42,900	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 20,000
OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030	
Other									
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$308,300

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: N/A

Estimated Personnel Costs for Project: N/A



PROJECT STATUS: REVOLVING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: BRIAN SMITH
ESTIMATED LIFE: 10 YEARS

ABOUT THE PROJECT:

The Police Department radios will become obsolete and reach end of their life (not supported by the manufacturer) by 2025. The Police Department will replace the Radios with an upgraded platform over the next 7 years. Once the upgrade is complete this project will become revolving with funding transferred each year to support the replacement of radios on a 10 year cycle.

JUSTIFICATION:

The Radio is a key part of the Police equipment and force options available to officers.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Donations/Insurance Reim.									
Other									
TOTAL	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	21,600	18,400	20,000	20,000	20,000	20,000	20,000	20,000
TOTAL	\$ 21,600	\$ 18,400	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$160,000

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: N/A

Estimated Personnel Costs for Project: N/A



PROJECT STATUS: REVOLVING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE:
PROJECT MANAGER: BRIAN SMITH
ESTIMATED LIFE: 5-10 YEARS

ABOUT THE PROJECT:

Body worn camera deployment for 35 sworn law enforcement. This includes hardware, software and data storage services.

JUSTIFICATION:

The current legal and legislative environment provides considerable risk to Washington law enforcement officers and to the cities and counties that employ them. The equipping of officers with a robust body worn cameras and employing a robust system that takes into account the Public Records requirements has become a statewide expectation. The benefits include increased officer safety, reduced City liability and increased success in the prosecution of criminal cases.

The available OPIOD settlement money and potential for recurring US DOJ grants may provide much or all of the revenue. We are working through our due diligence to determine which of the two primary vendors are the most suitable. Sequim PD is in the process of deploying a system and is the Clallam Sheriff. Port Townsend PD has a system in place. The Legislature in the last 3 sessions has had proposed bills that would have funded part or all of a body worn system. There was also interest in mandating body worn cameras without providing any funding, though that desire did not find its way into a bill.

PAPD was awarded a \$40,000 WASPC grant that can pay the costs for much of year 1. The products offered are much like Taser in that it will be a 5-year contract to provide 35 cameras, hardware, software and data storage up front and paid yearly for 5 years. In 2024 PAPD has also been awarded \$30,000 from WASPC and has \$7,000 available as part of a DOJ Grant.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants	30,000	37,000							
Bonds									
General Fund		23,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000
Donations/Insurance Reim.									
Transportation Benefit District									
TOTAL	\$ 30,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		90,000	60,000	60,000	60,000	60,000	60,000	60,000
TOTAL	\$ 0	\$ 90,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$450,000

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: 500

Estimated Personnel Costs for Project: \$25,000



PROJECT STATUS: REVOLVING
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.11517-123.43578
PROJECT MANAGER: DERRELL SHARP
ESTIMATED LIFE: 5 YEARS

ABOUT THE PROJECT:

Replacement of Mobile Data Terminal notebooks in each emergency response vehicle. This project is no longer grant funded. Grant funding from Olympic Community of Health and Department of Natural Resources enabled upgrades to the older department Panasonic Toughbooks. Four Panasonic Toughbooks were re-purposed to 1101, 1102, 1103, and Ladder 11. Mobile Data Terminals are essential for emergency response communication, electronic patient care reporting, fireground size-up and pre-fire planning. A total of 12 devices will be replaced on a 5 year cycle with an estimated cost of \$4,300 per device.

JUSTIFICATION:

The wear and tear on the Mobile Data Terminal computers for electronic patient care reporting and pre-fire planning limit their life expectancy to 5 years.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund			10,000	10,000	10,000	10,000	10,000	10,000
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			10,000	10,000	10,000	10,000	10,000	10,000
TOTAL	\$ 0	\$ 0	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$60,000

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: 10

Estimated Personnel Costs for Project: 720



PROJECT STATUS: REVOLVING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.11517-123.43578
PROJECT MANAGER: DERRELL SHARP
ESTIMATED LIFE: 10 YEARS

ABOUT THE PROJECT:

The department is currently facing a shortage of portable radios, hindering our ability to equip all responders at emergency scenes. Our current radios do not meet many of the safety standards outlined by NFPA 1500 and 1803 and are unreliable. The absence of standardization and P25 compliance in our portable radios poses a significant challenge. Most of our radios are outdated, between 12 to 17 years old, making them unreliable and lacking essential safety features. The varied designs of our portable radios require responders to be proficient in using multiple devices, increasing the risk of errors during operations. Standardizing and replacing our communication equipment will mitigate this risk and enhance firefighter safety.

JUSTIFICATION:

The wear and tear, along with changes in technology on Portable Radios limit their life expectancy to 10 years.

2024 is the second year we have put in for FEMA Assistance to Firefighters Grant (AFG). If this isn't awarded, the below calculations should be \$50,000 over 6 years for replacement and then back to \$30,000 in 2031 and each year thereafter. This will be an emergent need if not awarded through the grant this year.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund			50,000	50,000	50,000	50,000	50,000	50,000	50,000
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 0	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			50,000	50,000	50,000	50,000	50,000	50,000
TOTAL	\$ 0	\$ 0	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$300,000

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: 10

Estimated Personnel Costs for Project: 720



PROJECT STATUS: REVOLVING
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: BRIAN SMITH
ESTIMATED LIFE: 7 YEARS

ABOUT THE PROJECT:

The Police Department taser devices will become obsolete and reach end of their life (not supported by the manufacturer) by 2025. The Police Department has replaced the Taser X model devices with an upgraded platform over 4 years. Once the upgrade is complete this project will become revolving with funding transferred each year to support the replacement of tasers on a 7 year cycle. This CFP started as a complete replacement to the Taser 7 in 2021. In 2027 we will need to start the replacement transition to the Taser 10. We will likely receive some kind of financial credit for our Taser 7s and we move into the Taser 10.

JUSTIFICATION:

The Taser is a key part of the Police equipment and force options available to officers. There has been considerable product development in the last 5 years. Our current Taser 7 will not be supported some time in the late 2020's and will be replaced by the Taser 10.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund	86,600	13,000	37,000			40,000	40,000	40,000	40,000
Donations/Insurance Reim.									
Other									
TOTAL	\$ 86,600	\$ 13,000	\$ 37,000	\$ 0	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	88,600	11,000	37,000		40,000	40,000	40,000	40,000
TOTAL	\$ 88,600	\$ 11,000	\$ 37,000	\$ 0	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$296,600

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: N/A

Estimated Personnel Costs for Project: N/A



PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: UNKNOWN
PROJECT MANAGER: BRIAN SMITH
ESTIMATED LIFE: 50 YEARS

ABOUT THE PROJECT:

The City and the County have identified a need to provide a joint Emergency Operations Center (EOC) and a modern 911 dispatch center. Both the Board of County Commissioners and the City Council have agreed that the EOC is a regional priority and have authorized staff to pursue options for either the retrofit of an existing building or the construction of a new building to house a joint EOC and 911 Center. Combining the EOC and 911 dispatch center will allow for economies of scale on shared resources, such as restrooms, showers and kitchen facilities. The total cost of the project will depend upon the option chosen. This project will incorporate an IT component with purchase of, upgrading to and modifications of EOC and 911 Center Operational equipment in support of activities to include backup communications and secondary pathways. The total IT portion of this project is projected at \$240,000.

The total project cost is estimated at \$10 million, \$5 million for the EOC that will be paid for by the County and \$5 million for the 911 Center to be paid for by the city. The PenCom capital fund will contribute \$2.0 million, and the rest of the funding will come from State and/or Federal grants.

JUSTIFICATION:

Emergency management and 911 dispatch during a disaster is a critical operation. Current EOC and 911 dispatch facilities are not suitable for sustained emergency operations. The current communication room is located at the fire department and has been expanded to all for EOC communication equipment, emergency phone system communications and data servers localized operation within the building. With the planned addition of significant hardware and software assets, controlled heating/cooling and fire suppression capabilities are required. Additional emergency power and battery backup capabilities will need to be provided. The current 911 operation is housed in the police department and is inadequately sized to meet future demands. The facility is also located in an area that is not expected to survive a significant earthquake.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants		6,490,300						
Bonds								
General Fund								
Donations/Insurance Reim.								
PenCom	276,600	3,383,100						
TOTAL	\$ 276,600	\$ 9,873,400	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	276,600	9,873,400						
TOTAL	\$ 276,600	\$ 9,873,400	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$10,150,000

Estimated Total Design Cost: \$1,900,000

Estimated Personnel Hours for Project: N/A

Estimated Personnel Costs for Project: N/A



PROJECT STATUS: PLANNING
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.115099, -123.436434
PROJECT MANAGER: DERRELL SHARP
ESTIMATED LIFE: 50 YEARS

ABOUT THE PROJECT:

In order for the City government to continue to operate following an emergency that compromises City facilities, emergency equipment and supplies need to be pre-staged in various locations. These supplies will be stored in secure, weatherproof caches (pods). Pods will be equipped with communications equipment, data storage, power generation capability, shelters, food, water and supplies. Each pod will cost approximately \$50,000. It is recommended that at least three pods be staged.

JUSTIFICATION:

The community has an expectation that the City government will continue to operate relatively soon after a disaster or if City facilities are compromised. In order to enable this continuation of operations, alternate City facilities need to be prepared and emergency equipment needs to be pre-staged.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund	\$ 76,500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500
Grants								
Bonds								
General Fund	76,500	500	500	500	500	500	500	500
Donations/Insurance Reim.								
Other								
TOTAL	\$ 153,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	27,900	130,100						
TOTAL	\$ 27,900	\$ 130,100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$158,000

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: 40

Estimated Personnel Costs for Project: \$2,660



PROJECT STATUS: PLANNING
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.115099, -123.436434
PROJECT MANAGER: DERRELL SHARP
ESTIMATED LIFE: 30 YEARS

ABOUT THE PROJECT:

Replacement of garage doors at the Fire Station.

JUSTIFICATION:

The bay doors in the Fire Station are critical pieces of equipment. Fire and EMS equipment must be able to exit the Station without delay. Currently the bay doors are too heavy for the repeated use to which they are subjected. Settling of the building may have caused the issue. The doors are failing at increasing rates and require more attention than is prudent. Technicians have recommended that the doors be replaced with lighter doors and the hardware be replaced with industrial strength equipment.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund	50,000		400,000					
Donations/Insurance Reim.								
Other								
TOTAL	\$ 50,000	\$ 0	\$ 400,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			450,000					
TOTAL	\$ 0	\$ 0	\$ 450,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$450,000

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: N/A

Estimated Personnel Costs for Project: N/A



PUBLIC SAFETY UNFUNDED CAPITAL PROJECTS

Projects identified as necessary, but that currently do not have a funding source are listed here. Should funding become available these projects will be re-prioritized and moved to an active status. Listing these projects, despite the lack of funding, allows the City to pursue grants and other forms of project revenue. It also allows Council and citizens the opportunity for input on reprioritization of projects.

WESTSIDE FIRE STATION

FD0121

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: UNKNOWN
PROJECT MANAGER: DERRELL SHARP
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$3,000,000

ABOUT THE PROJECT:

The City has identified a need for a west-side fire station. As the City expands, response time on the western edge of town suffers due to the layout and access points within the City. A fire station on the west side of town will improve response times to our citizens. The Westside fire station is estimated to be \$3.0 million funded by the City as of 2021.

JUSTIFICATION:

The addition of a westside fire station will improve response times.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.115099, -123.436434
PROJECT MANAGER: DERRELL SHARP
ESTIMATED LIFE: 30 YEARS
ESTIMATED TOTAL PROJECT COST: \$130,000

ABOUT THE PROJECT:

The front concrete driveway of the fire station is cracking and subsiding. The drainage channel is also cracking and the portion between the sidewalk and the street is also cracking. The entire driveway, drainage system and sidewalk will need to be replaced, and the slope of the driveway will need to be adjusted to accommodate the heavy use by emergency vehicles.

In addition, portions of the rear entrance pavement are subsiding and depressions are beginning to form.

An estimate of the front driveway apron as of March 2023 is outlined below:

Driveway Apron Estimate			
	Qty	Unit cost	Total
Driveway Approach	320.33	120	\$38,440.00
Curb/ Gutter	200.00	80	\$16,000.00
Roadway X	106.78	25	\$2,669.44
CSBC	35.59	60	\$2,135.56
HMA	10.00	300	\$3,000.00
Erosion/Spill Control			\$5,000.00
Minor Change			\$10,000.00
Traffic Control			\$5,000.00
Sub Total			\$82,245.00
Estimating Markup 40%			\$32,898.00
Tax			\$7,237.56
Survey/ Design			\$6,000.00
Total			\$128,380.56

JUSTIFICATION:

The fire station is an essential facility and it must be maintained so that emergency vehicles have the ability to enter and exit without issue. Additionally, the cracking concrete and settling is presenting an increased potential for trip and fall hazard. Over the course of the last year, several drainage grates have been popped out of position by vehicles responding to emergencies. This has left wide (6-10 inch) gaps in the drainage channel on the front apron near the public sidewalk. These openings have the potential for passerby's to step into the drainage channel or for a front wheel of a child's bicycle to get caught in the opening. The recommended repair includes eliminating the drainage channel and grate covering completely.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.115099, -123.436434
PROJECT MANAGER: DERRELL SHARP
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$1,200,000

ABOUT THE PROJECT:

Build a PAFD/PAPD joint training facility. Facility would be placed upon land already owned by the City.

JUSTIFICATION:

With the large number of retirements over the last five years the Port Angeles Fire Department has a very young workforce with an average of 4.2 years of service. Building a joint training facility would enable the Port Angeles Fire Department to efficiently develop skills competencies and effectively increase the knowledge and experience of its young workforce. A designated training facility within the City of Port Angeles would allow on duty crews the ability to obtain mastery in high-risk/low frequency skills and procedures. As an all-hazards department the technical skills proficiency expected of our personnel extend far beyond fire extinguishing, search and rescue, vehicle extrication and forcible entry. A well-designed training facility would enable the Port Angeles Fire Department to regularly engage in scenario-based evolutions conducive to the needs of an all hazards department (i.e. Hazardous Materials response, Active Shooter/Hostile event response, multi-story/multi-family residential response, confined space and technical rescue response). Additionally, a four-story training facility could qualify the Port Angeles Fire Department for additional WSRB training credits.

A joint public safety training facility would provide PAPD officers with the ability to practice room clearing, serving of felony search warrants, responses to hostage and standoff scenarios. Additionally, a designated training facility would enable PAFD and PAPD to routinely practice responses to Active Shooter/Hostile Events as a Rescue Task Force.



SENIOR CENTER EOC GENERATOR (SECONDARY CITY EOC)

FD0316

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.115099, -123.436434
PROJECT MANAGER: DERRELL SHARP
ESTIMATED LIFE: 20 YEARS
ESTIMATED TOTAL PROJECT COST: \$150,000

ABOUT THE PROJECT:

Provide a new generator at the Senior Center to serve full requirements of the Emergency Operations Center backup for the City as designated under the Continuity of Operations Plan (COOP).

JUSTIFICATION:

This backup EOC command center location cannot function without a generator.

RADIO TRANSMITTER GENERATOR (I & 10TH ST)

FD0416

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.12355, -123.47064
PROJECT MANAGER: DERRELL SHARP
ESTIMATED LIFE: 25 YEARS
ESTIMATED TOTAL PROJECT COST: \$25,000

ABOUT THE PROJECT:

Add a multiple power source emergency generator to the transmitter tower.

JUSTIFICATION:

For many years the City has been dependent upon the County Sheriff's radio system (OPSCAN) for our primary communications links. We had no control over OPSCAN costs and we received very little benefit, especially when it came to maintenance and repairs. The City is one of a number of agencies that cut the OPSCAN cord last year. When that occurred the City became much more dependent upon the transmitter at 11th and E. That transmitter has never had an emergency power backup. Unfortunately, it is not quite as simple as bringing a generator up there and plugging it in. An automatic power transfer that switches over to the generator and then isolates the system from the grid will be needed. Since the generator will likely sit unused for long periods of time, it will need to be powered with propane. Diesel and gas fuels will spoil if they sit too long as a result a propane generator, a propane tank, and an automatic transfer switch will be needed. All of this needs to be permitted, mounted, installed and wired.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: UNKNOWN
PROJECT MANAGER: DERRELL SHARP
ESTIMATED LIFE: 20 YEARS
ESTIMATED TOTAL PROJECT COST: \$103,000

ABOUT THE PROJECT:

The current SCBA (Self Contained Breathing Apparatus) compressor manufactured in 2002 is nearing the end of its service life. The SCBA refilling compressor is an essential piece of equipment that enables firefighters to enter Immediately Dangerous to Life and Health atmospheres and breath non-contaminated clean air. The current SCBA compressor system is used to refill SCBA bottles at station 11 as well as refill the SCBA cascade filling station on Air 11 to enable on scene SCBA bottle refilling capabilities. Replacement of the compressor system prior to catastrophic failure would minimize interruptions to training and service delivery.

JUSTIFICATION:

The current SCBA compressor system is over 21 years old. Without a functioning SCBA compressor system PAFD would lack the ability to refill used SCBA bottles post training or incident response. Certified SCBA compressor technicians have indicated that the compressor and fill station are in need of replacement during routine maintenance or repair visits.



PROJECT STATUS: REVOLVING
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: COREY DELIKAT
ESTIMATED LIFE: 30 YEARS

ABOUT THE PROJECT:

This maintenance account will create a funding source for aging City facilities by placing \$15,000 into a revolving account annually. This will allow some flexibility to complete infrastructure projects on facilities. Projects would consist of repairing/replacing items such as roofing, electrical, parking lots, carpeting, HVAC, etc. The goal is to have these funds available for planned projects and/or emergency repairs.

JUSTIFICATION:

If not funded, we will continue to struggle to repair our infrastructure without having to take funds for emergency repairs out of the general fund reserves.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund	55,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
Donations/Insurance Reim.									
Other									
TOTAL	\$ 55,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	44,000	26,000	15,000	15,000	15,000	15,000	15,000	15,000
TOTAL	\$ 44,000	\$ 26,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$160,000

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 250

Estimated Personnel Costs for Project: \$1,250



PROJECT STATUS: REVOLVING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: COREY DELIKAT
ESTIMATED LIFE: 30 YEARS

ABOUT THE PROJECT:

This project involves the replacement of the 50-60 year old concrete block public restrooms with 24 hour restrooms that meet ADA requirements, are easy to maintain, and can withstand constant vandalism. These 24 hour restrooms, similar to Portland Loos, will be located in visible areas in either the sidewalk furnishing zone or areas of high pedestrian traffic. These funds will replace the restrooms at Elks Playfield, Shane Park, Ediz Hook, Lincoln Park, and City Pier. Originally \$150,000 was set aside in the CFP every two years to replace one restroom. In 2019, the City Council continued to make restroom replacement a priority and funded an additional \$150,000 per year to fund a restroom replacement every year. As part of this project, two restroom facilities were replaced at the downtown parking lot and one at the Gateway Transit Center. The next restroom that will be replaced is along Ediz Hook by the current boat launch.

JUSTIFICATION:

The restroom facilities listed are between 50-60 years old and are no longer adequate for their intended use.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
REET	840,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000
TOTAL	\$ 840,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	737,000	0	403,000	150,000	150,000	150,000	150,000	150,000
TOTAL	\$ 737,000	\$ 0	\$ 403,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,890,000

Estimated Total Design Cost: \$10,000

Estimated Personnel Hours for Project: 250

Estimated Personnel Costs for Project: \$12,500



PROJECT STATUS: REVOLVING
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.110812, -123.419758
PROJECT MANAGER: COREY DELIKAT
ESTIMATED LIFE: 30 YEARS

ABOUT THE PROJECT:

Civic Field is a multi-purpose sports/event stadium that has served the Port Angeles residents since 1940. It was remodeled to its current state in 1978. The facility also hosts recreation based football, baseball, soccer and community events. In 2010, the City hired Bruce Dee's Associates to provide detailed analysis of the deficiencies and upgrades needed to keep the facility safe and functional. Any funding within this CFP project will reflect those projects identified within that 2010 report. Recently the City completed the new ADA walkway improvement project. The City will continue to make improvements to the facility as funds/grants become available. For example, in the winter of 2024 the City, in partnership with MackAthletics, received a \$600,000 State Commerce Grant. This funding will go towards a new videoboard, to replace the old scoreboard, and add new seats behind home plate.

JUSTIFICATION:

Improvements on the above mentioned items will ensure a safe and productive environment to showcase Port Angeles athletic competitions and community events.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund		600,000							
Grants									
Bonds									
General Fund	58,200	11,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000
Donations/Insurance Reim.									
Lodging Tax	100,000								
TOTAL	\$ 158,200	\$ 611,000	\$ 11,000	\$ 11,000	\$ 11,000	\$ 11,000	\$ 11,000	\$ 11,000	\$ 11,000
EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030	
Capital Costs	145,100	624,100	11,000	11,000	11,000	11,000	11,000	11,000	
TOTAL	\$ 145,100	\$ 624,100	\$ 11,000	\$ 11,000	\$ 11,000	\$ 11,000	\$ 11,000	\$ 11,000	
OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030	
Other									
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	

Estimated Total Project Cost: \$835,200

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: 250

Estimated Personnel Costs for Project: 12,500



PROJECT STATUS: REVOLVING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.1117043, -123.4189687
PROJECT MANAGER: COREY DELIKAT
ESTIMATED LIFE: 30 YEARS

ABOUT THE PROJECT:

The Bleachers at Shane Park and Elks Playfield are in need of upgrades and do not meet current safety standards for bleachers. This project would eliminate the current bleachers at each park and be replaced with six new ones. Four would be placed at Shane Park and two would be added to Elks Playfield.

JUSTIFICATION:

During the last year, donations were given to the City in the amount of \$1,300 towards a bleacher for a longtime softball advocate who had passed away. In 2023, the Parks & Recreation Department asked for \$100,000 to replace 6 bleachers for Elks and Shane so that they could meet current safety standard requirements. To make this project a reality, the department would change this allocation to set aside \$10,000 per year.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund	10,000		7,000	7,000	7,000	7,000	7,000	7,000	7,000
Donations/Insurance Reim.		3,500	3,000	3,000	3,000	3,000	3,000	3,000	3,000
Other									
TOTAL	\$ 10,000	\$ 3,500	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		13,500	10,000	10,000	10,000	10,000	10,000	10,000
TOTAL	\$ 0	\$ 13,500	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$73,500

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 250

Estimated Personnel Costs for Project: \$12,500



PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.11595, -123.46952
PROJECT MANAGER: COREY DELIKAT
ESTIMATED LIFE: 30 YEARS

ABOUT THE PROJECT:

During the 2018 winter wind storm, a large tree within Lincoln Park fell and landed on top of the Parks Maintenance Building located on 16th Street. This caused the building to buckle and left it unsafe and structurally unsound. In June of 2019, the City used \$123,097 of the insurance money received from the damage, along with \$37,339 from General Fund Reserves, to purchase an unassembled 6,000 sq. ft. metal building from Platypus Marine. As part of the 2020 CFP, \$50,000 was set aside to demo the existing building. The next step of the process is to hire a consultant for the design of the placement of the facility on existing City property. The main focus will be land space, utilities, and tree canopy so that this type of event will not happen in the future.

JUSTIFICATION:

Not continuing this project will result in the City paying \$7,000 per month for the current location the Parks Maintenance Crew is at, on Port property.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund	500,100								
Donations/Insurance Reim.	206,400								
Other									
TOTAL	\$ 706,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	174,400	532,100						
TOTAL	\$ 174,400	\$ 532,100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$706,500

Estimated Total Design Cost: \$100,000

Estimated Personnel Hours for Project: 250

Estimated Personnel Costs for Project: \$12,500



CITY PIER EROSION STABILIZATION & SIDEWALK REPAIR (PEABODY CREEK)

PK0519

PROJECT STATUS: ACTIVE

PRESENT CONDITION: POOR

LATITUDE / LONGITUDE: 48.120989, -123.428029

PROJECT MANAGER: COREY DELIKAT/JONATHAN BOEHME

ESTIMATED LIFE: 30 YEARS

ABOUT THE PROJECT:

The west and south hillside of the City Pier, by the outfall of Peabody Creek, is eroding at a significant pace and is in need of additional armoring to secure the bank. In 2019, the City closed the adjacent sidewalk because of up-heaving and a trip and fall incident. After the City's Engineering Department evaluated the project, it was determined that the cause of the sidewalk issue was because of tree roots and a failing culvert underneath the sidewalk. The sidewalk currently remains closed to the public, which is causing foot traffic flow issues for events and cruise ships. Cost of the project is estimated at \$450,000 with \$50,000 of these funds for consultant design. The design portion of this project was approved by the City Council in March of 2021 and the project is slated to be completed as soon as we are issued the proper permits.

JUSTIFICATION:

If not completed, the sidewalk will remain closed and the bank will continue to erode.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Stormwater Fund	\$ 200,000								
Grants									
Bonds									
General Fund	60,000								
Donations/Insurance Reim.									
REET 2	140,000								
TOTAL	\$ 400,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	56,800	343,200						
TOTAL	\$ 56,800	\$ 343,200	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$400,000

Estimated Total Design Cost: \$50,000

Estimated Personnel Hours for Project: 250

Estimated Personnel Costs for Project: \$12,500



PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.11791, -123.481792
PROJECT MANAGER: COREY DELIKAT
ESTIMATED LIFE: 30 YEARS

ABOUT THE PROJECT:

The Locomotive #4 located at the Blvd & Chase Traffic Island was given to the City in 1960. Over the last 56 years the locomotive has slowly been deteriorating and requires refurbishing. As part of \$50,000 in REET Funding and \$8,000 in Lodging Tax Funds, in 2023 the last of the asbestos on the boiler and cylinders were removed. The City still retains \$52,000 in 2024 Lodging Tax Funding for phase II of this project. The City also continues to work with a group of train enthusiasts on securing \$100,000 of donations and fundraising to refurbish the rest of the train.

JUSTIFICATION:

No additional funding from the City is needed at this time.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund	50,000							
Donations/Insurance Reim.			80,000					
Lodging Tax	8,800	52,000						
TOTAL	\$ 58,800	\$ 52,000	\$ 80,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	58,800	52,000	80,000					
TOTAL	\$ 58,800	\$ 52,000	\$ 80,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$190,800

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 250

Estimated Personnel Costs for Project: \$12,500



PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: COREY DELIKAT
ESTIMATED LIFE: 30 YEARS

ABOUT THE PROJECT:

The City’s HVAC systems in the City Hall complex, Senior Center, and Fire Station are old, inadequate, and inefficient. The City Council has allocated ARPA funds to upgrade the Port Angeles Senior Center through the Washington State Department of Enterprise Services who created a special program, the Energy Savings Performance Contracting Program, that provides an efficient and economical method for local governmental entities to contract for energy savings projects, such as HVAC upgrades. The City will continue to work with TRANE Technologies on the construction of the Port Angeles Senior Center HVAC which is start to commence Q3 of 2024 and will continue to work on cost estimates for the Port Angeles Fire Hall and City Hall.

JUSTIFICATION:

City Hall, Fire Station, and the Port Angeles Senior Center are three aging facilities that are in need of HVAC efficiency upgrades. Upgrading these facilities would create furnace and A/C cost savings, provide better air flow and healthier air, reduce noise, regulate consistent air temperatures, and conserve more natural resources.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants		2,000,000							
Bonds									
General Fund	150,000								
Donations/Insurance Reim.									
Other									
TOTAL	\$ 150,000	\$ 2,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	22,000	2,128,000						
TOTAL	\$ 22,000	\$ 2,128,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$2,150,000

Estimated Total Design Cost: \$ 50,000

Estimated Personnel Hours for Project: 250

Estimated Personnel Costs for Project: \$12,500



PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.12112825171378, -123.42802863198338
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 50 YEARS
TYPE: CIVIC IMPROVEMENT

ABOUT THE PROJECT:

The Observation Tower at the City Pier is facing significant structural failures and poses a safety risk. A declaration of emergency was declared in January 2024 to close the tower and seek assistance with the repairs. Since that time the Observation Tower has been closed to the public while repairs occur. Funding has been secured from the Lodging Tax fund.

JUSTIFICATION:

Without the repairs the City Pier Observation Tower will be dismantled to prevent potential accidents or injuries.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Lodging Tax		575,500						
TOTAL	\$ 0	\$ 575,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		575,500						
TOTAL	\$ 0	\$ 575,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$575,500

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 0

Estimated Personnel Costs for Project: \$ 0



PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: COREY DELIKAT
ESTIMATED LIFE: 30 YEARS

ABOUT THE PROJECT:

The City is just went through a pre-application process to apply for a Recreation Conservation Office non-matching grant call the Community Outdoor Athletic Facilities (COAF) Program. The City is requesting \$370,000 to resurface the courts and add a LED Lighting System for extended play.

JUSTIFICATION:

Despite the resurgence of tennis on the Peninsula there are limited tennis courts in the Port Angeles area. Over the years the two Shane Park tennis courts have become obsolete, the Peninsula College eliminated four courts for building construction purposes, and the two courts at Elks Playfield are now 6 pickleball courts. The Port Angeles School District does have two outdated courts but they are not looking to upgrade them anytime soon. We want to continue to have a great tennis facility at Erickson Playfield and these two projects would be a great enhancements to our award winning park.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants		370,000							
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 370,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		370,000						
TOTAL	\$ 0	\$ 370,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$370,000

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 250

Estimated Personnel Costs for Project: \$12,500



PROJECT STATUS: ACTIVE
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.11791, -123.481792
PROJECT MANAGER: COREY DELIKAT
ESTIMATED LIFE: 20 YEARS

ABOUT THE PROJECT:

Ocean View Cemetery (OVC) is looking to increase revenue by adding two new columbariums (120 niches) that will cost approximately \$50,000 to construct and have a revenue project of \$600,000.

JUSTIFICATION:

In the late 2000's, the City added another columbarium to OVC and these spaces are running out. Adding 120 new niches to the inventory will increase revenue by \$600,000. To provide funding for this \$50,000 project, the City built into the 2024 Ocean View Cemetery rate increases funds to set aside over a 5-year period for construction.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund		50,000						
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		50,000						
TOTAL	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$50,000

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 250

Estimated Personnel Costs for Project: \$12,500



PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: COREY DELIKAT
ESTIMATED LIFE: 30 YEARS

ABOUT THE PROJECT:

In 2022, the City received a \$30,000 donation from an anonymous donor to fix the asphalt on the two center courts and repaint all six of the pickle ball courts. The Parks & Recreation is also asking for a 2024 supplemental request in the amount of \$10,000 to \$20,000 to contribute to the project. An exact cost will not be determined until bids are received.

JUSTIFICATION:

Not fixing the two center pickle ball courts at Elks Playfield will continue to lead to safety issues and making two of the courts unplayable.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund		25,000							
Donations/Insurance Reim.	30,000								
Other									
TOTAL	\$ 30,000	\$ 25,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		55,000						
TOTAL	\$ 0	\$ 55,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$55,000

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 250

Estimated Personnel Costs for Project: \$12,500



PROJECT STATUS: PRE-PLANNING
CONDITION: POOR
LATITUDE / LONGITUDE: 48.1117043, -123.4189687
PROJECT MANAGER: COREY DELIKAT
ESTIMATED LIFE: 30 YEARS
TYPE: CIVIC IMPROVEMENT

ABOUT THE PROJECT:

The City has been receiving concerns from the boating community regarding the status of the Ediz Hook boat launch for many years. In 2022-2023, after a mitigation project completed by the navy, this project worsened the conditions of the floats. At this time, only 6 of the 20 floats remain and spare parts are limited. Many boaters will not use our facility because of fear of ruining their boats, trailers and vehicles because as they approach the end of the concrete ramp to the floats. Also as part of this project, a new ramp system needs to be installed as well as a new sea wall to protect the floats.

JUSTIFICATION:

The current outdated float system will continue to deteriorate and eventually we will have to remove the docks and shutdown the boat ramp.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants			50,000						
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			50,000					
TOTAL	\$ 0	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,500,000

Estimated Total Design Cost: \$50,000

Estimated Personnel Hours for Project:

Estimated Personnel Costs for Project: \$



PARKS AND RECREATION UNFUNDED CAPITAL PROJECTS

Projects identified as necessary, but that currently do not have a funding source are listed here. Should funding become available these projects will be re-prioritized and moved to an active status. Listing these projects, despite the lack of funding, allows the City to pursue grants and other forms of project revenue. It also allows Council and citizens the opportunity for input on reprioritization of projects.

SENIOR CENTER FRONT DOOR REPLACEMENT

PK0323

PROJECT STATUS: UNFUNDED

PRESENT CONDITION: POOR

LATITUDE / LONGITUDE: 48.110812, -123.419758

PROJECT MANAGER: COREY DELIKAT

ESTIMATED LIFE: 30 YEARS

ESTIMATED TOTAL PROJECT COST: \$45,000

ABOUT THE PROJECT:

Both sets of the Senior center electric Front doors need to be replaced due to age and frequent use. Repairs are becoming more frequent and it is expensive to bring in technicians from out of the area for repairs.

JUSTIFICATION:

If the doors are not replaced this would cause ADA issues for people entering and leaving the facility, along with security challenges.

CITY PIER INSPECTION REPAIRS

PK0319

PROJECT STATUS: UNFUNDED

PRESENT CONDITION: POOR

LATITUDE / LONGITUDE: 48.1117043, -123.4189687

PROJECT MANAGER: COREY DELIKAT

ESTIMATED LIFE: 30 YEARS

ESTIMATED TOTAL PROJECT COST: \$1,000,000

ABOUT THE PROJECT:

During the Transient Moorage Float Replacement Project, additional funds were remaining to perform a load rating and pile inspection test. From that report, several deficiencies came out of the report that are in need of repair. Preliminary estimate for the project is \$1,000,000.

JUSTIFICATION:

If these deficiencies are not repaired, the City Pier infrastructure will continue to deteriorate.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.1117043, -123.4189687
PROJECT MANAGER: COREY DELIKAT
ESTIMATED LIFE: 30 YEARS
ESTIMATED TOTAL PROJECT COST: \$1,000,000

ABOUT THE PROJECT:

The sports lighting system at Shane Park and Elks Playfield are more than 40 years old. These lighting systems are past its lifespan and parts to replace the fixtures are obsolete. The wooden poles that support these fixtures also need to be replaced.

JUSTIFICATION:

Both lighting systems at Shane Park and Elks Playfield are inadequate, deteriorated, and parts for repair are obsolete. The poles that support the fixtures also need repaired. Not replacing these lights would dramatically impact the both youth and adult recreation programs if games could not be played and night or in inadequate weather.

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.110812, -123.419758
PROJECT MANAGER: COREY DELIKAT
ESTIMATED LIFE: 30 YEARS
ESTIMATED TOTAL PROJECT COST: \$ UNKNOWN

ABOUT THE PROJECT:

This project will provide rehabilitation and renovation of our parks. Improvements will include the replacement of playgrounds, fencing, facility rental upgrades, signage, parking lot repairs, landscaping and aesthetic improvements.

JUSTIFICATION:

The majority of the City's neighborhood parks have outdated infrastructures that have surpassed their lifespans and have safety issues causing some playgrounds to be removed. Some of the neighborhood parks are "open spaces," causing them to be one dimensional, providing limited activities for children and adults.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.1117043, -123.4189687
PROJECT MANAGER: COREY DELIKAT
ESTIMATED LIFE: 30 YEARS
ESTIMATED TOTAL PROJECT COST: \$ UNKNOWN

ABOUT THE PROJECT:

In the winter of 2022-2023, a big erosion event occurred at Ocean View Cemetery that stemmed from water jumping a nearby culvert causing water to flow over 18th street that caused erosion to the north bank of the cemetery. This event also led to exposure of a pipe protruding out of the bank. Originally, a long tube was connected to the pipe that took the water overflow down to the shoreline. This pipe was ripped off in this event which is continuing to cause erosion of the hillside because of where the outfall is now exposed.

JUSTIFICATION:

If not fixed the hillside will continue to erode and, eventually, undermine the adjacent road.

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.1117043, -123.4189687
PROJECT MANAGER: COREY DELIKAT
ESTIMATED LIFE: 30 YEARS
ESTIMATED TOTAL PROJECT COST: \$ 30,000

ABOUT THE PROJECT:

The City of Port Angeles owns and maintains several public parks and facilities that have aging second growth urban forests that are very susceptible to droughts and pests. The City is concerned about a large number of trees that are located primarily in Lincoln Park, Jesse Webster Park, Webster Woods and Shane Park. The City is looking for short and long term solutions on this aging community asset and why a comprehensive assessment needs to be done.

JUSTIFICATION:

City Parks are open to the public, surrounded by infrastructure and often adjacent to nearby homes. Having unhealthy trees cause are a cause for concerns because of the "targets" they create if they fail. These trees are going to continue to deteriorate and create possible hazards.



CITY OF PORT ANGELES



2025 - 2030
CAPITAL FACILITIES PLAN &
TRANSPORTATION IMPROVEMENT PLAN



MEDIC 1



MEDIC 1 FUND CAPITAL FACILITY PLAN

MANAGER: DERRELL SHARP
CONTACT: DSHARP@CITYOFPA.US
PHONE: 360-417-4651

MEDIC 1 FUND GOALS AND OBJECTIVES:
 To improve public safety and replace equipment to keep all Medic 1 assets in good working condition.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Utility Reserves	\$ 413,800	\$ 50,500	\$ 50,500	\$ 50,500	\$ 50,600	\$ 50,600	\$ 50,600	\$ 50,600
Grants	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Donations/Insurance	-	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-	-
TOTAL	\$ 413,800	\$ 50,500	\$ 50,500	\$ 50,500	\$ 50,600	\$ 50,600	\$ 50,600	\$ 50,600

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Design	-	-	-	-	-	-	-	-
Construction	326,100	-	40,000	224,700	-	-	-	-
TOTAL	\$ 326,100	\$ -	\$ 40,000	\$ 224,700	\$ -	\$ -	\$ -	\$ -

Maintenance includes reductions and additions to depreciation, labor, repairs, software, monthly communication fees, utilities, etc.

CASH FLOW ANALYSIS	2024	2025	2026	2027	2028	2029	2030
Beginning Cash Balance	1,454,891	1,505,391	1,515,891	1,341,691	1,392,291	1,442,891	1,493,491
Funding sources:							
Utility Reserves	50,500	50,500	50,500	50,600	50,600	50,600	50,600
Grants	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-
Donations/Insurance	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
Spending:							
Project Costs	-	(40,000)	(224,700)	-	-	-	-
Ending Cash Balance	1,505,391	1,515,891	1,341,691	1,392,291	1,442,891	1,493,491	1,544,091

Depreciation	100,382	100,382	99,815	99,815	99,815	99,815	99,815
Depreciation to Cash Ratio	15.00	15.10	13.44	13.95	14.46	14.96	15.47

OTHER OPERATING COSTS FOR THIS CFP	2024	2025	2026	2027	2028	2029	2030
Labor	-	-	-	-	-	-	-
Depreciation	42,150	42,150	41,583	41,583	41,583	41,583	41,583
TOTAL OTHER COSTS	\$ 42,150	\$ 42,150	\$ 41,583	\$ 41,583	\$ 41,583	\$ 41,583	\$ 41,583

NUMBER	TITLE	PRIORITY	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
						2025	2026	2027	2028	2029	2030
CAPM1	Medic 1 Equipment	R	369,800	186,600	-	-	183,200	-	-	-	-
FD0118	Defibrillator Equipment	R	221,000	139,500	-	40,000	41,500	-	-	-	-
TOTAL			590,800	326,100	-	40,000	224,700	-	-	-	-

PROJECTS COMPLETED IN 2023	Actual	Budget
None		
TOTAL COMPLETED PROJECTS	-	-

KEY	
A	Active
R	Revolving
#	Priority Assigned Number
UF	Unfunded



PROJECT STATUS: REVOLVING
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.115099, -123.436434
PROJECT MANAGER: DERRELL SHARP
ESTIMATED LIFE: 6 YEARS

ABOUT THE PROJECT:

In 2020, the Fire Department purchased three (3) Lucas battery operated CPR devices. These are highly technical devices that, when used, are used under very demanding circumstances. In addition, in 2020 the Department purchased a Stryker PowerLoad gurney lifting system for each of the three medic units. The PowerLoad devices are systems that hydraulically lift gurneys, significantly reducing the strain on medic personnel who are transferring patients into and out of the medic units. These devices have been proven to reduce the occurrence of debilitating back injuries. All of this equipment is subject to constant use under demanding conditions. Replacement of this equipment on a regular 6 year schedule is advised. Reserves will be held in the Capital Fund.

JUSTIFICATION:

Medic 1 equipment is extremely expensive technology that must perform safely and reliably for many years. This equipment requires ongoing maintenance and has a useful life of approximately 6 years. This replacement plan allows for periodic replacement of equipment with extended warranties and repair contracts. The current replacement cost every 6 years is approximately \$183,200.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other	201,300	30,500	30,500	30,500	30,600	30,600	30,600	30,600	30,600
TOTAL	\$ 0	\$ 0	\$ 30,500	\$ 30,500	\$ 30,600	\$ 30,600	\$ 30,600	\$ 30,600	\$ 30,600

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	186,600			183,200				
TOTAL	\$ 186,600	\$ 0	\$ 0	\$ 183,200	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$369,800

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: N/A

Estimated Personnel Costs for Project: N/A



PROJECT STATUS: REVOLVING
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.115099, -123.436434
PROJECT MANAGER: DERRELL SHARP
ESTIMATED LIFE: 5 YEARS

ABOUT THE PROJECT:

Replacement of cardiac monitor/defibrillators on a regular 5 year schedule. Reserves will be held in the Capital Fund.

JUSTIFICATION:

Cardiac monitor/defibrillators are extremely expensive pieces of equipment that must meet technological standards. They require ongoing calibration and maintenance with a useful life of 5 to 6 years. This replacement plan allows for periodic replacement of equipment with extended warranties and repair contracts. The current cost of one defibrillator is approximately \$38,000.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Medic 1	212,500	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000
TOTAL	\$ 212,500	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	139,500		40,000	41,500				
TOTAL	\$ 139,500	\$ 0	\$ 40,000	\$ 41,500	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$221,000

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: N/A

Estimated Personnel Costs for Project: N/A



ELECTRIC



ELECTRIC FUND CAPITAL FACILITY PLAN

MANAGER: SCOTT CURTIN
CONTACT: SCURTIN@CITYOFPA.US
PHONE: 360-417-4801

ELECTRIC FUND GOALS AND OBJECTIVES:

To maintain reliable and efficient substations, distribution, and transmission facilities for the electric utility, as well as provide buildings for inventory storage and personnel usage.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Utility Reserves - Electric Capital Fund	\$ 559,900	\$ 7,341,800	\$ 6,090,000	\$ 4,472,000	\$ 1,562,000	\$ 1,532,000	\$ 632,000	\$ 742,000
Grants	-	1,683,000	421,000	-	600,000	-	-	-
Bonds	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Donations/Insurance	150,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Other Funds	-	-	-	-	-	-	-	-
TOTAL	\$ 709,900	\$ 9,074,800	\$ 6,561,000	\$ 4,522,000	\$ 2,212,000	\$ 1,582,000	\$ 682,000	\$ 792,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Design	429,100	151,600	180,600	50,000	93,000	109,000	10,000	45,000
Construction	227,500	8,923,200	6,380,400	4,472,000	2,119,000	1,473,000	672,000	747,000
TOTAL	\$ 656,600	\$ 9,074,800	\$ 6,561,000	\$ 4,522,000	\$ 2,212,000	\$ 1,582,000	\$ 682,000	\$ 792,000

Maintenance includes reductions and additions to depreciation, labor, repairs, software, monthly communication fees, utilities, etc.

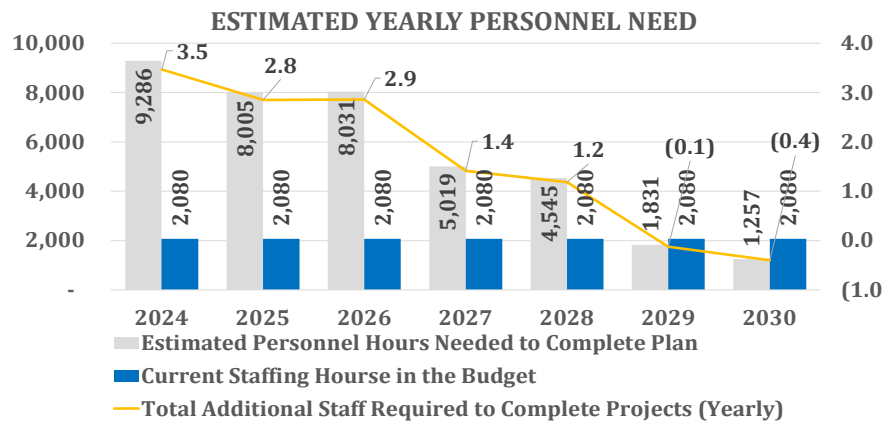
CASH FLOW ANALYSIS	2024	2025	2026	2027	2028	2029	2030
Beginning Cash Balance	13,523,181	10,681,381	5,391,381	1,819,381	1,157,381	625,381	993,381
Funding sources:							
Electric Rates	800,000	800,000	900,000	900,000	1,000,000	1,000,000	1,000,000
For Building from Reserves	3,700,000	-	-	-	-	-	-
Adjustments for cash timing	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-
Donations/Insurance	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Other Funds/Grants	1,683,000	421,000	-	600,000	-	-	-
Spending:							
Project cost	(9,074,800)	(6,561,000)	(4,522,000)	(2,212,000)	(1,582,000)	(682,000)	(792,000)
Ending Cash Balance	10,681,381	5,391,381	1,819,381	1,157,381	625,381	993,381	1,251,381

Depreciation	1,492,569	1,503,997	1,742,852	1,937,138	2,009,595	2,052,452	2,069,595
Depreciation to Cash Ratio	7.16	3.58	1.04	0.60	0.31	0.48	0.60

OTHER OPERATING COSTS FOR THIS CFP	2024	2025	2026	2027	2028	2029	2030
Labor	921,231	1,021,156	1,149,604	511,096	632,637	211,651	140,130
Depreciation	10,786	22,214	261,069	455,355	527,812	570,669	587,812
TOTAL OTHER COSTS	\$ 932,017	\$ 1,043,370	\$ 1,410,674	\$ 966,451	\$ 1,160,449	\$ 782,320	\$ 727,942

Electric rates transfer is built into the COSA for the Electric Utility. Electric reserves included a transfer in 2018-2019 of funds held for the design of a new Light Operations building from the sale of the old warehouse in the amount of \$4,200,000, in 2020 in the amount of \$2,200,000 and in 2024 in the amount of \$3.7 million. Total reserves used is \$10.1 million.

The current capital plan would require an average of 1.6 additional FTE's to complete; however, in years when large projects are included additional staffing will be required for completion.



ELECTRIC PROJECT LIST & CASH FLOW

NUMBER	TITLE	PRIORITY	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
						2025	2026	2027	2028	2029	2030
CLCAP	Maintenance Capital Contribution	R	1,277,500	227,500	150,000	150,000	150,000	150,000	150,000	150,000	150,000
CL0414	Construct New Light Operations Building	A	10,099,900	429,100	5,970,800	3,700,000	-	-	-	-	-
CL0216	City/PUD Service Area Capital Needs	A	400,000	-	200,000	200,000	-	-	-	-	-
CL0123	Overhead Reconductoring - 2024	A	150,000	-	150,000	-	-	-	-	-	-
CL0719	Underground Cable Replacement - 2024	A	100,000	-	100,000	-	-	-	-	-	-
CL1124	Decant Facility at Transfer Station	A	200,000	-	200,000	-	-	-	-	-	-
CL0623	Community Solar Study	1	10,000	-	-	10,000	-	-	-	-	-
CL0322	Electric Vehicle Charging Station	2	2,630,000	-	2,104,000	526,000	-	-	-	-	-
CL0222	Advanced Metering & Outage Management	3	3,000,000	-	100,000	1,000,000	1,900,000	-	-	-	-
CL0624	Traffic Signal LED Conversion	4	400,000	-	100,000	150,000	150,000	-	-	-	-
CL0724	West Airport Hangar Cable Replacement	5	150,000	-	-	150,000	-	-	-	-	-
CL0824	East Airport Cable Replacement	6	200,000	-	-	200,000	-	-	-	-	-
CL0223	Overhead Reconductoring - 2025	7	150,000	-	-	150,000	-	-	-	-	-
CL1019	Underground Cable Replacement - 2025	8	100,000	-	-	100,000	-	-	-	-	-
CL0120	"F" Street Transformer Replacement	9	2,000,000	-	-	200,000	1,800,000	-	-	-	-
CL0320	"F" Street Load Tap Changer Replacement	10	200,000	-	-	-	200,000	-	-	-	-
CL0124	SPCC Civil Engineering for Substations	11	25,000	-	-	25,000	-	-	-	-	-
CL0224	Substation SPCC Containment Installation	12	400,000	-	-	-	72,000	72,000	82,000	82,000	92,000
CL0323	Overhead Reconductoring - 2026	13	150,000	-	-	-	150,000	-	-	-	-
CL0221	Underground Cable Replacement - 2026	14	100,000	-	-	-	100,000	-	-	-	-
CL0816	College Street Substation Switchgear	15	500,000	-	-	-	-	500,000	-	-	-
CL0121	Overhead Reconductoring - 2027	16	250,000	-	-	-	-	250,000	-	-	-
CL0321	Underground Cable Replacement - 2027	17	250,000	-	-	-	-	250,000	-	-	-
CL0524	Overhead Reconductoring - 2028	18	250,000	-	-	-	-	-	250,000	-	-
CL0122	Underground Cable Replacement - 2028	19	250,000	-	-	-	-	-	250,000	-	-
CL0423	Overhead Reconductoring - 2029	20	200,000	-	-	-	-	-	-	200,000	-
CL0523	Underground Cable Replacement - 2029	21	250,000	-	-	-	-	-	-	250,000	-
CL0202	Feeder Tie Hwy 101, Porter to Golf Course Rd	22	350,000	-	-	-	-	-	350,000	-	-
CL0520	Substation Seismic Bracing	23	500,000	-	-	-	-	-	500,000	-	-
CL0324	Ediz Hook Overhead to Underground	24	990,000	-	-	-	-	990,000	-	-	-
CL0924	Underground Cable Replacement - 2030	25	300,000	-	-	-	-	-	-	-	300,000
CL1024	Overhead Reconductoring - 2030	26	250,000	-	-	-	-	-	-	-	250,000
CL0424	Dry Creek - West End UGA Substation	UF	8,374,400	-	-	-	-	-	-	-	-
Total			34,456,800	656,600	9,074,800	6,561,000	4,522,000	2,212,000	1,582,000	682,000	792,000

PROJECTS COMPLETED IN 2023		Actual	Budget
CLCAP	Distribution/Overhead/Poles/Yard lighting	114,716	150,000
CL0619	Underground Cable Replacement - 2023	150,000	150,000
TOTAL COMPLETED PROJECTS		264,716	300,000

KEY	
A	Active
R	Revolving
#	Priority Assigned Number
UF	Unfunded

Completed projects are not included in the ongoing projects totals for expenditures or revenues.



PROJECT STATUS: REVOLVING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: SCOTT CURTIN
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Capitalizing materials used in maintenance projects.

There is not a labor hour or labor cost estimate to directly associate with this continuous budget item.

JUSTIFICATION:

The Electric utility's maintenance projects are capital intensive. This project will capitalize the poles, transformers, overhead conductors, underground cables, etc. used in replace-in-kind maintenance projects as well as 'customer requested-customer paid' projects.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund	\$ 130,800	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.	150,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Other								
TOTAL	\$ 280,800	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	227,500	150,000	150,000	150,000	150,000	150,000	150,000	150,000
TOTAL	\$ 227,500	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: **\$1,277,500**

Estimated Total Design Cost: **NONE**

Estimated Personnel Hours for Project: **N/A**

Estimated Personnel Costs for Project: **N/A**



PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: SCOTT CURTIN
ESTIMATED LIFE: 50 YEARS

ABOUT THE PROJECT:

The construction of the Light Operations Building will provide a permanent facility for the electric utility to operate from. Design is nearing completion. Escalated building costs for a 2024-2025 construction completion are estimated at \$10.1 million.

JUSTIFICATION:

The monthly lease for the Light Ops facility is over \$7,000/month, or \$84,000 per year. A City owned facility will eliminate the continually increasing lease payments. When the previous building was sold, \$6,500,000 was set aside to offset the future costs of building a replacement, \$350,000 was used to purchase land in 2016. Currently design and build costs are estimated at \$10.1 million, this will be revisited when construction bids are received.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Electric Fund	\$ 429,100	\$ 5,970,800	\$ 3,700,000						
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 429,100	\$ 5,970,800	\$ 3,700,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	429,100	5,970,800	3,700,000					
TOTAL	\$ 429,100	\$ 5,970,800	\$ 3,700,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$10,099,900 Estimated Total Design Cost: \$ 485,600
Estimated Personnel Hours for Project: 6,240 Estimated Personnel Costs for Project: \$ 494,250



PROJECT STATUS: ACTIVE
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.114363, -123.43207
PROJECT MANAGER: SCOTT CURTIN
ESTIMATED LIFE: 35 YEARS



ABOUT THE PROJECT:

The City will begin negotiations with Clallam County PUD to define the service area boundary and its applicability over a definite period. This project will define City electric utility limits and transfer assets to remove current crossover of service areas. There may be additional build outs in some areas to address the service area issues.

JUSTIFICATION:

Defined City electric utility limits will bring clarity in future load growth related capital projects. It will also eliminate the need for wheeling of power resulting in better service standards.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Electric Fund		\$ 200,000	\$ 200,000						
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 200,000	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		200,000	200,000					
TOTAL	\$ 0	\$ 200,000	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$400,000

Estimated Total Design Cost: \$25,000

Estimated Personnel Hours for Project: 790

Estimated Personnel Costs for Project: \$97,933



PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.004559, -123.432153
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Replace existing #6 copper conductor with #2 aluminum conductor steel reinforced (ACSR) and other targeted damaged or failing overhead conductor. This project is a continuation of a multi-year effort and includes costs for the 2024 budget year.

JUSTIFICATION:

Currently there are over 140 miles of #6 solid conductor in the electric utility overhead distribution system. Much of it is over 40 years old and has become brittle with age and corrosion. Some energized conductors have failed and fallen to the ground. This is a multi-year effort. Our current standard is #2 aluminum conductor steel reinforced (ACSR).

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund		\$ 150,000						
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 150,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		150,000						
TOTAL	\$ 0	\$ 150,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$150,000

Estimated Total Design Cost: \$ 5,000

Estimated Personnel Hours for Project: 593

Estimated Personnel Costs for Project: \$73,450



PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.004559, -123.432153
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Replacing existing direct buried cable over 35 years old. The amounts constructed will be capitalized annually. This project is a continuation of a multi-year effort and includes costs for the 2024 budget year.

JUSTIFICATION:

Direct buried underground cables over 35 years have reached the end of their life span. These cables are prone to failure and are an immediate impact on the reliability of the distribution system. Replacing all the direct buried old cable is a multi-year effort.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund		\$ 100,000						
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		100,000						
TOTAL	\$ 0	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$100,000

Estimated Total Design Cost: \$9,000

Estimated Personnel Hours for Project: 395

Estimated Personnel Costs for Project: \$49,000



DECANT FACILITY AT TRANSFER STATION ELECTRIC SOILS DECANT BAYS

CL1124

PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.131198, -123.518793
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 25 YEARS



ABOUT THE PROJECT:

This is Light Operations' \$200,000 contribution toward SW0112 decant Facility. Design and construct a decant facility to handle street sweepings, stormwater catch basin debris, wastewater soils, and water soils. This facility helps to prevent pollutants such as suspended sediment, heavy metals, nutrients, and trash from entering Port Angeles Harbor and the Salish Sea, the larger facility footprint will enable the City to process an additional 2,500 cubic yards of decant material per year. Liquids from de-watering would then be discharged into the sanitary sewer for further treatment at the Wastewater Treatment Plant. Solids would be stockpiled and turned as needed for aeration and drying. Funding is available in the form of a grant from DOE in the amount of \$474,300 with a city match of 15% from the solid waste reserves in the amount of \$83,700. Only the stormwater portions of the facility are grant eligible, in order to fund design & construction of Solid Waste, Stormwater, Wastewater, Electric and Water portions of the facility. The other utilities are contributing under projects SW0112, DR0120, WW0519 and WT0419.

JUSTIFICATION:

The Transfer Station is a closed landfill cell with a stormwater detention pond and without proper handling the runoff could contaminate local water tables, streams, and the Straits of Juan de Fuca, in violation of our NPDES permit.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Electric Fund		\$ 200,000							
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		200,000						
TOTAL	\$ 0	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$200,000

Estimated Total Design Cost: \$ N/A

Estimated Personnel Hours for Project: 0

Estimated Personnel Costs for Project: \$ 0



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: CITY LIMITS
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 20 YEARS

ABOUT THE PROJECT:

A study on implementing a community solar project in 2025 to offer direct benefit to low income customers, modeled off of other public power community solar programs. Some examples are Clark PUD, Seattle City Light, Benton PUD, and Snohomish PUD.

WSU Low income community solar program pays out up to 100% of funding for the final project, to benefit low income customers. The community solar project would produce power below the BPA maximum self-generation allowed. The FTE cost is estimated based on primarily using a consultant for the program feasibility. The implementation of this project is currently unfunded.

JUSTIFICATION:

Under the current Community Solar Expansion Program (2SHB1814) WSU is authorized to administer and implement a new community solar incentive program that provides up to \$100 million in payment for community solar projects that offer direct benefits to low-income subscribers, low-income service provider subscribers, and qualifying tribal and public agencies.

A community solar project is defined as a solar energy system of more than 12 kW and no greater than 199 kW and has at least two low-income subscribers or one low-income service provider. A community solar project may include a storage system. Beginning July 1, 2022, through June 30, 2033, an administrator of an eligible community solar project may apply to the WSU Energy Program to receive a pre-certification for the project.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Electric Fund			\$ 10,000						
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 0	\$ 10,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			10,000					
TOTAL	\$ 0	\$ 0	\$ 10,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$10,000

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 40

Estimated Personnel Costs for Project: \$3,200



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: VARIOUS - CITY LIMITS
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 15 YEARS
TYPE: CIVIC IMPROVEMENT



ABOUT THE PROJECT:

Install EV charging stations around Port Angeles to add to the sparse EV charging capacity. The project seeks to encourage the transition to electric vehicles and reduce the City's carbon footprint.

As more electric vehicles are sold additional EV charging capacity also encourages Port Angeles as a tourist destination.

The City has been awarded a grant with a 20% match to fund this \$2.7 million project.

JUSTIFICATION:

Port Angeles has a limited number of electric vehicle (EV) charging stations and no fast charging stations. The American Infrastructure bill provides a historic opportunity to add to the City's EV charging capacity and position itself as a destination for EV drivers and for a carbon-free electrified future.

The federal Infrastructure bill passed by the US congress and signed by the President November 15, 2021 provides \$5 billion to create a national system of electric vehicle (EV) charging stations. Federal funding will cover 80% of the installation costs.

This funding provides a historic opportunity for Port Angeles to increase EV charging capacity, particularly for Fast Charging which is currently not available in the City's EV charging inventory.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Electric Fund		\$ 421,000	\$ 105,000						
Grants		1,683,000	421,000						
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 2,104,000	\$ 526,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		2,104,000	526,000					
TOTAL	\$ 0	\$ 2,104,000	\$ 526,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$2,630,000

Estimated Total Design Cost: \$ 6,100

Estimated Personnel Hours for Project: 4,800

Estimated Personnel Costs for Project: \$500,000



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.113981, -123.431142
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 30 YEARS

ABOUT THE PROJECT:

In 2006 the City started a route to install an Advanced Metering and Outage Management system. Working through the due diligence process during 2009 and then selection process for the vendor in early 2010. During the implementation in 2010 and 2011 there were issues with the vendor that were not able to be resolved and the system was removed. From 2006 to 2022 Advanced Metering and Outage Management has become a standard for most electric utilities. By reviewing the background of the past project and the new options now available this is be a great project to move the electric utility forward.

JUSTIFICATION:

AMI offers customers the ability to become more aware of their energy consumption, if they choose, and gain greater confidence in the utility system. Advanced billing methods, such as time of use or customer pre-pay, can be implemented.

Engineering utilizes metering and outage data to model and fine tune the utility system and solutions designed to meet the exact need. Billing and Operations can get instant notification of meter tampering, and identifying potential power theft. End of line voltage monitoring can be monitored to adjust real time, providing a more consistent voltage to the end user, and the utility can take advantage of BPA incentives for voltage reduction.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund		\$ 100,000	\$ 1,000,000	\$ 1,900,000				
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 100,000	\$ 1,000,000	\$ 1,900,000	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		100,000	1,000,000	1,900,000				
TOTAL	\$ 0	\$ 100,000	\$ 1,000,000	\$ 1,900,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$3,000,000 **Estimated Total Design Cost: \$30,000**
Estimated Personnel Hours for Project: 5,616 **Estimated Personnel Costs for Project: \$1,203,796**



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: -123.432595 48.114651
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 20
TYPE: CIVIC IMPROVEMENT

ABOUT THE PROJECT:

Many of the aluminum housing traffic light fixtures in the City are not compatible with the new LED bulbs that are now being used for traffic signals. There is also a lot of corrosion and metal fatigue that has occurred over the life of the existing equipment, causing some traffic signal fixtures to fall apart.

This project is to replace the aluminum signal fixtures and pedestrian signals with synthetic housings that are compatible with the contemporary LED bulbs and resistant to corrosion.

JUSTIFICATION:

Many of the traffic signal and pedestrian signals are approaching end of life and are suffering from corrosion and incompatibility with contemporary LED bulbs. This project is to replace end of life equipment and proactively replace others that are incompatible.



FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund		\$ 100,000	\$ 150,000	\$ 150,000				
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 100,000	\$ 150,000	\$ 150,000	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		100,000	150,000	150,000				
TOTAL	\$ 0	\$ 100,000	\$ 150,000	\$ 150,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$400,000

Estimated Total Design Cost: \$20,000

Estimated Personnel Hours for Project: 749

Estimated Personnel Costs for Project: \$70,000



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: -123.492676 48.115918
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 25 YEARS
TYPE: RESTORATION



ABOUT THE PROJECT:

This project is to replace the end of life cables that supply power to the Fairchild Airport. This portion of it is directional boring underneath the hangar tarmac to not disturb the operation of the airport.

There is an FAA permit issued in 2024 for this project that expires in the spring of 2025. FAA permits to do work adjacent to the runway have taken 12-18 months to secure.

JUSTIFICATION:

The distribution cables that supply the airport are a mix of old direct buried PUD cables, spliced in City cables, and damaged cables of both types that have been repaired multiple times. After working for over 2 years to get permitting repair of an unexpected failed cable next to the runway, it was decided to start on the permitting proactively for the remainder of the cables adjacent to the runway.

FAA permits to do work adjacent to the runway have taken 12-18 months to secure. This permit expires in the spring of 2025.

The project cost is 100% of the budget for annual underground cable maintenance replacements, so it is requested as its own CFP project.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund			\$ 150,000						
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 0	\$ 150,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			150,000					
TOTAL	\$ 0	\$ 0	\$ 150,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$150,000

Estimated Total Design Cost: \$3,800

Estimated Personnel Hours for Project: 280

Estimated Personnel Costs for Project: \$25,000



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: -123.492676 48.115918
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 25 YEARS
TYPE: RESTORATION



ABOUT THE PROJECT:

This project is to replace the end of life cables that supply power to the Fairchild Airport. This portion of it is primarily trenching along the existing cable path with some directional boring to not disturb the operation of the airport.

There is an FAA permit issued in 2024 for this project that expires in the spring of 2025. FAA permits to do work adjacent to the runway have taken 12-18 months to secure.

JUSTIFICATION:

The distribution cables that supply the airport are a mix of old direct buried PUD cables, spliced in City cables, and damaged cables of both types that have been repaired multiple times. After working for over 2 years to get permitting repair an unexpected failed cable next to the runway, it was decided to start on the permitting proactively for the remainder of the cables adjacent to the runway.

FAA permits to do work adjacent to the runway have taken 12-18 months to secure. This permit expires in the spring of 2025.

The project cost is 100% of the budget for annual underground cable maintenance replacements, so it is requested as its own CFP project.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Electric Fund			\$ 200,000						
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 0	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			200,000					
TOTAL	\$ 0	\$ 0	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$200,000

Estimated Total Design Cost: \$3,800

Estimated Personnel Hours for Project: 470

Estimated Personnel Costs for Project: \$83,000



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.004559, -123.432153
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Replace existing #6 copper conductor with #2 aluminum conductor steel reinforced (ACSR) and other targeted damaged or failing overhead conductor. This project is a continuation of a multi-year effort and includes costs for the 2025 budget year.

JUSTIFICATION:

Currently there are over 140 miles of #6 solid conductor in the electric utility overhead distribution system. Much of it is over 40 years old and has become brittle with age and corrosion. Some energized conductors have failed and fallen to the ground. This is a multi-year effort. Our current standard is #2 aluminum conductor steel reinforced (ACSR).

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Electric Fund			\$ 150,000						
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 0	\$ 150,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			150,000					
TOTAL	\$ 0	\$ 0	\$ 150,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$150,000

Estimated Total Design Cost: \$5,000

Estimated Personnel Hours for Project: 593

Estimated Personnel Costs for Project: \$73,450



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.004559, -123.432153
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Replacing existing direct buried cable over 35 years old. The amounts constructed will be capitalized annually. This project is a continuation of a multi-year effort and includes costs for the 2025 budget year.

JUSTIFICATION:

Direct buried underground cables over 35 years have reached the end of their life span. These cables are prone to failure and are an immediate impact on the reliability of the distribution system. Replacing all the direct buried old cable is a multi-year effort.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Electric Fund			\$ 100,000						
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 0	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			100,000					
TOTAL	\$ 0	\$ 0	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$100,000

Estimated Total Design Cost: \$9,000

Estimated Personnel Hours for Project: 395

Estimated Personnel Costs for Project: \$49,000



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.118146, -123.430741
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Replace the "F" Street substation transformer. The "F" Street substation provides power to the majority of the industrial customers within the City limits. To ensure the reliability of the substation, the aging transformer will be replaced.

JUSTIFICATION:

The transformer is near the end of its usable life. Aging and substantial fault impacts continue to affect performance.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund			\$ 200,000	\$ 1,800,000				
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 200,000	\$ 1,800,000	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			200,000	1,800,000				
TOTAL	\$ 0	\$ 0	\$ 200,000	\$ 1,800,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$2,000,000

Estimated Total Design Cost: \$124,000

Estimated Personnel Hours for Project: 3,328

Estimated Personnel Costs for Project: \$249,600



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.118146, -123.430741
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Replace the "F" Street substation load tap changer (LTC). "F" Street substation provides power to the majority of the industrial customers within the City limits. To ensure the reliability of the substation, the end of the life LTC will be replaced.

JUSTIFICATION:

The LTC is near the end of its usable life. Replacement/Rebuild for a LTC is recommended at 300,000 operations. This unit has exceeded 300,000 operations. Additional operations will continue to affect performance.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Electric Fund				\$ 200,000					
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 0	\$ 0	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs				200,000				
TOTAL	\$ 0	\$ 0	\$ 0	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$200,000

Estimated Total Design Cost: \$12,000

Estimated Personnel Hours for Project: 333

Estimated Personnel Costs for Project: \$25,000



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: VARIOUS - CITY LIMITS
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 30 YEARS
TYPE: SAFETY

ABOUT THE PROJECT:

Spill Prevention, Control, and Containment is a federal requirement for sites with on site storage of oil. There are 7 substations in the City with oil filled transformers. Prevention is achieved through condition monitoring and protecting against tank rupture. Control and containment are typically achieved through site design elements, such as curbing and vaults, that contain any spill events to within the immediate substation site and minimize the clean up needed.

This project would be to have a Civil Engineering firm calculate and design the on site containment for all 7 stations.

JUSTIFICATION:

Each substation site has a large volume of oil continuously on site with occasional extra volume of oil during transformer maintenance. With all of our sites within close proximity to creeks, rivers and the strait, it is very important to be in compliance with SPCC requirements.

The oil spill risks and containment methods have been evaluated, and now a Civil Engineering firm needs to be hired to calculate the containment volume and design the containment barrier for each station. The years following the final design are planned and budgeted for implementing the oil containment design at each station.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund			\$ 25,000					
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 25,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			25,000					
TOTAL	\$ 0	\$ 0	\$ 25,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$25,000

Estimated Total Design Cost: \$25,000

Estimated Personnel Hours for Project: 100

Estimated Personnel Costs for Project: \$5000



SUBSTATION SPCC CONTAINMENT INSTALLATION CL0224

PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: VARIOUS - CITY LIMITS
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 30 YEARS
TYPE: SAFETY



ABOUT THE PROJECT:

Spill Prevention, Control, and Containment is a federal requirement for sites with on site storage of oil. There are 7 substations in the City with oil filled transformers. Prevention is achieved through condition monitoring and protecting against tank rupture. Control and Containment are typically achieved through site design elements, such as curbing and vaults, that contain any spill events to within the immediate substation site and minimize the clean up needed.

This project would be to install on site containment for all 7 stations.

JUSTIFICATION:

Each substation site has a large volume of oil continuously on site with occasional extra volume of oil during transformer maintenance. With all of our sites within close proximity to creeks, rivers and the strait, it is very important to be in compliance with SPCC requirements.

This project is to follow the Civil Design project, CL0324, and implement the designs from that project at each station.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund				\$ 72,000	\$ 72,000	\$ 82,000	\$ 82,000	\$ 92,000
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 72,000	\$ 72,000	\$ 82,000	\$ 82,000	\$ 92,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs				72,000	72,000	82,000	82,000	92,000
TOTAL	\$ 0	\$ 0	\$ 0	\$ 72,000	\$ 72,000	\$ 82,000	\$ 82,000	\$ 92,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$400,000

Estimated Total Design Cost: \$24,000

Estimated Personnel Hours for Project: 1,170

Estimated Personnel Costs for Project: \$77,000



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.004559, -123.432153
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Replace existing #6 copper conductor with #2 aluminum conductor steel reinforced (ACSR) and other targeted damaged or failing overhead conductor. This project is a continuation of a multi-year effort and includes costs for the 2026 budget year.

JUSTIFICATION:

Currently there are over 140 miles of #6 solid conductor in the electric utility overhead distribution system. Much of it is over 40 years old and has become brittle with age and corrosion. Some energized conductors have failed and fallen to the ground. This is a multi-year effort. Our current standard is #2 aluminum conductor steel reinforced (ACSR).

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund				\$ 150,000				
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 150,000	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs				150,000				
TOTAL	\$ 0	\$ 0	\$ 0	\$ 150,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$150,000

Estimated Total Design Cost: \$5,000

Estimated Personnel Hours for Project: 593

Estimated Personnel Costs for Project: \$73,450



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.004559, -123.432153
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Replacing existing direct buried cable over 35 years old. The amounts constructed will be capitalized annually. This project is a continuation of a multi-year effort and includes costs for the 2026 budget year.

JUSTIFICATION:

Direct buried underground cables over 35 years have reached the end of their life span. These cables are prone to failure and are an immediate impact on the reliability of the distribution system. Replacing all the direct buried old cable is a multi-year effort.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Electric Fund				\$ 100,000					
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 0	\$ 0	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs				100,000				
TOTAL	\$ 0	\$ 0	\$ 0	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$100,000

Estimated Total Design Cost: \$9,000

Estimated Personnel Hours for Project: 395

Estimated Personnel Costs for Project: \$49,000



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.100698, -123.4175996
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Replace the College Street substation switchgear. The College Street substation provides power to roughly 900 residential customers and Peninsula College. To ensure the reliability of the substation, the failing switchgear will be replaced.

JUSTIFICATION:

The current switchgear is near the end of its usable life. Aging and substantial fault impacts continue to affect performance. This project will continue the standardization of switchgears throughout the City service area.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund					\$ 500,000			
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 500,000	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs					500,000			
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 500,000	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$500,000

Estimated Total Design Cost: \$30,000

Estimated Personnel Hours for Project: 832

Estimated Personnel Costs for Project: \$62,400



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.004559, -123.432153
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Replace existing #6 copper conductor with #2 aluminum conductor steel reinforced (ACSR). This project is a continuation of a multi-year effort and includes costs for the 2027 budget year.

JUSTIFICATION:

Currently there are over 140 miles of #6 solid conductor in the electric utility overhead distribution system. Much of it is over 40 years old and has become brittle with age and corrosion. Some energized conductors have failed and fallen to the ground. This is a multi-year effort. Our current standard is #2 aluminum conductor steel reinforced (ACSR).

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund					\$ 250,000			
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250,000	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs					250,000			
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250,000	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$250,000

Estimated Total Design Cost: \$23,000

Estimated Personnel Hours for Project: 988

Estimated Personnel Costs for Project: \$112,416



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.004559, -123.432153
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Replacing existing direct buried cable over 35 years old. The amounts constructed will be capitalized annually. This project is a continuation of a multi-year effort and includes costs for the 2027 budget year.

JUSTIFICATION:

Direct buried underground cables over 35 years have reached the end of their life span. These cables are prone to failure and are an immediate impact on the reliability of the distribution system. Replacing all the direct buried old cable is a multi-year effort.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund					\$ 250,000			
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250,000	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs					250,000			
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250,000	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$250,000

Estimated Total Design Cost: \$22,000

Estimated Personnel Hours for Project: 988

Estimated Personnel Costs for Project: \$122,420



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.004559, -123.432153
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Replace existing #6 copper conductor with #2 aluminum conductor steel reinforced (ACSR). This project is a continuation of a multi-year effort and includes costs for the 2028 budget year.

JUSTIFICATION:

Currently there are over 140 miles of #6 solid conductor in the electric utility overhead distribution system. Much of it is over 40 years old and has become brittle with age and corrosion. Some energized conductors have failed and fallen to the ground. This is a multi-year effort. Our current standard is #2 aluminum conductor steel reinforced (ACSR).

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund						\$ 250,000		
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250,000	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs						250,000		
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250,000	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$250,000

Estimated Total Design Cost: \$22,000

Estimated Personnel Hours for Project: 998

Estimated Personnel Costs for Project: \$122,416



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.004559, -123.432153
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Replacing existing direct buried cable over 35 years old. The amounts constructed will be capitalized annually. This project is a continuation of a multi-year effort and includes costs for the 2028 budget year.

JUSTIFICATION:

Direct buried underground cables over 35 years have reached the end of their life span. These cables are prone to failure and are an immediate impact on the reliability of the distribution system. Replacing all the direct buried old cable is a multi-year effort.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund						\$ 250,000		
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250,000	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs						250,000		
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250,000	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$250,000

Estimated Total Design Cost: \$22,000

Estimated Personnel Hours for Project: 988

Estimated Personnel Costs for Project: \$122,420



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.004559, -123.432153
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Replace existing #6 copper conductor with #2 aluminum conductor steel reinforced (ACSR) and other targeted damaged or failing overhead conductor. This project is a continuation of a multi-year effort and includes costs for the 2029 budget year.

JUSTIFICATION:

Currently there are over 140 miles of #6 solid conductor in the electric utility overhead distribution system. Much of it is over 40 years old and has become brittle with age and corrosion. Some energized conductors have failed and fallen to the ground. This is a multi-year effort. Our current standard is #2 aluminum conductor steel reinforced (ACSR).

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund							\$ 200,000	
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 200,000	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs							200,000	
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 200,000	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$200,000

Estimated Total Design Cost: \$5,000

Estimated Personnel Hours for Project: 593

Estimated Personnel Costs for Project: \$73,450



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.004559, -123.432153
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Replacing existing direct buried cable over 35 years old. The amounts constructed will be capitalized annually. This project is a continuation of a multi-year effort and includes costs for the 2029 budget year.

JUSTIFICATION:

Direct buried underground cables over 35 years have reached the end of their life span. These cables are prone to failure and are an immediate impact on the reliability of the distribution system. Replacing all the direct buried old cable is a multi-year effort.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund							\$ 250,000	
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250,000	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs							250,000	
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250,000	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$250,000

Estimated Total Design Cost: \$5,000

Estimated Personnel Hours for Project: 998

Estimated Personnel Costs for Project: \$122,416



FEEDER TIE HWY 101, PORTER TO GOLF COURSE PORTER TO GOLF COURSE RD

CL0202

PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.097707, -123.409825
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Construction of a 12kV feeder tie approximately 4000' from College Feeder 1201 at Porter Street to Washington Street Feeder 1203 at Golf Course Road.

JUSTIFICATION:

To provide contingency power for the area mentioned, should the substation fail. Expansion of service area will necessitate the requirement of ability to switch between substation feeders to ensure reliability.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund						\$ 350,000		
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 350,000	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs						350,000		
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 350,000	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$350,000

Estimated Total Design Cost: \$5,000

Estimated Personnel Hours for Project: 1,383

Estimated Personnel Costs for Project: \$171,383



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.100698, -123.4175996
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Seismically brace critical infrastructure within all 7 substations within the City service area. This will include a comprehensive study and implementation of the recommendations provided by the study.

JUSTIFICATION:

To improve grid resiliency and reduce the restoration time after a seismic event. Several substations are slated to be upgraded with new switchgear and transformers. Seismically bracing these new assets will provide the best chance of speedy recovery from interruption/s caused by seismic event/s.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund						\$ 500,000		
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 500,000	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs						500,000		
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 500,000	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$500,000

Estimated Total Design Cost: \$60,000

Estimated Personnel Hours for Project: 936

Estimated Personnel Costs for Project: \$200,633



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: -123.444681, 48.140897
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 25 YEARS
TYPE: SAFETY



ABOUT THE PROJECT:

This project is to enhance the safety recreation along the Ediz Hook, harden the line to improve the reliability and security of the power line to the Coast Guard, protect wildlife along the Ediz Hook, and improve the skyline aesthetics of the bay.

Repaving of Ediz Hook Rd along the trench path is included in this scope estimate. The funding goal is to get a grant to cover at least 60% of the project cost.

Project estimate in 2023 of \$990,000 for 2027 construction.

JUSTIFICATION:

On average the power line along the hook experiences at least 1 car vs pole accident. Several momentary power outages a year are attributed to kites and other overhead line contacts along the hook. This leads to reduced customer satisfaction, lost revenue, and unplanned materials and labor costs.

The overhead line along the hook is the primary source of power for the Coast Guard base at the end of the hook. This line crosses a portion of Tribal land. While designing this project, the Tribe was contacted to see if they had interest or opposition to this project, and they were in support of this project during those initial conversations.

Having Tribal and USCG support for this project will give the City a very good chance of receiving a grant for the majority of this project cost.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund					\$ 390,000			
Grants					600,000			
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 990,000	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs					990,000			
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 990,000	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$990,000

Estimated Total Design Cost: \$18,000

Estimated Personnel Hours for Project: 2,000

Estimated Personnel Costs for Project: \$200,000



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.004559, -123.432153
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Replacing existing direct buried cable over 35 years old. The amounts constructed will be capitalized annually. This project is a continuation of a multi-year effort and includes costs for the 2030 budget year.

JUSTIFICATION:

Direct buried underground cables over 35 years have reached the end of their life span. These cables are prone to failure and are an immediate impact on the reliability of the distribution system. Replacing all the direct buried old cable is a multi-year effort.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund								\$ 300,000
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 300,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs								300,000
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 300,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$300,000

Estimated Total Design Cost: \$22,000

Estimated Personnel Hours for Project: 988

Estimated Personnel Costs for Project: \$122,420



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.004559, -123.432153
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 35 YEARS

ABOUT THE PROJECT:

Replace existing #6 copper conductor with #2 aluminum conductor steel reinforced (ACSR). This project is a continuation of a multi-year effort and includes costs for the 2030 budget year.

JUSTIFICATION:

Currently there are over 140 miles of #6 solid conductor in the electric utility overhead distribution system. Much of it is over 40 years old and has become brittle with age and corrosion. Some energized conductors have failed and fallen to the ground. This is a multi-year effort. Our current standard is #2 aluminum conductor steel reinforced (ACSR).

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Electric Fund								\$ 250,000
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs								250,000
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$250,000

Estimated Total Design Cost: \$23,000

Estimated Personnel Hours for Project: 988

Estimated Personnel Costs for Project: \$112,416



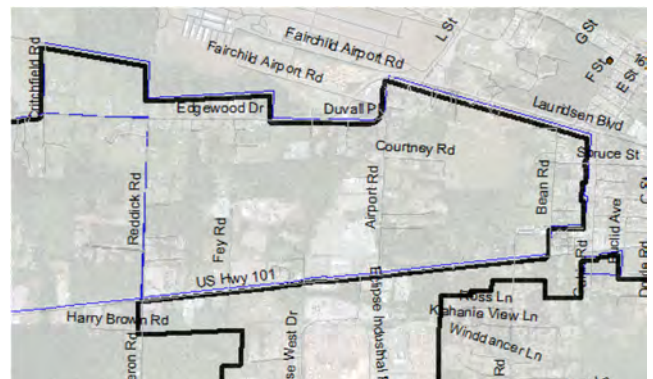
ELECTRIC UNFUNDED CAPITAL PROJECTS

Projects identified as necessary, but that currently do not have a funding source are listed here. Should funding become available these projects will be re-prioritized and moved to an active status. Listing these projects, despite the lack of funding, allows the City to pursue grants and other forms of project revenue. It also allows Council and citizens the opportunity for input on reprioritization of projects.

DRY CREEK - WEST END UGA SUBSTATION

CL0424

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: -123.490808 48.103926
PROJECT MANAGER: JACK NIEBORSKY
ESTIMATED LIFE: 40 YEARS
ESTIMATED TOTAL PROJECT COST: \$8,374,400



ABOUT THE PROJECT:

The West End UGA south of the Airport, between Fairmount and Dry Creek is an area currently served by a PUD substation and has many homes and businesses.

To build City provided power to supply this area will require a new transmission line, property purchase, site Civil Engineering, and feeder build outs. There is an old transmission line route near Dry Creek that should be looked into as a possible line route for this.

Estimated cost in 2030 dollars is \$8.4 million.

JUSTIFICATION:

Two new businesses in the area in 2024 are putting strain on the resiliency of the F street substation. As the City expands into the UGA, and the industrial park along Hwy 101 expands in load, the need for more City supplied power in that area increases. The Extreme Sports Park is moving to a year around operation model with higher load demands, Edgewood Drive and Airport Road properties are beginning to infill with commercial uses, and the Port has the airport property set up for attracting large shipping or manufacturing businesses. It is projected that in the next 5-10 years the City will run out of resiliency in the electric system on the substations supplying this area, which will also affect the resiliency of the neighboring substations. Build out of a new substation is a 3 to 5 year project from conceptual design, property acquisition, permitting and construction, to energization.



WATER



WATER FUND CAPITAL FACILITY PLAN

MANAGER: JONATHAN BOEHME
CONTACT: JBOEHME@CITYOFPA.US
PHONE: 360-417-4803

WATER FUND GOALS AND OBJECTIVES:

Maintain, replace and improve water infrastructure from transmission lines to meters within the City. The goal is provide clean drinking water usable for all potable purposes.

FUNDING SOURCES	PRIOR YEARS	Budget 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Utility Reserves - Water Capital Fund	\$ 1,366,400	\$ 3,463,400	\$ 1,226,000	\$ 4,164,300	\$ 900,000	\$ 4,950,000	\$ 697,500	\$ 2,870,000
Grants	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Donations/Insurance	-	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-	-
TOTAL	\$ 1,366,400	\$ 3,463,400	\$ 1,226,000	\$ 4,164,300	\$ 900,000	\$ 4,950,000	\$ 697,500	\$ 2,870,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Design	165,300	920,200	890,000	34,300	100,000	-	180,000	100,000
Construction	1,155,800	2,538,500	336,000	4,130,000	800,000	4,950,000	50,000	2,770,000
TOTAL	\$ 1,321,100	\$ 3,458,700	\$ 1,226,000	\$ 4,164,300	\$ 900,000	\$ 4,950,000	\$ 230,000	\$ 2,870,000

Maintenance includes reductions and additions to depreciation, labor, repairs, software, monthly communication fees, utilities, etc.

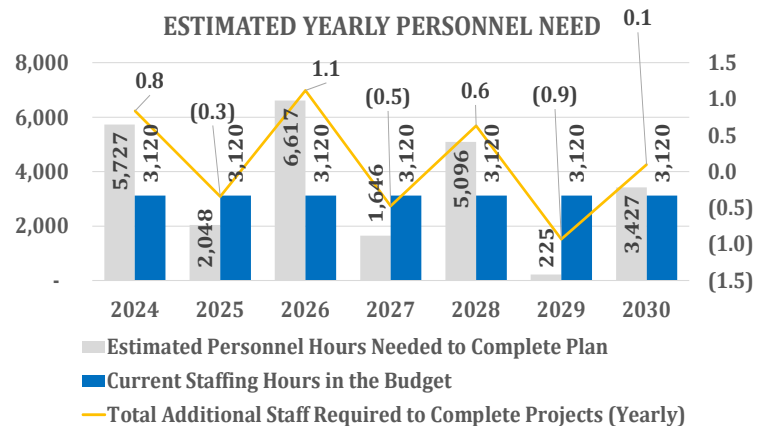
CASH FLOW ANALYSIS	2024	2025	2026	2027	2028	2029	2030
Beginning Cash Balance	5,048,589	4,923,888	4,847,888	2,783,588	3,083,588	333,588	1,403,588
Funding sources:							
Water Rates	985,000	1,100,000	1,100,000	1,200,000	1,200,000	1,300,000	1,400,000
Grants	-	-	-	-	-	-	-
Bonds/Interest/Other - Excess Operating Reserve	1,500,000	-	1,000,000	-	1,000,000	-	1,000,000
General Fund	-	-	-	-	-	-	-
Donations	-	-	-	-	-	-	-
Other Funds -NPS Reserves for Industrial Facility	849,000	50,000	-	-	-	-	-
Spending:							
Project cost	(3,458,700)	(1,226,000)	(4,164,300)	(900,000)	(4,950,000)	(230,000)	(2,870,000)
Ending Cash Balance	4,923,888	4,847,888	2,783,588	3,083,588	333,588	1,403,588	933,588

Depreciation	1,794,694	1,898,110	1,921,243	2,036,443	2,067,643	2,173,648	2,192,998
Depreciation to Cash Ratio	2.74	2.55	1.45	1.51	0.16	0.65	0.43

OTHER OPERATING COSTS FOR THIS CFP	2024	2025	2026	2027	2028	2029	2030
Labor	385,506	142,413	463,304	116,056	346,528	31,752	399,626
Depreciation	65,860	169,276	192,409	307,609	338,809	444,815	464,165
TOTAL OTHER COSTS	\$ 451,366	\$ 311,689	\$ 655,713	\$ 423,665	\$ 685,337	\$ 476,567	\$ 863,790

The current capital plan would require an average of 0.1 additional FTE's to complete; however, in years when large projects are included additional staffing will be required for completion.

Other existing staffing of 0.5 FTE per division are allocated to supporting operations, environmental compliance, and development services. Increasing funding levels to be offset with slight rate adjustments as well as the use of excess reserves in the operating fund.



WATER PROJECT LIST & CASH FLOW

NUMBER	TITLE	PRIORITY	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
						2025	2026	2027	2028	2029	2030
CAPWT	General Water Equipment	R	629,300	141,900	187,400	50,000	50,000	50,000	50,000	50,000	50,000
WT0419	Decant Facility at Transfer Station - Water Soils Decant Bays	A	880,000	26,200	853,800	-	-	-	-	-	-
WT0218	Reservoir Instrumentation Upgrades	A	290,000	9,600	144,400	136,000	-	-	-	-	-
WT0321	Facility Assessment	A	10,000	4,700	5,300	-	-	-	-	-	-
WT0221	Race Street Water Main Replacement South	A	1,284,800	1,078,900	205,900	-	-	-	-	-	-
WT0420	Ennis Creek Water Main Relocate	A	175,000	-	175,000	-	-	-	-	-	-
WT0519	Water Treatment Plant Repairs	A	300,000	44,100	255,900	-	-	-	-	-	-
WT0121	White Creek & 3rd Street Main Crossing	A	720,000	-	60,000	60,000	600,000	-	-	-	-
WT0320	Morse Creek Transmission Main Eval/Design	A	440,000	-	300,000	140,000	-	-	-	-	-
WT0123	11th Street ROW Tumwater Creek Crossing	A	60,000	-	60,000	-	-	-	-	-	-
WT0223	14th Street ROW Tumwater Creek Crossing	A	60,000	-	60,000	-	-	-	-	-	-
WT0619	Peabody Reservoir Inlet Pipe Replacement	1	470,000	-	-	90,000	170,000	210,000	-	-	-
WT0421	Race Street Water Main Replacement North	2	1,780,000	-	-	200,000	1,580,000	-	-	-	-
WT0219	Peabody Heights Floating Cover Replacement	3	530,000	-	-	200,000	330,000	-	-	-	-
WT0124	Transmission Main Replacement WTP to D Street	4	5,000,000	-	-	-	-	100,000	4,900,000	-	-
WT0111	Liberty Street Water Main	5	590,000	15,700	-	-	34,300	540,000	-	-	-
WT0319	Ground Water Resiliency Program	6	1,700,000	-	-	300,000	1,400,000	-	-	-	-
WT0412	West 4th Street Water Main	7	2,000,000	-	-	-	-	-	-	180,000	1,820,000
WT0224	Ranney Well WTP Transmission Main Replacement	8	3,600,000	-	-	-	-	-	-	-	1,000,000
WT0612	3rd & Vine Street Main	UF	654,000	-	-	-	-	-	-	-	-
WT0512	East 4th Street Water Main	UF	633,600	-	-	-	-	-	-	-	-
WT0212	East 6th Street Water Main	UF	467,500	-	-	-	-	-	-	-	-
WT0120	Water System SCADA Upgrade	UF	786,500	-	-	-	-	-	-	-	-
WT0717	Race/Caroline Street Fire Flow	UF	810,700	-	-	-	-	-	-	-	-
WT0112	10th Street Water Main	UF	1,095,100	-	-	-	-	-	-	-	-
WT0116	Marine Drive Main Replacement Phase II	UF	1,815,000	-	-	-	-	-	-	-	-
WT0117	Mill Creek Reservoir Expansion	UF	4,114,000	-	-	-	-	-	-	-	-
WT0119	McDougal Pressure Subzone	UF	847,000	-	-	-	-	-	-	-	-
WT0217	Airport/Edgewood Drive Water Main Extension	UF	6,050,000	-	-	-	-	-	-	-	-
WT0314	Tumwater Truck Route Commercial Fire Flow (LID)	UF	349,700	-	-	-	-	-	-	-	-
WT0317	Scribner Booster Station Upgrade	UF	1,815,000	-	-	-	-	-	-	-	-
WT0318	Viewcrest/Laurel Intertie/PRV	UF	242,000	-	-	-	-	-	-	-	-
WT0417	1st/Laurel Street Fire Flow	UF	464,600	-	-	-	-	-	-	-	-
WT0418	10th/11th Alley Water Main Replacement	UF	181,500	-	-	-	-	-	-	-	-
WT0517	6th/Laurel and 5th Street Fire Flow	UF	775,600	-	-	-	-	-	-	-	-
WT0617	Porter Street Zone PRV Improvements	UF	363,000	-	-	-	-	-	-	-	-
WT0817	St Andrews Place Fire Flow Loop	UF	641,300	-	-	-	-	-	-	-	-
WT0917	East First Street Fire Flow	UF	111,300	-	-	-	-	-	-	-	-
WT1017	18th Street Fire Flow	UF	581,500	-	-	-	-	-	-	-	-
WT1117	Lauridsen Blvd/Tumwater Fire Flow	UF	677,600	-	-	-	-	-	-	-	-
WT0423	Advanced Metering Management	UF	3,000,000	-	-	-	-	-	-	-	-
WT0523	Wastewater Utility Infrastructure - EOC/911 Center	UF	1,500,000	-	-	-	-	-	-	-	-
WT0324	Morse Creek Transmission Main Construction	UF	3,000,000	-	-	-	-	-	-	-	-
WT0524	Inlet Valve to Jones Street Reservoir	UF	80,000	-	-	-	-	-	-	-	-
INDUSTRIAL WATER LINE											
WT0222	Elwha - Effluent Distribution Structure Bypass	A	302,000	-	302,000	-	-	-	-	-	-
WT0122	Elwha - Fish Screen Facility Improvements	1	549,000	-	-	-	-	-	-	-	-
WT0424	Elwha - River Ranney Reach Habitat Restoration	2	250,000	-	250,000	-	-	-	-	-	-
WT0522	Elwha - Facility Surplus	3	50,000	-	50,000	-	-	-	-	-	-
WT0624	Analysis of the Industrial Water Line Site	4	50,000	-	-	50,000	-	-	-	-	-
WT0422	Elwha - Temporary Diversion Pumping Facility/Bulkhead Project	UF	2,300,000	-	-	-	-	-	-	-	-
WT0322	Elwha - Surface Water Intake Improvements	UF	2,000,000	-	-	-	-	-	-	-	-
WT0622	Elwha - Screen House Project	UF	1,500,000	-	-	-	-	-	-	-	-
Total			58,576,600	1,321,100	3,458,700	1,226,000	4,164,300	900,000	4,950,000	230,000	2,870,000

PROJECTS COMPLETED IN 2023	Actual	Budget
None		
TOTAL COMPLETED PROJECTS	-	-

KEY	
A	Active
R	Revolving
#	Priority Assigned Number
UF	Unfunded

Completed projects are not included in the ongoing project totals for expenditures or revenues.



PROJECT STATUS: REVOLVING
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.125827, -123.520709
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 5 YEARS

ABOUT THE PROJECT:

This project is for the purchase of various large parts that have a value exceeding \$7,500 such as pumps, and other equipment not affiliated with a specific water project.

JUSTIFICATION:

The treatment plant is now 10 years old and some routine repairs and upgrades are required to maintain peak operating efficiency.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Water Fund	\$ 141,900	\$ 187,400	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 141,900	\$ 187,400	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	141,900	187,400	50,000	50,000	50,000	50,000	50,000	50,000
TOTAL	\$ 141,900	\$ 187,400	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$629,300

Estimated Total Design Cost: \$26,500

Estimated Personnel Hours for Project: N/A

Estimated Personnel Costs for Project: N/A



DECANT FACILITY AT TRANSFER STATION WATER SOILS DECANT BAYS

WT0419

PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.125827, -123.520709
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 25 YEARS



ABOUT THE PROJECT:

Waters \$880,000 contribution toward SW0112 Decant Facility at Transfer Station Project. Design and construct a decant facility to handle street sweepings, stormwater catch basin debris, wastewater soils, and water soils. This facility helps to prevent pollutants such as suspended sediment, heavy metals, nutrients, and trash from entering Port Angeles Harbor and the Salish Sea, the larger facility footprint will enable the City to process an additional 2,500 cubic yards of decant material per year. Liquids from dewatering would then be discharged into the sanitary sewer for further treatment at the Wastewater Treatment Plant. Solids would be stockpiled and turned as needed for aeration and drying. Funding is available in the form of a grant from the Department of Ecology (DOE) in the amount of \$474,300 with a city match of 15% from the solid waste reserves in the amount \$83,700. Only the stormwater portions of the facility are grant eligible, in order to fund design & construction of Solid Waste, Stormwater, Electric and Wastewater portions of the facility, the utilities are contributing through the following projects (SW0112), (DR0120), (CL1124) & (WW0519).

JUSTIFICATION:

The Transfer Station is a closed landfill cell with a stormwater detention pond and without proper handling the runoff could contaminate local water tables, streams, and the Straits of Juan de Fuca, in violation of our NPDES permit.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Water Fund	\$ 26,200	\$ 853,800						
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
NICE Finds								
TOTAL	\$ 26,200	\$ 853,800	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	26,200	853,800						
TOTAL	\$ 26,200	\$ 853,800	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: **\$880,000**

Estimated Total Design Cost: **\$45,000**

Estimated Personnel Hours for Project: **1,187**

Estimated Personnel Costs for Project: **\$79,865**



PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS

ABOUT THE PROJECT:

This project will address the required communication and monitoring equipment repairs and replacements at the Black Diamond, Jones Street, Peabody, and "E" Street Reservoirs. Project will include the installation of new PLCs, instrumentation, monitoring equipment, & security systems.

JUSTIFICATION:

Much of the existing monitoring equipment at the City's reservoirs is out of date, communications equipment has been recently upgraded, but the corresponding SCADA monitoring equipment and controls equipment will need to be installed. Communication/monitoring equipment failures cannot be verified via SCADA, and therefore require time consuming site visits to address.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Water Fund	\$ 9,600	\$ 144,400	\$ 136,000						
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 9,600	\$ 144,400	\$ 136,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	9,600	144,400	136,000					
TOTAL	\$ 9,600	\$ 144,400	\$ 136,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$290,000

Estimated Total Design Cost: \$54,000

Estimated Personnel Hours for Project: 583

Estimated Personnel Costs for Project: \$39,256



PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.111244, -123.461973
PROJECT MANAGER: DAVID WEGENER
ESTIMATED LIFE: N/A

ABOUT THE PROJECT:

Perform a topographic survey and utilization review of the Public Works Corp Yard to evaluate upgrade alternatives and optimize the use of the facility. This project represents the Water utility's contribution to the overall effort. Equal contributions from each utility including Solid Waste (SWo221), Stormwater (DRo121), Wastewater (WWo121), and from the Transportation Fund (TRo821) in the amount of \$10,000 to equal a total amount of \$50,000.



JUSTIFICATION:

Public Works must continue delivering essential services to the community in an efficient and timely manner while also meeting all regulatory minimum standards. The Corp Yard is approximately 40 years old and operational needs have evolved since its inception. This comprehensive review effort will provide management with the necessary information to assess current utilization, optimize ongoing logistics and use of the site, and will include a future needs assessment to begin the planning for necessary upgrades to meet the needs of the community.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Water Fund	\$ 4,700	\$ 5,300						
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 4,700	\$ 5,300	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	4,700	5,300						
TOTAL	\$ 4,700	\$ 5,300	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$10,000

Estimated Total Design Cost: \$10,000

Estimated Personnel Hours for Project: 21

Estimated Personnel Costs for Project: \$1,400



RACE STREET WATER MAIN REPLACEMENT SOUTH WT0221

PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.104562, -123.426072
PROJECT MANAGER: JEREMY POZERNICK
ESTIMATED LIFE: 50 YEARS

ABOUT THE PROJECT:

This project replaces 2,300 LF of 6" Asbestos Concrete Water Main on Race St. between 8th Street and Park St. with a new 8" Ductile Iron water-main, also renews service lines and sub-mains at street crossings on East 8th and East 10th.



JUSTIFICATION:

A recent water main break on Race Street between Lauridsen Blvd and Park St. has highlighted the vulnerability of this asset to the City. The Original AC Pipe was installed in 1956, but doesn't have a long history of repairs. The goal of this project would be to time the replacement of this asset with the construction of the Race Street Complete Design and Construction Phase 1, a capital improvement on the Transportation CFP. The Utility is concerned that future repairs following the completion of the Race Street Complete Design and Construction Phase 1, would be at a greater expense and could damage the newly paved Race Street Corridor.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Water Fund	\$ 1,078,900	\$ 205,900						
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 1,078,900	\$ 205,900	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	1,078,900	205,900						
TOTAL	\$ 1,078,900	\$ 205,900	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	20230
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,284,800

Estimated Total Design Cost: \$ 65,000

Estimated Personnel Hours for Project: 850

Estimated Personnel Costs for Project: \$57,185



PROJECT STATUS: ACTIVE
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.105713, -123.394216
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS



ABOUT THE PROJECT:

Relocate and replace the 6" AC force main crossing Ennis Creek, in partnership with the Washington State Department of Transportation. Project planned for 2024 construction.

JUSTIFICATION:

The Washington State Department of Transportation is removing the Ennis Creek Culvert fish passage barrier. The City will need to temporarily relocate the water line during construction and then replace the waterline.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Water Fund		\$ 175,000						
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 175,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		175,000						
TOTAL	\$ 0	\$ 175,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$175,000

Estimated Total Design Cost: \$50,000

Estimated Personnel Hours for Project: 549

Estimated Personnel Costs for Project: \$36,960



PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.125756, -123.518261
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 25 YEARS

ABOUT THE PROJECT:

This project will start with a Water Treatment Plant (WTP) Condition Assessment. A Consultant will develop a list of assets to be repaired or replaced, and new operating and maintenance procedures. Installation of replacement equipment will be performed by WTP staff or a contractor, depending on the complexity of the work.

JUSTIFICATION:

The treatment plant is now 10 years old and some routine repairs and upgrades are required to maintain peak operating efficiency.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Water Fund	\$ 44,100	\$ 255,900						
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 44,100	\$ 255,900	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	44,100	255,900						
TOTAL	\$ 44,100	\$ 255,900	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$300,000

Estimated Total Design Cost: \$125,000

Estimated Personnel Hours for Project: 624

Estimated Personnel Costs for Project: \$42,000



PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.106395, -123.408495
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS



ABOUT THE PROJECT:

There are several alternative methods of restoring fire flow to the affected hydrants. The cost/benefit of each alternative should be evaluated. Options range from simple replacement of the damaged creek crossing, to alternative pipe alignments which restore flow rates without working in the creek. Possible Horizontal Directional Drilling project.

JUSTIFICATION:

An 8" water main under White Creek was damaged during a December 21 2020 rain fall event. Water Operations isolated the damaged section on both sides of the creek. Water system modeling has indicated that the inactive creek crossing has negatively impacted the fire flow rating of two fire hydrants. One on 3rd & Wolcott and the other on 2nd & Penn.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Water Fund		\$ 60,000	\$ 60,000	\$ 600,000					
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 60,000	\$ 60,000	\$ 600,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		60,000	60,000	600,000				
TOTAL	\$ 0	\$ 60,000	\$ 60,000	\$ 600,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$720,000

Estimated Total Design Cost: \$120,000

Estimated Personnel Hours for Project: 1,498

Estimated Personnel Costs for Project: \$100,800



MORSE CREEK TRANSMISSION MAIN EVALUATION/DESIGN

WT0320

PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.098623, -123.410069
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 60 YEARS



ABOUT THE PROJECT:

The Morse Creek Transmission main concrete cylinder pipe (CCP) needs to be replaced, or an alternative method of delivering water to its service area needs to be developed. More leaks are anticipated by the City until repairs are made. The need for replacement of this type of pipe understood and is being, or has been, undertaken at several utilities around western Washington. The City's CCP replacement has been on the capital improvements list for replacement as early as 1993. Portion of the project may include Horizontal Directional Drilling work.

JUSTIFICATION:

The City of Port Angeles has approximately 19,000 linear feet of CCP built in the mid-1950's to early 1960's. The pipe has documented corrosion and has failed on frequent occasions due to corrosion. Failures of concrete cylinder pipe can be more catastrophic than other pipe materials and release large amounts of water and therefore have a higher potential to cause property damage. The reason for this is that bar wrapping tends to break like a zipper upon failure resulting in a larger leak opening.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Water Fund		\$ 300,000	\$ 140,000						
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 300,000	\$ 140,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		300,000	140,000					
TOTAL	\$ 0	\$ 300,000	\$ 140,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$440,000

Estimated Total Design Cost: \$440,000

Estimated Personnel Hours for Project: 915

Estimated Personnel Costs for Project: \$61,600



PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.115666, -123.454380
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS



ABOUT THE PROJECT:

This is a Horizontal Directional Drilling (HDD) drilling project to replace an aging water utility crossing under Tumwater Creek. Project design is funded, the City intends to evaluate/select a design Consultants to preform predesign evaluations, geotechnical investigations, environmental permitting, and design work on four creek crossings. (WT0123) 11th St ROW Tumwater Creek Crossing, (WT0223) 14th St ROW Tumwater Creek Crossing, (WT0121) White Creek & 3rd Main Crossing, and (WT0230) Morse Creek Transmission Main Eval/Design. Construction is unfunded.

JUSTIFICATION:

Creek Crossing under Tumwater Creek has recently failed and repaired. The main is 68 years old and needs to be replaced to avoid costly future repairs.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Water Fund		\$ 60,000						
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 60,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		60,000						
TOTAL	\$ 0	\$ 60,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$60,000

Estimated Total Design Cost: \$60,000

Estimated Personnel Hours for Project: 125

Estimated Personnel Costs for Project: \$8,400



14TH STREET ROW TUMWATER CREEK CROSSING WT0223

PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.112753, -123.455871
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS



ABOUT THE PROJECT:

This is a Horizontal Directional Drilling (HDD) drilling project to replace an aging water utility crossing under Tumwater Creek. Project design is funded, the City intends to evaluate/select a design Consultants to preform predesign evaluations, geotechnical investigations, environmental permitting, and design work on four creek crossings. (WT0123) 11th St ROW Tumwater Creek Crossing, (WT0223) 14th St ROW Tumwater Creek Crossing, (WT0121) White Creek & 3rd Main Crossing, and (WT0230) Morse Creek Transmission Main Eval/Design. Construction is unfunded.

JUSTIFICATION:

Creek Crossing under Tumwater Creek in the 14th St Right of Way has been out of service and needs repair. The main is 88 years old and needs to be replaced to avoid costly future repairs.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Water Fund		\$ 60,000							
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 60,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		60,000						
TOTAL	\$ 0	\$ 60,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$60,000

Estimated Total Design Cost: \$60,000

Estimated Personnel Hours for Project: 125

Estimated Personnel Costs for Project: \$8,400



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.098590, -123.432657
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 50 YEARS

ABOUT THE PROJECT:

The 20" cast iron force main into the Peabody Reservoir is highly corroded, and two 20" valves need to be replaced. Design costs for the project include an inspection of the forcemain discharging into the reservoir to assess its condition, and to determine an appropriate way to rehabilitate the pipe or to determine extent of replacement effort. Currently one pipe serves as both the inlet and outlet pipe for the Peabody Reservoir, this project will also evaluate the feasibility of installing a new inlet main into the reservoir. Inspection and replacement of the valves will require a line stop. Asset evaluation and inspection scheduled for 2023, valve replacement and other construction activity in 2024. Construction may require bypass pumping, may involve CIPP or slip lining the existing pipe. New inlet pipe design / installation should line up with the installation of the new Peabody Reservoir Floating Cover Replacement.

JUSTIFICATION:

Failure of the Peabody Reservoir inlet/outlet line would bring the reservoir offline. Additionally, failure of the line could cause damage to the Peabody Reservoir earthen dam and flood down stream property. Installation of a inlet pipe to the Peabody Reservoir would improve water mixing, mixing is important because uneven mixing results in zones of aged water, where long residence time depresses disinfectant residuals.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Water Fund			\$ 90,000	\$ 170,000	\$ 210,000			
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 90,000	\$ 170,000	\$ 210,000	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			90,000	170,000	210,000			
TOTAL	\$ 0	\$ 0	\$ 90,000	\$ 170,000	\$ 210,000	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$470,000

Estimated Total Design Cost: \$90,000

Estimated Personnel Hours for Project: 918

Estimated Personnel Costs for Project: \$64,886

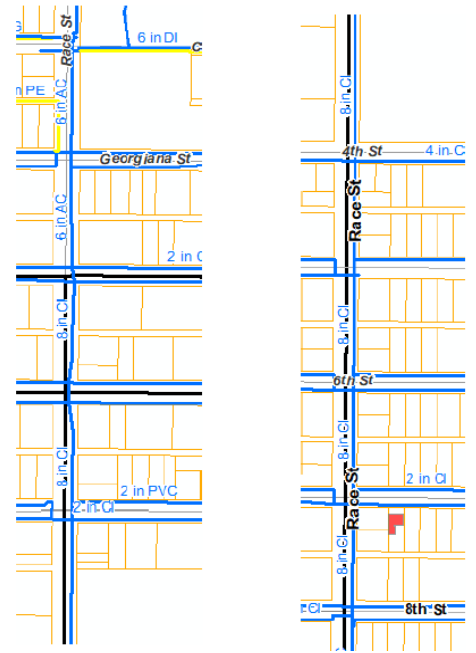


RACE STREET WATER MAIN REPLACEMENT NORTH WT0421

PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.104562, -123.426072
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS

ABOUT THE PROJECT:

This project replaces 3400 LF of 8" Cast Iron and 6" Asbestos Concrete Water Main on Race St. between 8th Street and Caroline St. with a new 8" Ductile Iron water-main, also renews service lines and sub-mains at street crossings.



JUSTIFICATION:

A recent water main break on Race Street between Lauridsen Blvd and Park St. has highlighted the vulnerability of this asset to the City. The goal of this project would be to time the replacement of this asset with the construction of the Race Street Complete Design and Construction Phase North, a capital improvement on the Transportation CFP. The Utility is concerned that future repairs following the completion of the Race Street Complete Design and Construction Phase North, would be at a greater expense and could damage the newly paved Race Street Corridor.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Water Fund			\$ 200,000	\$ 1,580,000				
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 200,000	\$ 1,580,000	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			200,000	1,580,000				
TOTAL	\$ 0	\$ 0	\$ 200,000	\$ 1,580,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,780,000

Estimated Total Design Cost: \$200,000

Estimated Personnel Hours for Project: 1,768

Estimated Personnel Costs for Project: \$124,950



PEABODY HEIGHTS FLOATING COVER REPLACEMENT WT0219

PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.098590, -123.432657
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 25 YEARS

ABOUT THE PROJECT:

This project will replace the floating cover on the Peabody Heights Reservoir. The original floating cover was installed in September of 2003. The original life expectancy was 25 years. With routine maintenance, inspection and repair the cover has met that life expectancy.

JUSTIFICATION:

During the last inspection in 2018 it was noted in the report that the cover may last 5 more years. During discussions with the inspector it was noted that we should start planning replacement of the cover.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Water Fund			\$ 200,000	\$ 330,000				
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 200,000	\$ 330,000	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			200,000	330,000				
TOTAL	\$ 0	\$ 0	\$ 200,000	\$ 330,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$530,000

Estimated Total Design Cost: \$50,000

Estimated Personnel Hours for Project: 1,052

Estimated Personnel Costs for Project: \$74,382



WATER TREATMENT PLANT (WTP) TO "D" STREET TRANSMISSION MAIN REPLACEMENT

WT0124

PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.098623, -123.410069
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 60 YEARS

ABOUT THE PROJECT:

The WTP to "D" Street transmission main was constructed in 1977 and conveys water from the WTP to the City Reservoirs. Two failures of this water main over the last 10 years have shown significant corrosion of the pipe exterior.

This project will replace 14,500 linear feet of 24 inch diameter water main from the WTP to the interconnection at "D" street.

JUSTIFICATION:

The City of Port Angeles WTP has one transmission main to convey water from the WTP to the City Reservoir system. This reliability of the existing transmission main is compromised due to exterior surface corrosion on the ductile iron pipe. The last repair was difficult to complete as surface corrosion on the main made it difficult to attach the standard repair coupling.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Water Fund					\$ 100,000	\$ 4,900,000		
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 100,000	\$ 4,900,000	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs					100,000	4,900,000		
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 100,000	\$ 4,900,000	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$5,000,000 Estimated Total Design Cost: \$100,000
Estimated Personnel Hours for Project: 5,200 Estimated Personnel Costs for Project: \$353,600



PROJECT STATUS: DESIGN
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.104713, -123.415656
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS



ABOUT THE PROJECT:

Replace approximately 1,500 feet of existing 6" asbestos-concrete water main along Liberty Street, renew service lines, and sub-main street crossings between Lauridsen Boulevard and 5th Street based on a survey performed in 2018.

JUSTIFICATION:

Significant damage to the water main occurred in February 2011, this project will prevent another major main break. This area has a high failure rate.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Water Fund	\$ 15,700			\$ 34,300	\$ 540,000			
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 15,700	\$ 0	\$ 0	\$ 34,300	\$ 540,000	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	15,700			34,300	540,000			
TOTAL	\$ 15,700	\$ 0	\$ 0	\$ 34,300	\$ 540,000	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$590,000

Estimated Total Design Cost: \$50,000

Estimated Personnel Hours for Project: 1,237

Estimated Personnel Costs for Project: \$87,399



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: VARIES
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS

ABOUT THE PROJECT:

This program will develop water system resiliency by using ground water to meet peak day water demands. The program will begin with an analysis to locate the future locations for ground water wells based on locations of existing reservoirs, hydrology and water quality. Pilot test wells will be installed to measure actual yields and water characteristics. Based on this study water rights will be negotiated and construction of a production well will commence. Construction costs for a production well are unfunded.

JUSTIFICATION:

These ground water wells will be a secondary source of water for the City's municipal water system to provide water system resiliency and relieve pressure off the Elwha River during low flow conditions.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Water Fund			\$ 300,000	\$ 1,400,000				
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 300,000	\$ 1,400,000	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			300,000	1,400,000				
TOTAL	\$ 0	\$ 0	\$ 300,000	\$ 1,400,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,700,000

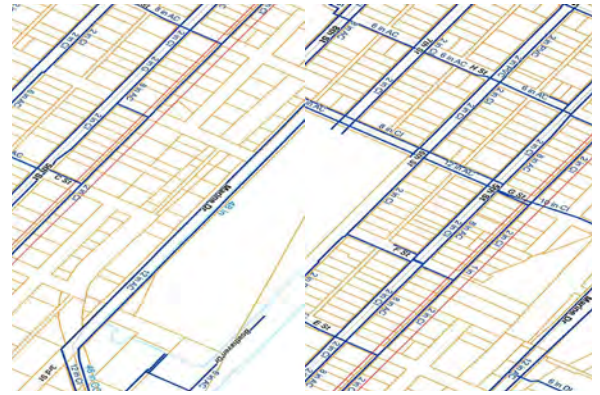
Estimated Total Design Cost: \$ 300,000

Estimated Personnel Hours for Project: 3,328

Estimated Personnel Costs for Project: \$235,000



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.123457203, -123.454227448
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS



ABOUT THE PROJECT:

Replace a 2" cast iron main with a 8" ductile iron main, renew service lines and sub-mains at street crossings, and install a fire hydrant on West 4th between "A" and "I" Streets.

JUSTIFICATION:

High emergency repair cost for the cast iron pipes with poor reliability will continue to occur without replacement.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Water Fund							\$ 180,000	\$ 1,820,000
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 180,000	\$ 1,820,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs							180,000	1,820,000
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 180,000	\$ 1,820,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$2,000,000

Estimated Total Design Cost: \$180,000

Estimated Personnel Hours for Project: 2,496

Estimated Personnel Costs for Project: \$176,400



RANNEY WELL TO WATER TREATMENT PLANT (WTP) WT0224 TRANSMISSION MAIN REPLACEMENT

PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.098623, -123.410069
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 60 YEARS



ABOUT THE PROJECT:

The Elwha Ranney well to WTP transmission main was constructed in 1977 and conveys water from the Ranney well to the City WTP. Two failures of this water main over the last 10 years have shown significant corrosion of the pipe exterior. This project will replace 10,700 linear feet of 24 inch diameter water main from the Elwha River to the WTP.

JUSTIFICATION:

The City of Port Angeles WTP has one transmission main to convey water from the Ranney well to the City WTP. This reliability of the existing transmission main is compromised due to exterior surface corrosion on the ductile iron pipe. The last repair was difficult to complete as surface corrosion on the main made it difficult to attach the standard repair coupling.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					2030
			2025	2026	2027	2028	2029	
Reserves Water Fund								\$ 1,000,000
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,000,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs								1,000,000
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,000,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$3,600,000

Estimated Total Design Cost: \$100,000

Estimated Personnel Hours for Project: 4,160

Estimated Personnel Costs for Project: \$282,880



INDUSTRIAL WATER CAPITAL PROJECTS

ELWHA - EFFLUENT DISTRIBUTION STRUCTURE BYPASS

WT0222

PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.118279, -123.549432
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS



ABOUT THE PROJECT:

The Effluent Distribution Structure (EDS) distributes industrial water to Washington Department of Fish & Wildlife (WDFW), McKinley Paper, and Lower Elwha Klallam Tribe (LEKT). The Facility also includes a pump system to convey Elwha Surface Water to the Port Angeles Water Treatment Plant (PAWTP).

Project includes:

- dewatering and sediment removal from EDS
- pump servicing by manufacturer
- installation of bypass pipe
- design (design currently at 90% level, plans and specs need to be finished)

JUSTIFICATION:

In the Event that the Port Angeles Ranney Well were to fail to provide necessary flow rates to the PAWTP, or fail entirely. The Effluent Distribution Structure is designed to conveying Elwha River surface water to the PAWTP for treatment. Currently there is no way to maintain/exercise the transfer pumps without disrupting the on-going operation of the PAWTP. A Pump Bypass at the EDS needs to be installed to facilitate regular maintenance of the EDS pumps. Doing so will ensure that they are ready for use in an emergency situation.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Water Fund		\$ 302,000							
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 302,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		302,000						
TOTAL	\$ 0	\$ 302,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$302,000

Estimated Total Design Cost: \$66,000

Estimated Personnel Hours for Project: 628

Estimated Personnel Costs for Project: \$42,280



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.114720, -123.550133
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS

ABOUT THE PROJECT:

The two existing submersible pumps used for removal of accumulated sediment need an effective and operator-friendly means of installation and removal that facilitates regular operations as well as routine inspection, maintenance, and repair. Additionally, there is no convenient location on-site to inspect the pumps, undertake routine maintenance, and make minor repairs. This project would address those issues and several others.

JUSTIFICATION:

The Fish Screens at the Elwha Water System are critical to the ongoing operation of the Industrial water system. The continual deposition of sediment and fine gravels at the Fish Screen Structure is a challenge for City operations. The City and its consultant Jacobs Engineering have identified several potential facility modifications, to increase efficiency of labor, address safety issues, increase resiliency against the effects of winter storms. The two existing submersible pumps need an effective and operator-friendly means of installation and removal that facilitates regular operations as well as routine inspection, maintenance, and repair. Additionally, there is no convenient location on-site to inspect the pumps, undertake routine maintenance, and make minor repairs.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2025	2027	2028	2029	2030	
Reserves Water Fund		\$ 549,000							
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 549,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		549,000						
TOTAL	\$ 0	\$ 549,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$549,000

Estimated Total Design Cost: \$149,000

Estimated Personnel Hours for Project: 1,142

Estimated Personnel Costs for Project: \$76,860



ELWHA - RANNEY REACH HABITAT RESTORATION WT0424

PROJECT STATUS: DESIGN
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.116897,-123.552871
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: N/A



ABOUT THE PROJECT:

The Lower Elwha Klallam Tribe intends to install large woody debris in the Elwha River, near the Ranney Well for the purpose of habitat restoration. The City has supported this project effort.

JUSTIFICATION:

This is the City's contribution to a habitat Restoration Project along the Elwha River. The project also has the added benefit of promoting side stream channel flow in the Ranney Reach adjacent of the Ranney Well Collector, during low flow conditions potentially improving the resiliency of the Ranney well during late summer low flow conditions.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Water Fund		\$ 250,000						
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 250,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		250,000						
TOTAL	\$ 0	\$ 250,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$250,000

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 80

Estimated Personnel Costs for Project: \$5,440



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.115362, -123.549179
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: N/A



ABOUT THE PROJECT:

Various Elwha Water Facility components are not necessary to the City's ongoing operation of the Industrial Water System. The goal of this project is the surplus and decommission equipment and facilities which are no longer needed. Scope and budget of the project is dependent on which facilities the City elects to decommission. Construction costs currently unknown, engineers estimate will be developed in the design phase.

JUSTIFICATION:

The Elwha Water Treatment Plant facilities were constructed to mitigate changes in the Elwha River and enable intake and supply of Elwha River water to the users of the industrial water system. In some cases, the facilities were intended to mitigate temporary changes and impacts occurring within the few years after dam-removal. In other cases, the new facilities were intended to be permanent. This project aims to decommission / surplus the temporary facilities which serve no long-term use to the industrial water system.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Water Fund		\$ 50,000						
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		50,000						
TOTAL	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$50,000

Estimated Total Design Cost: \$50,000

Estimated Personnel Hours for Project: 208

Estimated Personnel Costs for Project: \$14,000



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.119420, -123.550006
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS

ABOUT THE PROJECT:

This project will study the location of the Industrial Water Line to determine if relocation is necessary to prevent deterioration, damage or potential loss of use of this line in the future.

JUSTIFICATION:

The Industrial Water line is located along the shoreline and has been in use for decades resulting in significant aging of this line. The location of the line should be considered to determine if more viable options exist that will better preserve the line for use and provide greater accessibility. Moving the water line off the shoreline will increase natural hazard planning efforts and provide ecosystem restoration.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Water Fund			\$ 50,000						
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			50,000					
TOTAL	\$ 0	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$50,000

Estimated Total Design Cost: \$50,000

Estimated Personnel Hours for Project:

Estimated Personnel Costs for Project: \$



WATER UNFUNDED CAPITAL PROJECTS

Projects identified as necessary, but that currently do not have a funding source are listed here. Should funding become available these projects will be re-prioritized and moved to an active status. Listing these projects, despite the lack of funding, allows the City to pursue grants and other forms of project revenue. It also allows Council and citizens the opportunity for input on reprioritization of projects.

3RD & VINE STREET MAIN

WT0612

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114239002, -123.427759409
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$654,000

ABOUT THE PROJECT:

Install a new 8" ductile iron main, renew existing service lines and sub-mains at street crossings on Vine Street between 1st and 3rd, and replace 2" mains on 3rd between Albert Street and Vine Street with new 8" ductile iron main, renew service lines and sub-mains at street crossings as well as tie into main on the northwest corner of 3rd and Vine Streets, and set a new fire hydrant.

JUSTIFICATION:

Currently the system has poor system reliability, and a hydrant for fire safety is needed in the area. Several leaks in the 2" cast iron mains have caused costly repairs.



EAST 4TH STREET WATER MAIN

WT0512

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.1078945, -123.4148740
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$633,600



ABOUT THE PROJECT:

Replace a 3" asbestos-concrete main on 4th Street between Chambers and Ennis Streets with a 8" ductile iron water main, renew service lines and sub-mains at street crossings.

JUSTIFICATION:

Replaces an asbestos-concrete main which is prone to a failure.

EAST 6TH STREET WATER MAIN

WT0212

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.112436309, -123.431975842
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$467,500



ABOUT THE PROJECT:

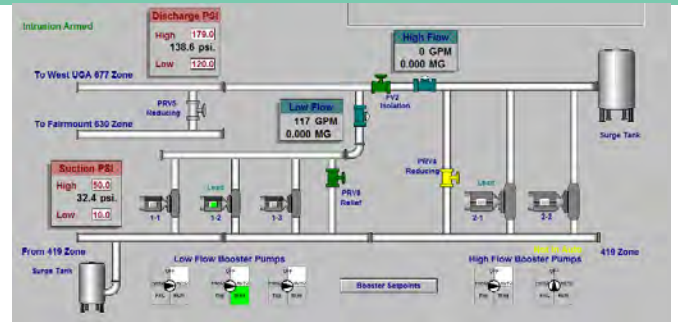
Replace the 3" asbestos-concrete and 2" cast iron mains with a new 8" ductile iron main, renew service lines and sub-mains at street crossings on East 6th Street between Chase Street and Vine Street.

JUSTIFICATION:

Continued high repair costs for the asbestos-concrete and cast iron pipes with poor reliability without these upgrades/repairs.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.125827, -123.520709
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 25 YEARS
ESTIMATED TOTAL PROJECT COST: \$786,500



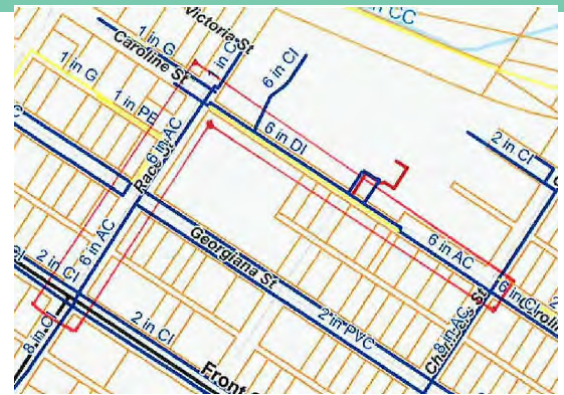
ABOUT THE PROJECT:

The City accepted transfer of the Industrial Water Facility (IWF) from the National Parks Service (NPS) in 2018. The Elwha and PAWTP SCADA system are in need of some software upgrades, repairs, and modernization. Erroneous alarms complicate work for the operators. Water Operations staff desire the ability to remotely monitor water facilities (Ranney well, reservoirs, and booster pump stations), and Elwha from the PAWTP. This project will be more completely scoped out through a professional service agreement with Jacobs, Inc. The SCADA needs of PAWTP, each individual IWF facility, pump station, & reservoir will be considered during the design phase of this project.

JUSTIFICATION:

The PAWTP SCADA system is in need of an upgrade to a modern version of the software infrastructure. Various water facilities have SCADA or communication problems. Communication methods to several water facilities need to be modernized, or have been recently modernized and need SCADA PLC upgrades. Linking the PAWTP, Elwha and other remote facilities would assist water utility staff in operating the facilities more efficiently. The IWF would be remotely monitored, from the PAWTP allowing for reduced staff travel time to respond to alarms.

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.1156, -123.4166
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$810,700



ABOUT THE PROJECT:

Replace 6-inch-diameter pipe in Race Street from Front Street to Caroline Street and 6-inch-diameter pipe in Caroline Street from Race Street to Chambers Street with new 12-inch pipe (pipe size to be verified). The total length of the new pipeline is approximately 1,900 feet.

JUSTIFICATION:

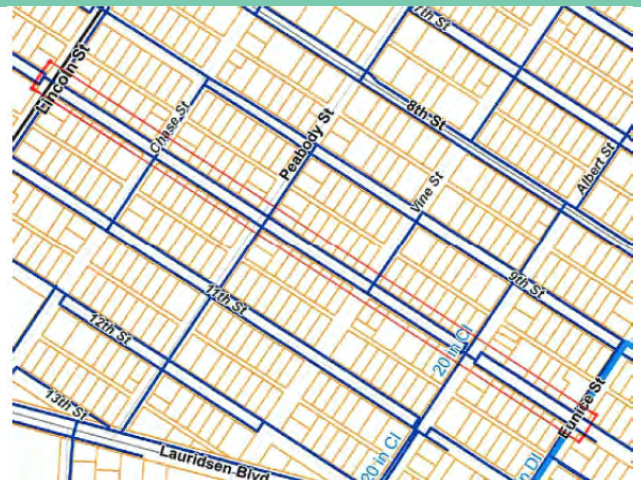
This project is to increase fire flow capacity for the nearby hospital and businesses. This project was a result of the Water System Plan Update modeling.



10TH STREET WATER MAIN

WT0112

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.1074606, -123.4314887
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$1,095,100



ABOUT THE PROJECT:

Replace the 2-inch cast iron mains with a 8" ductile iron main, and renew service lines and sub-mains at street crossings on East 10th Street between Lincoln and Eunice Streets.

JUSTIFICATION:

High repair cost for cast iron pipe with poor reliability will continue to occur without replacement.

MARINE DRIVE MAIN REPLACEMENT PHASE II

WT0116

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.119790232, -123.440923691
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$1,815,000



ABOUT THE PROJECT:

Replace the 12-inch cast iron and 6-inch asbestos-concrete main in Marine Drive between east end of the Boat Haven and Valley Street.

JUSTIFICATION:

Aged AC and cast iron water mains are functionally obsolete and have had numerous breaks due to its reduced integrity in high pressure events.



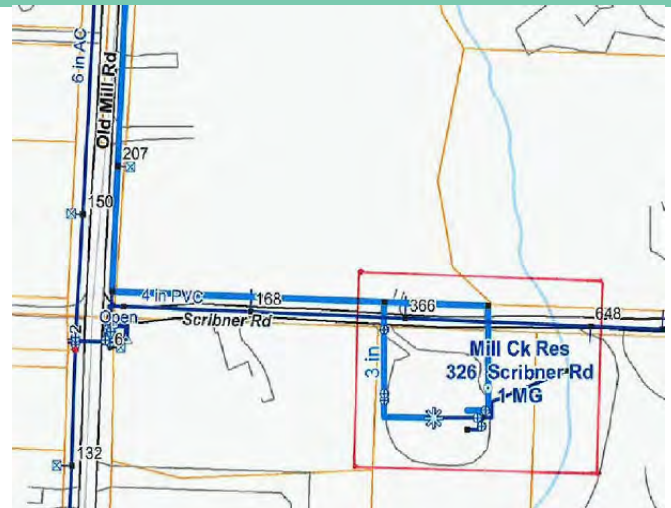
MILL CREEK RESERVOIR EXPANSION

WT0117

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.0872, -123.4393
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$ 4,114,000

ABOUT THE PROJECT:

Build a new storage reservoir adjacent to the existing Mill Creek reservoir. The City intends to maximize use of its adjacent reservoir site to the extent practical, which could result in a reservoir of 1.5 MG or more.



JUSTIFICATION:

The City's high zone is deficient in storage. A new reservoir will be needed to alleviate this deficiency.

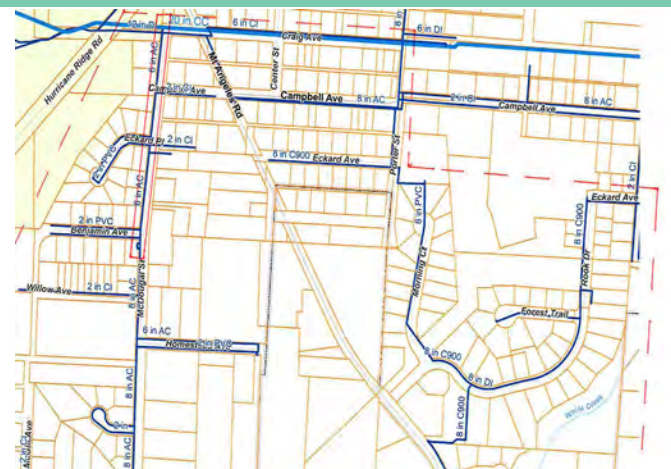
MCDUGAL PRESSURE SUBZONE

WT0119

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.0973, -123.4248
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$ 847,000

ABOUT THE PROJECT:

Installation of 1,000 feet of 12-inch pipe, a valve station, RTU from Mill Creek pumps, SCADA and telemetry.



JUSTIFICATION:

This area meets daily requirements for water flow, but does not meet fire flow requirements.



AIRPORT/EDGEWOOD DRIVE WATER MAIN EXTENSION

WT0217

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.1121, -123.4961
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$6,050,000

ABOUT THE PROJECT:

Install a 12-inch diameter pipeline loop northward along Lower Elwha Road to the supply pipeline alignment and eastward to the discharge of the PAWTP. The total pipeline distance for this loop would be approximately 18,500 feet.

JUSTIFICATION:

This pipeline is necessary for development of the West Urban Growth Area. The timing for this project depends on those pushing for the development and factors related to the development. This project will be funded in part by developers and/or others.

TUMWATER TRUCK ROUTE COMMERCIAL FIRE FLOW (LID)

WT0314

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.110258896, -123.461780548
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$349,700

ABOUT THE PROJECT:

Install a new 6" ductile iron water main on Tumwater Truck Route between Lauridsen Blvd and HWY 101 to increase fire flow and allow metered connections to commercial business. An alternative alignment would be to install a larger main on Newell Road. May consider pairing with WT1117 Lauridsen Blvd/Tumwater Fire Flow.



JUSTIFICATION:

Current available flows are not sufficient to maintain fire protection in the area for planned commercial expansion.



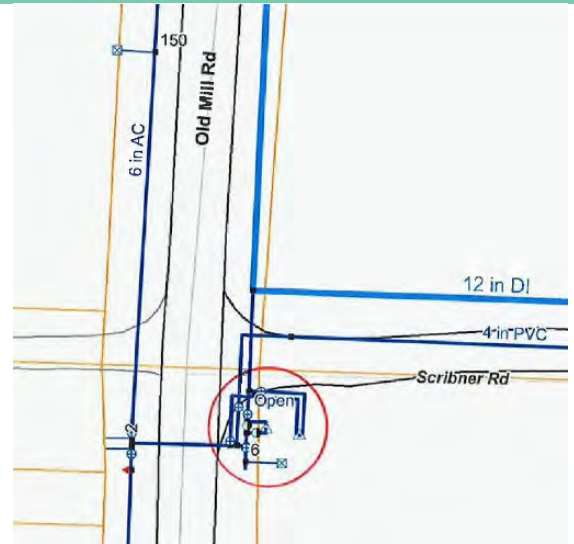
PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.0874, -123.4409
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$1,815,000

ABOUT THE PROJECT:

Install a below-grade station contained in a single concrete vault with two duty pumps (one as redundant) and a single high flow pump for fire flows. including a plug-in connection for a backup generator.

JUSTIFICATION:

The Scribner Booster Station has an excellent history of reliable operation, but it is an aging facility of deteriorating condition whose long-term reliability and functionality are uncertain.



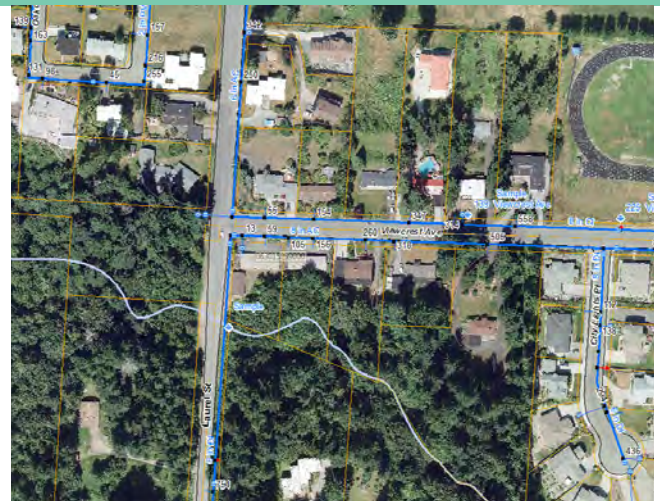
PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.098039, -123.445666
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$242,000

ABOUT THE PROJECT:

This project will install an intertie and pressure reducing valves (PRV) at the Viewcrest and Laurel Avenue intersection.

JUSTIFICATION:

Water system pressure in this area is low and not reliable. This intertie and PRV will provide higher pressure to assist in meeting fire compliance as well as better pressure for the residential use.



1ST/LAUREL STREET FIRE FLOW

WT0417

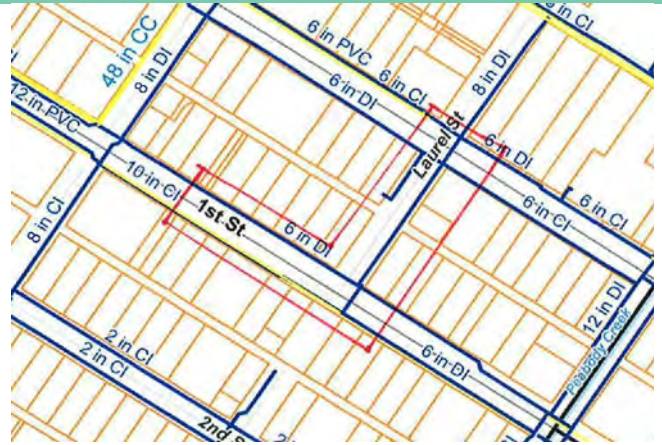
PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.1190, -123.4335
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$464,600

ABOUT THE PROJECT:

Install 960 linear feet of new 8-inch or 12-inch pipe, reconnect existing service lines and street crossings at intersections on First Street and Laurel Street, and replace existing 6-inch pipelines on both streets.

JUSTIFICATION:

This project will increase fire flow capacity for nearby businesses. This project was a result of the Water System Plan Update modeling.



10TH/11TH ALLEY WATER MAIN REPLACEMENT

WT0418

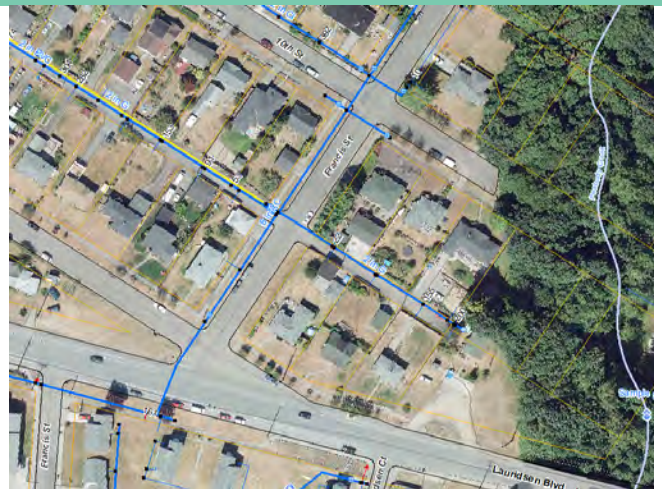
PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.105490, -123.428230
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$181,500

ABOUT THE PROJECT:

Install a new fire hydrant at the 10/11 alley on the east side of Francis Street and replace approximately 270 feet of 2" water main to the dead end of the alley.

JUSTIFICATION:

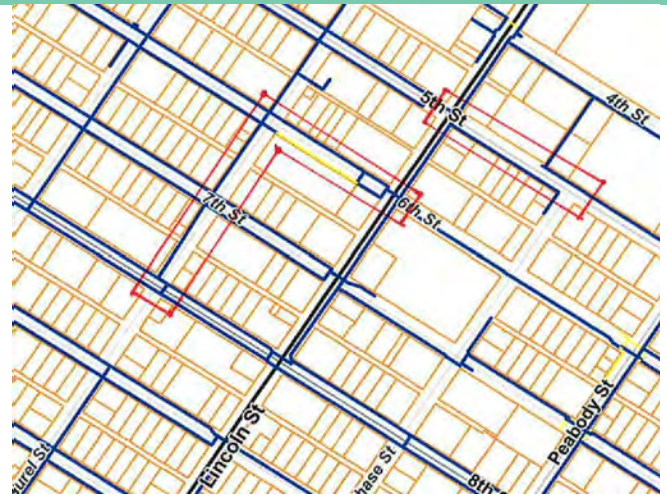
Continued high repair for the cast iron pipes with poor reliability will occur without replacement.



6TH/LAUREL AND 5TH STREET FIRE FLOW

WT0517

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.1147, -123.4374
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$775,600



ABOUT THE PROJECT:

Install 1,315 linear feet of new 8-inch pipe in 6th Street and Laurel Street, two fire hydrants, and 365 linear feet of new 8-inch pipe in Fifth Street to connect two dead-end pipes and improve flow capacity in the local distribution system.

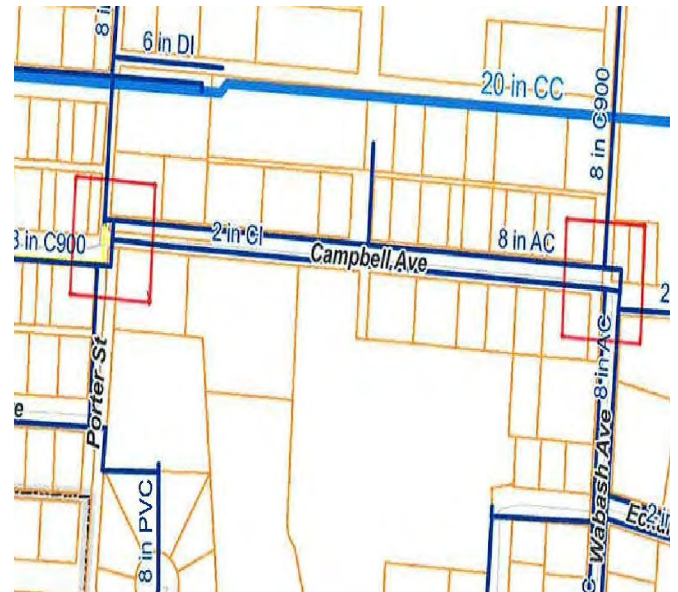
JUSTIFICATION:

This project will increase fire flow capacity for the nearby businesses and improves the capacity of the distribution system. This project was a result of the Water System Plan Update modeling.

PORTER STREET ZONE PRV IMPROVEMENTS

WT0617

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.0965, -123.4194
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$363,000



ABOUT THE PROJECT:

Connect the existing pressure releasing valves (PRVs) serving the Porter Street Zone to the existing, old 20-inch-diameter Morse Creek supply pipeline that now serves as a key high zone transmission pipeline. One of these existing PRVs is in Porter Street and the other is in the 8-inch pipeline that is directly south of Peninsula College at Wabash and Campbell. Both of these PRVs are currently connected to smaller-diameter high zone distribution pipelines.

JUSTIFICATION:

This project will increase fire flow capacity for nearby businesses and improve the distribution system. This project was a result of the Water System Plan Update modeling.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.100381, -123.435538
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$641,300

ABOUT THE PROJECT:

Install 1,325 feet of new 8-inch or 12-inch pipe within the Viewcrest Subzone from the intersection of Peabody Street and Viewcrest Avenue, east in Viewcrest to Regent Street, and north in Regent Street to the St. Andrews Place Assisted Living facility. This improvement replaces a combination of existing 6-inch-diameter and 8-inch-diameter pipe and include a section of 12-inch-diameter pipeline to complete a loop around St. Andrews Place.



JUSTIFICATION:

This project will increase fire flow capacity for the nearby businesses. This project was a result of the Water System Plan Update modeling.

EAST FIRST STREET FIRE FLOW

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.1068, -123.4024
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$111,300

ABOUT THE PROJECT:

Install 230 linear feet of new 10-inch-diameter pipeline to increase the available fire flow along East First Street. Crossing First Street is included in this improvement to create a loop to the piping on the north side of First Street.



JUSTIFICATION:

This project will increase fire flow capacity for nearby businesses. This project was a result of the Water System Plan Update modeling.



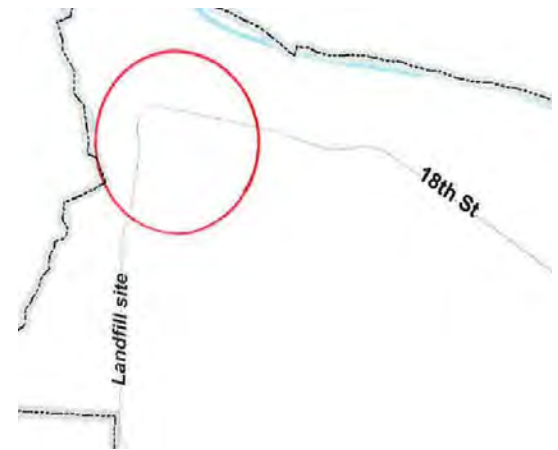
PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.1317, -123.5177
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$581,500

ABOUT THE PROJECT:

Install 1,550 linear feet of new 8-inch pipeline at the end of West 18th Street to improve fire flow to the West 18th Street Industrial Area that includes the landfill, the transfer station, compost facility, and the Port Angeles Water Treatment Plant (PAWTP). This improvement eliminates dead end piping from the PAWTP as well as from West 18th Street.

JUSTIFICATION:

This project will increase fire flow capacity for nearby business. This project was a result of the Water System Plan Update modeling.



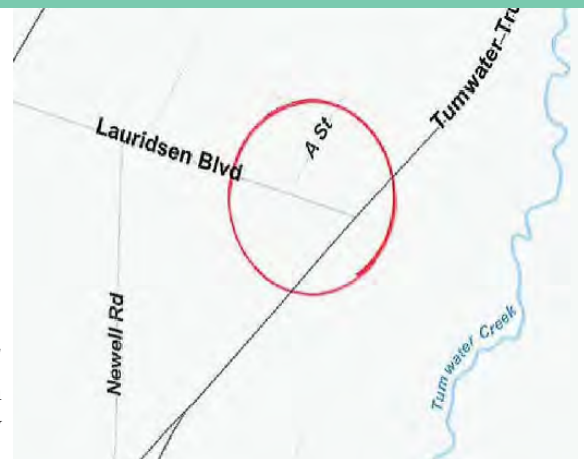
PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.1101, -123.4597
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$677,600

ABOUT THE PROJECT:

Install 1,200 linear feet of new 12-inch pipe in W. Lauridsen Blvd from "C" Street towards the Tumwater Truck Route, replacing existing 8-inch piping. This improvement includes approximately 100 linear feet of new pipe through the parking lot at the intersection of W. Lauridsen Blvd and the Tumwater Truck Route to complete a local pipe loop. Install 100 linear feet of new 12-inch pipeline from the discharge side of the adjacent Fairmount Booster Station to connect to a new hydrant along the Tumwater Truck Route. May consider pairing with WT0314 Tumwater Truck Route Commercial Fire Flow (LID).

JUSTIFICATION:

This project will increase fire flow capacity for nearby businesses. This project was a result of the Water System Plan Update modeling.



PROJECT STATUS: UNFUNDED
CONDITION: POOR
LATITUDE / LONGITUDE: 48.113981 -123.431142
PROJECT MANAGER: MIKE HEALY
ESTIMATED LIFE: 30 YEARS
ESTIMATED TOTAL PROJECT COST: \$3,000,000

ABOUT THE PROJECT:

In 2006 the City started a route to install an Advanced Metering Infrastructure (AMI) system. Working through the due diligence process during 2009 and then selection process for the vendor in early 2010. During the implementation in 2010 and 2011 there were issues with the vendor that were not able to be resolved and the system was removed. From 2006 to 2022 AMI has become a standard for most electric utilities. By reviewing the background of the past project and the new options now available this would be a great project to move the water utility forward.

JUSTIFICATION:

AMI offers customers the ability to become more aware of their energy consumption, if they choose, and gain greater confidence in the utility system. Advanced billing methods, such as time of use or customer pre-pay, can be implemented.

Engineering utilizes AMI data to model and fine tune the utility system and solutions designed to meet the exact need. Billing and Operations can get instant notification of meter tampering, and identifying potential power theft. End of line voltage monitoring can be monitored to adjust real time, providing a more consistent voltage to the end user, and the utility can take advantage of BPA incentives for voltage reduction.

WATER UTILITY INFRASTRUCTURE - EOC/911 CENTER

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.111205, -123.493391
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$1,500,000

ABOUT THE PROJECT:

Install 3,450 linear feet of new 8-inch DI water main to extend City water to the proposed EOC off Edgewood Drive.

JUSTIFICATION:

This project will Expand the City Potable water system South to Edgewood Drive with a western boundary of Tyler Rd and extending east along W Duval Place Road. The main would provide City Potable water to the new EOC located off Edgewood Drive behind Airport Garden Center. The 8-Inch main would also supply water to support new fire hydrants along the alignment.



MORSE CREEK TRANSMISSION MAIN CONSTRUCTION

WT0324

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.098623, -123.410069
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$3,000,000



ABOUT THE PROJECT:

The Morse Creek Transmission main concrete cylinder pipe (CCP) needs to be replaced, or an alternative method of delivering water to its service area needs to be developed. More leaks are anticipated by the City until repairs are made. The need for replacement of this type of pipe is understood and is being, or has been, undertaken at several utilities around western Washington. The City's CCP replacement has been on the capital improvements list for replacement as early as 1993. Portion of the project may include Horizontal Directional Drilling work.

JUSTIFICATION:

The City of Port Angeles has approximately 19,000 linear feet of CCP built in the mid-1950's to early 1960's. The pipe has documented corrosion and has failed on frequent occasions due to corrosion. Failures of concrete cylinder pipe can be more catastrophic than other pipe materials and release large amounts of water and therefore have a higher potential to cause property damage. The reason for this is that bar wrapping tends to break like a zipper upon failure resulting in a larger leak opening.

INLET VALVE TO JONES STREET RESERVOIR

WT0524

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.103986, -123.419008
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$80,000



ABOUT THE PROJECT:

Replace 16" Inlet Valve at Jones Street Reservoir.

JUSTIFICATION:

During annual maintenance of the CLA-VAL altitude valve it was determined that the inlet valve at the Jones Street Reservoir would not seat. The crews were unable to completely isolate the system making maintenance on the system difficult.



INDUSTRIAL WATER UNFUNDED CAPITAL PROJECTS

ELWHA - TEMPORARY DIVERSION PUMPING FACILITY/BULKHEAD PROJECT

WT0422

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.114997, -123.552113
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: N/A
ESTIMATED TOTAL PROJECT COST: \$2,300,000



ABOUT THE PROJECT:

The City has not settled on a plan for the Temporary Diversion Pumping Facility (TDPF), this project is in a pre-planning stage. This project is dependent on grant obtaining grant funds.

JUSTIFICATION:

The Temporary Diversion Pumping Facility (TDPF) was intended to be used temporarily during the years after Elwha dam-removal, only when necessary, during times of high river turbidity and debris-load that could render the ESWI and Fish Screen Structure inoperable, primarily because of excessive sediment and debris deposition in the Fish Screen Structure. The TDPF has not been operated to meet the supply needs of the users of the Elwha industrial supply in four to five years. There is no significant benefit to the City's domestic water supply for retaining the TDPF and in doing so burdening the City's rate payers for its associated capital and O&M costs.



ELWHA - SURFACE WATER INTAKE IMPROVEMENTS WT0322

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.112032, -123.552263
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$2,000,000

ABOUT THE PROJECT:

The resilience and reliability of the Elwha Surface Water Intake Facility (ESWI) could be improved by any one or a combination of the strategies listed below. Strengthening of the existing support system may prevent future damage from flood waters.

Proposed facility structural modification would likely be highly complex to permit, and expensive to construct. Replacing the existing trash rake with a trash rake more suitable to the location may be the most suitable option. A more detailed cost /benefit analysis is warranted, before selecting a preferred option.



JUSTIFICATION:

A November 2021 storm highlighted the vulnerability of the Elwha Surface Water Intake Facility (ESWI) to flood damage. Maintaining operation of the ESWI is necessary to the ongoing supply of water to the industrial water system. The resilience and reliability of the Elwha Surface Water Intake Facility (ESWI) could be improved by any one or a combination of the following: Add gusset plates to the existing supports to increase their strength and to reduce the potential to snag logs and other debris. Modify the upstream end of the existing rails so that they don't protrude as far upstream and add structural steel to enhance the ability of this structure to fend-off debris. Increase the height of the existing upstream concrete wing wall to guide sediment, logs and other woody debris past the intake during large streamflow events. Install steel rails or similar structural elements on the existing wing wall to fend-off debris. Replace the existing trashrack rake with a different system that could be mounted above the deck elevation, providing more clearance above the river and potential debris, i.e. Atlas-Polar Hydrorake.



PROJECT STATUS: UNFUNDED

PRESENT CONDITION: FAIR

LATITUDE / LONGITUDE: 48.119420, -123.550006

PROJECT MANAGER: LUCIO BAACK

ESTIMATED LIFE: 50 YEARS

ESTIMATED TOTAL PROJECT COST: \$1,500,000

ABOUT THE PROJECT:

There are several improvement options and strategies related to the Screen House, the City has not settled on which approach to take. Several options potentially have direct impact on the operations of industrial pipeline customers as any screen house modifications would impact their cost of service.

JUSTIFICATION:

The Screen House is a timber frame structure located at the downstream end of the Industrial Channel. It was constructed in the late 1930's and provides control and screening of flows into the Industrial Pipeline. The timber Screen House shows signs of deterioration as would be expected for a nearly 90-year old structure.

Options include:

1. Replace Traveling Screen and Maintain Existing Screen House.
2. Replace Traveling Screen and Remove Screen House.
3. Remove Traveling Screen and Screen House.
4. Testing of Traveling Screen Removal.



CITY OF PORT ANGELES



2025 - 2030
CAPITAL FACILITIES PLAN &
TRANSPORTATION IMPROVEMENT PLAN



WASTEWATER



WASTEWATER FUND CAPITAL FACILITY PLAN

MANAGER: JONATHAN BOEHME
CONTACT: JBOEHME@CITYOFPA.US
PHONE: 360-417-4803

WASTEWATER FUND GOALS AND OBJECTIVES:

To provide or allow the opportunity for services which enhance the quality of life for citizens of all ages, characteristics, needs and interests and to achieve the desired developmental patterns of the City as depicted on the Comprehensive Plan Land Use Map. To provide utility services in an efficient and cost effective manner.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Utility Reserves - Wastewater Capital Fund	\$ 4,689,900	\$ 4,677,900	\$ 1,895,500	\$ 856,100	\$ 2,972,700	\$ 2,249,300	\$ 1,450,000	\$ 800,000
Grants	-	-	-	-	-	-	-	2,085,000
Bonds	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Donations/Insurance	-	-	-	-	-	-	-	-
Other Funds	-	-	120,000	-	-	-	-	-
TOTAL	\$ 4,689,900	\$ 4,677,900	\$ 2,015,500	\$ 856,100	\$ 2,972,700	\$ 2,249,300	\$ 1,450,000	\$ 2,885,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Design	847,100	458,800	370,000	75,000	90,000	15,000	-	50,000
Construction	3,847,500	4,214,400	1,645,500	781,100	2,882,700	2,234,300	1,450,000	2,835,000
TOTAL	\$ 4,694,600	\$ 4,673,200	\$ 2,015,500	\$ 856,100	\$ 2,972,700	\$ 2,249,300	\$ 1,450,000	\$ 2,885,000

Maintenance includes reductions and additions to depreciation, labor, repairs, software, monthly communication fees, utilities, etc.

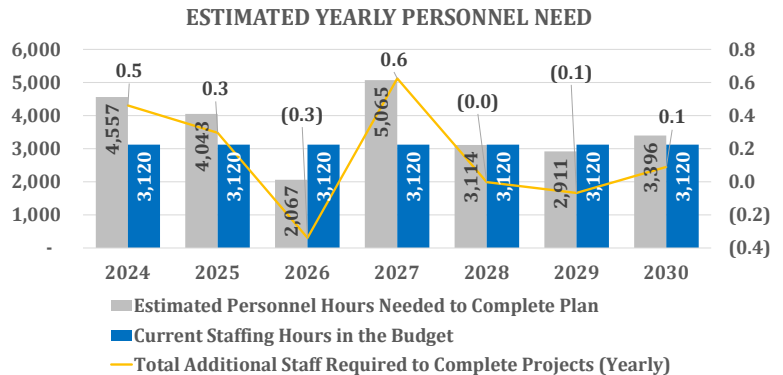
CASH FLOW ANALYSIS	2024	2025	2026	2027	2028	2029	2030
Beginning Cash Balance	5,229,739	2,552,438	2,259,238	2,897,438	1,638,838	1,114,238	1,503,738
Funding sources:							
Wastewater Rates	1,007,900	1,200,000	1,200,000	1,400,000	1,400,000	1,400,000	1,400,000
Grants	-	-	-	-	-	-	2,085,000
Bonds/Interest/Other	28,100	162,900	38,000	48,700	27,500	18,700	25,300
General Fund	-	-	-	-	-	-	-
Donations	-	-	-	-	-	-	-
Transfer from excess operating reserves	850,000	245,000	-	-	-	-	-
Combined Sewer Overflow Surcharge	2,358,200	2,358,200	2,358,200	2,358,200	2,358,200	2,358,200	2,358,200
Spending:							
Debt Payments (projected)	(2,248,300)	(2,243,800)	(2,101,900)	(2,092,800)	(2,061,000)	(1,937,400)	(1,326,300)
Project Costs	(4,673,200)	(2,015,500)	(856,100)	(2,972,700)	(2,249,300)	(1,450,000)	(2,885,000)
Ending Cash Balance	2,552,438	2,259,238	2,897,438	1,638,838	1,114,238	1,503,738	3,160,938

Depreciation	2,053,435	2,235,968	2,439,486	2,296,947	2,326,881	2,489,336	2,520,044
Depreciation to Cash Ratio	1.24	1.01	1.19	0.71	0.48	0.60	1.25

OTHER OPERATING COSTS FOR THIS CFP	2024	2025	2026	2027	2028	2029	2030
Labor	307,371	273,541	139,102	340,956	209,571	196,000	228,550
Depreciation	36,860	219,393	422,911	280,373	310,306	472,761	503,469
TOTAL OTHER COSTS	\$ 344,231	\$ 492,935	\$ 562,013	\$ 621,329	\$ 519,877	\$ 668,761	\$ 732,019

The current capital plan would not require any additional FTE's to complete when averaged; however, in years when large projects are included additional staffing will be needed for completion.

Other existing staffing of 0.5 FTE per division are allocated to supporting operations, environmental compliance, and development services.



WASTEWATER PROJECT LIST & CASH FLOW

NUMBER	TITLE	PRIORITY	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
						2025	2026	2027	2028	2029	2030
WASTEWATER											
CAPWW	General Wastewater Equipment	R	852,900	502,900	50,000	50,000	50,000	50,000	50,000	50,000	50,000
WW0319	Wastewater Comprehensive Plan	A	379,900	368,900	11,000	-	-	-	-	-	-
WW0519	Decant Facility at Transfer Station-Wastewater Soils Decant Bay	A	880,000	34,300	845,700	-	-	-	-	-	-
WW0220	West 4th Street Capacity Improvement	A	1,655,000	410,000	1,245,000	-	-	-	-	-	-
WW0121	Facility Assessment	A	10,000	4,700	5,300	-	-	-	-	-	-
WW0520	Sanitary Force Main Relocate (Lees Creek)	A	160,000	-	160,000	-	-	-	-	-	-
WW0122	Anaerobic Digester Roof Improvements	A	4,657,400	1,400	248,600	358,800	-	2,024,300	2,024,300	-	-
WW0523	WWTP UST Tank Replacement	1	250,000	-	250,000	-	-	-	-	-	-
WW0419	WWTP HVAC Replacement	2	251,700	12,800	22,200	216,700	-	-	-	-	-
WW0518	Francis Street Sewer Trestle Repair	3	230,000	-	30,000	200,000	-	-	-	-	-
WW0124	WWTP Gas Flare System Replacement	4	350,000	-	30,000	320,000	-	-	-	-	-
WW0222	"A" Street Improvements	5	4,290,000	-	-	120,000	-	-	-	-	2,085,000
WW0516	WWTP Boiler Replacement	6	164,500	-	-	-	56,100	108,400	-	-	-
WW0320	WWTP Septic Truck Pad Repair	7	175,000	-	-	-	-	-	175,000	-	-
WW0415	Pump Station #5 Rehabilitation	UF	100,000	-	-	-	-	-	-	-	-
WW0915	Pump Station #6 Improvements	UF	Unknown	-	-	-	-	-	-	-	-
WW0110	Aeration Blower Replacement	UF	665,500	-	-	-	-	-	-	-	-
WW0217	Ennis Creek Force Main Removal	UF	272,300	-	-	-	-	-	-	-	-
WW0608	Waste Activated Sludge Thickening WWTP	UF	1,815,000	-	-	-	-	-	-	-	-
WW1115	1st & 2nd Streets Alley Sewer Separation	UF	145,200	-	-	-	-	-	-	-	-
WW1315	Pine Hill Sewer Separation	UF	332,800	-	-	-	-	-	-	-	-
WW0119	Biosolid Pyrolysis	UF	4,840,000	-	-	-	-	-	-	-	-
WW0322	Gravity Thickener Rehabilitation	UF	1,282,600	-	-	-	-	-	-	-	-
WW0422	Headworks Improvements	UF	379,500	-	-	-	-	-	-	-	-
WW0522	Pump Station #15 & Improvements	UF	80,000	-	-	-	-	-	-	-	-
WW0622	Pump Station #10 Improvements	UF	1,458,600	-	-	-	-	-	-	-	-
WW0722	Pump Station #8 Improvements	UF	859,100	-	-	-	-	-	-	-	-
WW0822	Gravity Thickener Redundancy	UF	2,912,800	-	-	-	-	-	-	-	-
WW0922	Access Road & Septage Receiving Improvements	UF	829,400	-	-	-	-	-	-	-	-
WW1022	Nutrient Reduction Sidestream Treatment Upgrades	UF	6,262,300	-	-	-	-	-	-	-	-
WW0123	Front/Georgiana Capacity Improvement	UF	3,800,000	-	-	-	-	-	-	-	-
WW0223	New Sewer Washington Street (Park to 8th)	UF	2,000,000	-	-	-	-	-	-	-	-
WW0423	WWTP Knife Gate Valve Installations	UF	75,000	-	-	-	-	-	-	-	-
WW0623	Wastewater Utility Infrastructure for the EOC/911 Center	UF	1,800,000	-	-	-	-	-	-	-	-
COMBINED SEWER OVERFLOW											
WW0120	Pump Station #3 Force Main Replacement	A	5,135,000	3,359,600	1,775,400	-	-	-	-	-	-
WW0918	2025 Neighborhood Sewer Rehabilitation	1	750,000	-	-	750,000	-	-	-	-	-
WW1018	2026 Neighborhood Sewer Rehabilitation	2	750,000	-	-	-	750,000	-	-	-	-
WW0715	Oak Street Sewer Separation	3	720,000	-	-	-	-	20,000	-	700,000	-
WW0815	Laurel Street Sewer Separation	4	720,000	-	-	-	-	20,000	-	700,000	-
WW1118	2027 Neighborhood Sewer Rehabilitation	5	750,000	-	-	-	-	750,000	-	-	-
WW0224	2030 Neighborhood Sewer Rehabilitation	6	750,000	-	-	-	-	-	-	-	750,000
WW0117	Francis Street Pigging Bypass	UF	228,000	-	-	-	-	-	-	-	-
WW0316	CSO 6 and 7 Reconstruction	UF	243,900	-	-	-	-	-	-	-	-
TOTAL			54,263,400	4,694,600	4,673,200	2,015,500	856,100	2,972,700	2,249,300	1,450,000	2,885,000

PROJECTS COMPLETED IN 2023		Actual	Budget
CAPWW	Wastewater Treatment Equipment	47,268	50,000
WW0420	WWTP Potable Water Air-Gap	169,693	198,200
TOTAL COMPLETED PROJECTS		216,961	248,200

KEY	
A	Active
R	Revolving
#	Priority Assigned Number
UF	Unfunded

Completed projects are not included in the ongoing project totals for expenditures or revenues.



PROJECT STATUS: REVOLVING
PRESENT CONDITION: EXCELLENT
LATITUDE / LONGITUDE: 48.111766, -123.402773
PROJECT MANAGER: MIKE HEALY
ESTIMATED LIFE: 15 YEARS



ABOUT THE PROJECT:

This project is for the purchase of various large parts that have a value exceeding \$7,500 such as pumps, compressors, tanks and gears not affiliated with a specific wastewater project.

JUSTIFICATION:

Due to the age of the facilities, sufficient essential and critical capital spares (such as the primary clarifier gear reducer unit and spare pump station pumps) could jeopardize continuous operations.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Wastewater Fund	\$ 502,900	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 502,900	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	502,900	50,000	50,000	50,000	50,000	50,000	50,000	50,000
TOTAL	\$ 502,900	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$852,900

Estimated Total Design Cost: \$16,000

Estimated Personnel Hours for Project: N/A

Estimated Personnel Costs for Project: N/A



PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.43207
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 20 YEARS

ABOUT THE PROJECT:

This project will compile a wastewater comprehensive plan. The plan will address the City's comprehensive planning needs for collection, transmission and treatment of wastewater for the 6 year and 20 year planning period. The project will also include a modeling component to analyze the need to revise and upgrade aging pump stations. The comprehensive plan document is currently being reviewed by the Department of Ecology, and will be brought to City Council for formal adoption in quarter three 2024.

JUSTIFICATION:

A sewer plan is very common among other jurisdictions and recommended by the Department of Ecology. The plan will enable the City to better plan and utilize limited resources in the most cost-effective manner and focus work on critical components of the wastewater system.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Wastewater Fund	\$ 368,900	\$ 11,000						
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 368,900	\$ 11,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	368,900	11,000						
TOTAL	\$ 368,900	\$ 11,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$379,900

Estimated Total Design Cost: \$379,900

Estimated Personnel Hours for Project: 55

Estimated Personnel Costs for Project: \$3,730



DECANT FACILITY AT TRANSFER STATION WASTEWATER SOILS DECANT BAYS

WW0519

PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.131198, -123.518793
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 25 YEARS



ABOUT THE PROJECT:

This is Wastewater's \$879,9896 contribution toward SW0112 decant Facility. Design and construct a decant facility to handle street sweepings, stormwater catch basin debris, wastewater soils, and water soils. This facility helps to prevent pollutants such as suspended sediment, heavy metals, nutrients, and trash from entering Port Angeles Harbor and the Salish Sea, the larger facility footprint will enable the City to process an additional 2,500 cubic yards of decant material per year. Liquids from dewatering would then be discharged into the sanitary sewer for further treatment at the Wastewater Treatment Plant. Solids would be stockpiled and turned as needed for aeration and drying. Funding is available in the form of a grant from DOE in the amount of \$474,300 with a city match of 15% from the solid waste reserves in the amount of \$83,700. Only the stormwater portions of the facility are grant eligible, in order to fund design & construction of Solid Waste, Stormwater, Electric and Water portions of the facility, the utilities are contributing under SW0112, DR0120, CL1124 and WT0419.

JUSTIFICATION:

The Transfer Station is a closed landfill cell with a stormwater detention pond and without proper handling the runoff could contaminate local water tables, streams, and the Straits of Juan de Fuca, in violation of our NPDES permit.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Wastewater Fund	\$ 34,300	\$ 845,700						
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 34,300	\$ 845,700	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	34,300	845,700						
TOTAL	\$ 34,300	\$ 845,700	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: **\$880,000**

Estimated Total Design Cost: **\$ 80,000**

Estimated Personnel Hours for Project: **1,187**

Estimated Personnel Costs for Project: **\$79,865**



PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.132478, -123.476869
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS



ABOUT THE PROJECT:

The project would install a flow diversion structure at the intersection of N St. and Milwaukee Dr. and a parallel sanitary sewer line from the flow diversion structure to a manhole in Crown Park North of the 4th St. + Evans Ave intersection (1650LF of 18 -21" sanitary sewer).

JUSTIFICATION:

The sanitary sewer gravity conveyance system along West 4th Street is under capacity, resulting in sanitary sewer overflows along 4th street between N street and Evens Ave. Sanitary sewer modeling (Wastewater Comprehensive Plan task) will verify if capacity issue is due to a simple capacity problem or the result of a back water issue from the Pump Station 3 force main. Sewer flow monitoring along 4th street has indicated that wet weather flow rates are 6 times higher than dry weather flow, as development pressure increases in the WUGA this new conveyance will likely be a necessity.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Wastewater Fund	\$ 410,000	\$ 1,245,000						
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 410,000	\$ 1,245,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	410,000	1,245,000						
TOTAL	\$ 410,000	\$ 1,245,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,655,000

Estimated Total Design Cost: \$100,000

Estimated Personnel Hours for Project: 1,089

Estimated Personnel Costs for Project: \$73,309



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: N/A
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: N/A



ABOUT THE PROJECT:

Perform a topographic survey and utilization review of the Public Works Corp Yard to evaluate upgrade alternatives and optimize the use of the facility. This project represents the Wastewater utility's contribution to the overall effort. Equal contributions from each utility including Solid Waste (SW0221), Stormwater (DR0121), Water (WT0321), and from the Transportation fund (TR0821) in the amount of \$10,000 to equal a total amount of \$50,000.

JUSTIFICATION:

Public Works must continue delivering essential services to the community in an efficient and timely manner while also meeting all regulatory minimum standards. The Corp Yard is approximately 40 years old and operational needs have evolved since its inception. This comprehensive review effort will provide management with the necessary information to assess current utilization, optimize ongoing logistics and use of the site, and will include a future needs assessment to begin the planning for necessary upgrades to meet the needs of the community.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Wastewater Fund	\$ 4,700	\$ 5,300						
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 4,700	\$ 5,300	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	4,700	5,300						
TOTAL	\$ 4,700	\$ 5,300	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$10,000

Estimated Total Design Cost: \$10,000

Estimated Personnel Hours for Project: 21

Estimated Personnel Costs for Project: \$1,400



PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.104580, -123.382775
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS



ABOUT THE PROJECT:

The existing 12” force main is in the shoulder of US 101. The existing 12” force main needs to be relocated where a new bridge for fish passage is being installed on US 101. The pipe will be replaced with 10” PVC with a 16” steel casing. Relocated to south side of roadway with 4 - 45° bends, buried above the slab of the buried bridge structure. Design allows for maintenance of service during construction.

JUSTIFICATION:

The US 101 Lees Creek - Remove Fish Barriers Project proposes to remove the existing 4-foot wide, 6-foot tall, and approximately 235-foot long concrete box culvert and the 115-foot long and 14-foot wide fish ladder (located 70 feet downstream of the culvert's outlet) and replace it with a 35-foot opening bridge to improve fish passage. This new bridge on US 101 requires that the existing City of Port Angeles 12” HDPE force main be relocated and replaced.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Wastewater Fund		\$ 160,000							
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 160,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		160,000						
TOTAL	\$ 0	\$ 160,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$160,000

Estimated Total Design Cost: \$20,000

Estimated Personnel Hours for Project: 366

Estimated Personnel Costs for Project: \$24,640



PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.112047, -123.402986
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 30 YEARS

ABOUT THE PROJECT:

This project includes the rehab/replacement of Digester #2's existing floating cover as well as replacement of its current mixing system. The first step will be to clean and inspect #2 Digester in 2024 to determine the condition and urgency of the replacement. Project also includes a comprehensive assessment of the facility's gas collection and flare system. With the goal of designing and replacing the existing system to bring the facility into compliance with current codes and standards.

JUSTIFICATION:

Based on feedback from City's staff, an asset considered highly critical and in need of attention are the anaerobic digesters. Comprehensive plan assessment of the anaerobic digesters indicated that while capacity is sufficient for the digester system, mixing improvements should be considered. The digesters were noted to have excessive foaming. Since capacity is not a concern, improved digester cleaning and grit removal is recommended. Dome seat/seal failure on Digester #2, overall pipe and equipment corrosion and coating failures throughout. Roof appears to be floating uneven. The hot water supply pump and the temperature control valves were also running hot when inspected. The building classification should be verified. The capacity of the digesters is sufficient for current conditions however based on performance, better mixing and reduced foaming could be achieved. Both of the digesters are due for an internal inspection and cleaning.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Wastewater Fund	\$ 1,400	\$ 248,600	\$ 358,800		\$ 2,024,300	\$ 2,024,300		
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 1,400	\$ 248,600	\$ 358,800	\$ 0	\$ 2,024,300	\$ 2,024,300	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	1,400	248,600	358,800		2,024,300	2,024,300		
TOTAL	\$ 1,400	\$ 248,600	\$ 358,800	\$ 0	\$ 2,024,300	\$ 2,024,300	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$4,657,400

Estimated Total Design Cost: \$450,000

Estimated Personnel Hours for Project: 6,458

Estimated Personnel Costs for Project: \$434,691



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.111776, -123.403409
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 50 YEARS
TYPE: RESTORATION

ABOUT THE PROJECT:

The original fiberglass diesel UST was installed circa 1992 and has reached its expected life expectancy of 30 years of service. The manhole was damaged in 2021 during WWTP maintenance.

JUSTIFICATION:

Repair of the existing tank would be approximately half the cost of UST removal and replacement with a new above ground tank. The existing tank is at the end of its design life and lacks modern leak detection hardware. Repair of the existing underground tank is not a viable option. A new above ground tank will reduce the risk of ground contamination, include secondary containment and leak detection capabilities.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Wastewater Fund		\$ 250,000						
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 250,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		250,000						
TOTAL	\$ 0	\$ 250,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$250,000

Estimated Total Design Cost: \$20,000

Estimated Personnel Hours for Project: 520

Estimated Personnel Costs for Project: \$35,500



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.111766, -123.402773
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 30 YEARS

ABOUT THE PROJECT:

This project will evaluate the aging/failing HVAC system at the water treatment plant. Additionally, it will tie the controls system into the SCADA system. Construction needs and costs will be set following initial design.

JUSTIFICATION:

The HVAC system at the WWTP is aging and has experienced several failures requiring costly repairs. This project will evaluate the entire system and make all repairs necessary. The HVAC system is important to maintain temperatures of stored chemicals, code compliance of derated rooms/buildings, and the temperature of major electrical rooms. Several of the HVAC units are suspended overhead, above electrical and SCADA equipment and have leaked in the past, causing significant damage to this equipment.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Wastewater Fund	\$ 12,800	\$ 22,200	\$ 216,700						
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 12,800	\$ 22,200	\$ 216,700	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	12,800	22,200	216,700					
TOTAL	\$ 12,800	\$ 22,200	\$ 216,700	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$251,700

Estimated Total Design Cost: \$35,000

Estimated Personnel Hours for Project: 497

Estimated Personnel Costs for Project: \$33,444



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.107221, -123.426739
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 40 YEARS
TYPE: RESTORATION

ABOUT THE PROJECT:

This project will make the needed repairs and maintenance to the sewer trestle that crosses Peabody Creek in the Francis Street public right-of-way. Repair and design budget updated in 2024 CFP cycle.

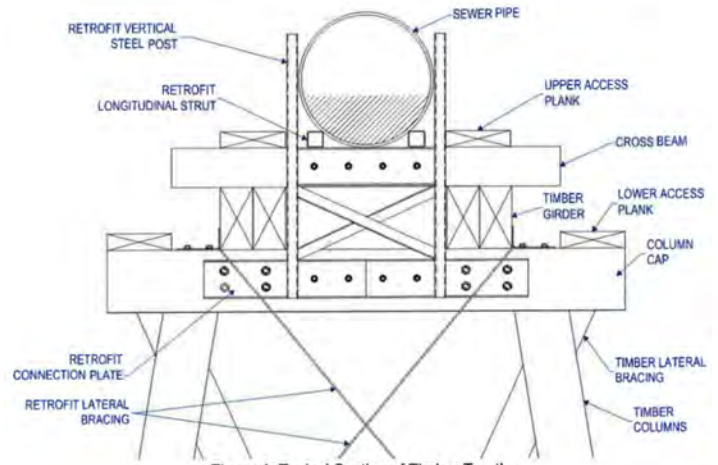


Figure 1: Typical Section of Timber Trestle

JUSTIFICATION:

In 2023 Sargent Engineering consultants performed an inspection of the sewer trestle and noted several defects, and indicated that the City needed to prioritize repairs. Failure to make these repairs could result in a main break and release of raw sewage into Peabody Creek.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund		\$ 30,000	\$ 200,000						
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 30,000	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		30,000	200,000					
TOTAL	\$ 0	\$ 30,000	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$230,000

Estimated Total Design Cost: \$30,000

Estimated Personnel Hours for Project: 480

Estimated Personnel Costs for Project: \$33,000



PROJECT STATUS: DESIGN
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.112047, -123.402986
PROJECT MANAGER: ROB FELLER / LUCIO BAACK
ESTIMATED LIFE: 30 YEARS
TYPE: RESTORATION

ABOUT THE PROJECT:

Project includes a comprehensive assessment of the WWTP facility's gas collection and flare system. With the goal of designing and replacing the existing system to bring the facility into compliance with current codes and standards. Part of the project will include determining a suitable location for the new system to be installed. The City has had recent success with the installation of a Skids mounted Gas Flares, WWTP flare design and construction may follow the same course.

JUSTIFICATION:

The Wastewater Treatment Plant's Gas Flare System is in need of replacement. The facility configuration does not meet current Area Classification regulations. Improvements to the Anaerobic Digester may trigger requirements to replace the facility gas collection and flare system.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Wastewater Fund		\$ 30,000	\$ 320,000						
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 30,000	\$ 320,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		30,000	320,000					
TOTAL	\$ 0	\$ 30,000	\$ 320,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$350,000

Estimated Total Design Cost: \$30,000

Estimated Personnel Hours for Project: 730

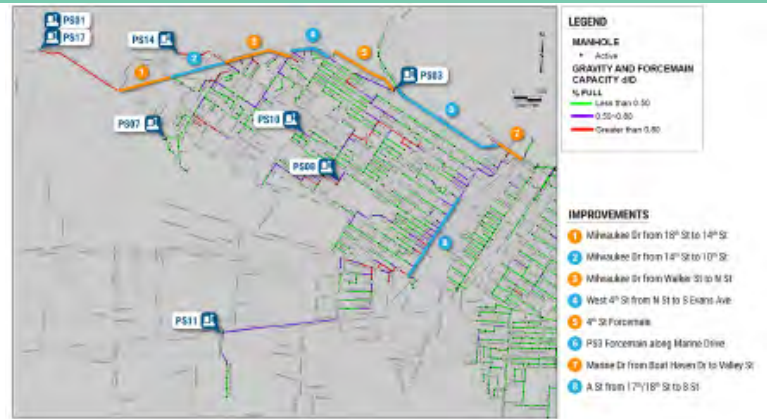
Estimated Personnel Costs for Project: \$50,000



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.115214, -123.456215
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEAR

ABOUT THE PROJECT:

This project includes capacity improvements to the collections main along A Street from 17th/18th Street to 8th Street. Highlighted as a capacity limitation in the 2020 Wastewater Comprehensive Plan. First phase of the project funded for 2030, second phase in 2031.



JUSTIFICATION:

The City's Wastewater Comprehensive Plan highlighted significant capacity issues in the Wastewater Conveyance System. A St. was highlighted as an area with existing capacity issues that will only get worse due to development pressure in the WUGA.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Wastewater Fund									
Grants									2,085,000
Bonds									
General Fund									
Donations/Insurance Reim.									
NICE Finds			120,000						
TOTAL	\$ 0	\$ 0	\$ 120,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,085,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			120,000					2,085,000
TOTAL	\$ 0	\$ 0	\$ 120,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,085,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$4,290,000

Estimated Total Design Cost: \$120,000

Estimated Personnel Hours for Project: 2,975

Estimated Personnel Costs for Project: \$200,200



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.111766, -123.402773
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 20 YEARS



ABOUT THE PROJECT:

The existing boiler at the Wastewater Treatment Plant is 22 years old and requires regular, costly maintenance. The project will replace the boiler with a smaller, more efficient boiler to be located at a different site. This will require changes to the steam lines to the digesters and will result in lower energy losses in the steam conveyance system.

JUSTIFICATION:

Failure to replace the existing boiler will result in higher maintenance costs as the boiler ages.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Wastewater Fund				\$ 56,100	\$ 108,400				
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 0	\$ 0	\$ 56,100	\$ 108,400	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs				56,100	108,400			
TOTAL	\$ 0	\$ 0	\$ 0	\$ 56,100	\$ 108,400	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$164,500

Estimated Total Design Cost: \$25,000

Estimated Personnel Hours for Project: 342

Estimated Personnel Costs for Project: \$23,023



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.111857, -123.403422
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 50 YEARS



ABOUT THE PROJECT:

The Wastewater Treatment Plant Septic Truck Receiving Station asphalt pad is settling. This project will replace the asphalt pad with a concrete pad.

JUSTIFICATION:

The asphalt pad currently used to receive Septic Trucks for unloading is settling. Wastewater process lines under this pad are at risk. The project will excavate the area, fill, compact and install a new concrete pad.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Wastewater Fund						\$ 175,000		
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 175,000	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs						175,000		
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 175,000	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$175,000

Estimated Total Design Cost: \$15,000

Estimated Personnel Hours for Project: 364

Estimated Personnel Costs for Project: \$24,500



WASTEWATER UNFUNDED CAPITAL PROJECTS

Projects identified as necessary, but that currently do not have a funding source are listed here. Should funding become available these projects will be re-prioritized and moved to an active status. Listing these projects, despite the lack of funding, allows the City to pursue grants and other forms of project revenue. It also allows Council and citizens the opportunity for input on reprioritization of projects.

PUMP STATION #5 REHABILITATION

WW0415

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.117105, -123.431624
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 40 YEARS
ESTIMATED TOTAL PROJECT COST: \$100,000

ABOUT THE PROJECT:

The project will construct a new manhole on 2nd & Lincoln Street, increase the pump size, and upgrade SCADA equipment for the pump station.



JUSTIFICATION:

Failure to replace the pump station and pipelines may cause pump inefficiencies and sewer backup into Peabody Creek.



PUMP STATION #6 IMPROVEMENTS

WW0915

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.091064, -123.425336
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 25 YEARS
ESTIMATED TOTAL PROJECT COST: UNKNOWN

ABOUT THE PROJECT:

The project will pre-treat influent to pump station #6 (Church St and McDougal St).



JUSTIFICATION:

Failure to improve the pump station and pipelines which have limited capacity will continue to cause pump inefficiencies.

AERATION BLOWER REPLACEMENT

WW0110

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.111766, -123.402773
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 80 YEARS
ESTIMATED TOTAL PROJECT COST: \$665,500

ABOUT THE PROJECT:

Replace two original 75 HP blowers with 50 HP blowers, the City will keep one existing 75 HP blower for backup. Estimated annual savings of \$12,000 per year for reduction of electric usage after the project is constructed.



JUSTIFICATION:

Allows the Wastewater Treatment Plant to have a back up blower and saves energy by reducing horse power.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.1154, -123.4058
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 25 YEARS
ESTIMATED TOTAL PROJECT COST: \$ 272,300



ABOUT THE PROJECT:
 This project removes the abandoned sewer force main that crosses Ennis Creek.

JUSTIFICATION:
 The abandoned existing force main acts as a fish barrier passage. This project will be completed with the Ennis Creek Culvert Replacement Project (TR0314) which was submitted to the North Olympic Peninsula Lead entity group for a Salmon Recovery Fund Board Grant. The Ennis Creek Culvert Project ranked high for grant funding. As a condition to the grant funding the abandoned existing force main must be removed. The City is required to match 12.5% of the project costs including past projects. The City will be able to use the bridge installed over during CSO Phase I as part of matching funds.

WASTE ACTIVATED SLUDGE THICKENING WWTP

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.111766, -123.4102773
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 25 YEARS
ESTIMATED TOTAL PROJECT COST: \$ 1,815,000

ABOUT THE PROJECT:
 Construction of a rotary screen thickener at the head of the solids processing system, allowing a .5% thickening to increase to 5% thickening. The project involves concentrating the sludge from the secondary clarifiers, improvements will reduce water usage by an estimated 20,000 gallons per day.

JUSTIFICATION:
 Increase in thickness improves the efficiencies of both the digesters and the sludge storage tank.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.120447662, -123.43782844
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 80 YEARS
ESTIMATED TOTAL PROJECT COST: \$145,200



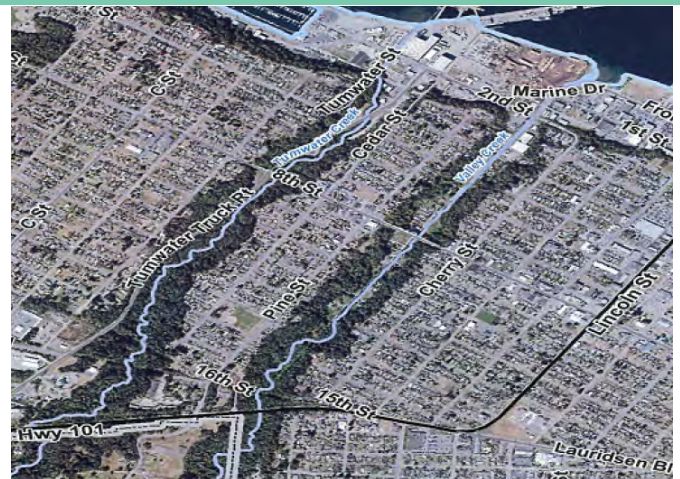
ABOUT THE PROJECT:

Reduces and/or eliminates surface water flow entering the wastewater system at prioritized locations. Project will separate out stormwater from wastewater in the existing CSO system in the 1st & 2nd Street Alley to prevent stormwater from entering the wastewater system at Pump Station #2. This project budget will be used as a match for a possible Stormwater Grant.

JUSTIFICATION:

The Washington State Department of Ecology mandates that after the completion of the CSO Phase I, the City is limited to one outfall event per year. This project provides additional assurance that the allowed number of CSO events will not be exceeded.

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.120917, -123.442812
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 80 YEARS
ESTIMATED TOTAL PROJECT COST: \$332,800



ABOUT THE PROJECT:

The sewer system in the Pine Hill neighborhood is aging, and surface runoff enters a number of sewer manholes at alley locations and at the wastewater manholes situated in the street gutters. The volume is enough to impact downstream pump stations. This project will restore integrity of existing manholes and pipes, potentially by lining them.

JUSTIFICATION:

Minimize surface water intrusion into the wastewater system to improve system efficiency and capacity.



BIOSOLID PYROLYSIS

WW0119

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.131198, -123.518793
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 30 YEARS
ESTIMATED TOTAL PROJECT COST: \$4,840,000



ABOUT THE PROJECT:

Pyrolysis is a viable biosolids management technology to mitigate the discharge of micropollutants to the environment when land applying biosolids. This process adds to the dewatered biosolids to create bio-char. Expected funding from State or Federal grant opportunities. Subject to further analysis of operational benefits.

JUSTIFICATION:

Further reduction of wastewater biosolid output in the compost.

GRAVITY THICKENER REHABILITATION

WW0322

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.111929, -123.403508
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 40 YEARS
ESTIMATED TOTAL PROJECT COST: \$1,282,600

ABOUT THE PROJECT:

This project includes structural and mechanical improvements to the WWTP's gravity thickening system.

Project programmed for 2029 in the KJ Preliminary CIP document.

JUSTIFICATION:

The gravity thickener receives primary and secondary clarifier Solids and concentrates the solids by settling. These concentrated solids are then sent to the digesters for Anaerobic treatment. There is currently no alternative or backup system for this function so reliability is critical. This project will provide inspection, repair, and upgrades as needed to ensure consistent/reliable operation. Identify spare part availability and upgrade obsolete components.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.111905, -123.403976
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 40 YEARS
ESTIMATED TOTAL PROJECT COST: \$ 379,500

ABOUT THE PROJECT:

This project includes installation of a rock trap as well as two new actuated slide gates on the headworks screen channels.

Project programmed for 2030-31 in the KJ Preliminary CIP document.

JUSTIFICATION:

Rocks and large debris from the collection system accumulate in the Headworks approach piping and flush into the Headworks screens during high flow events. This sudden high concentration of large debris often jams one or both of the screens. Losing the function of a screen during a high flow event can result in collection system backup and overflow. The current screen channels can not be isolated so both screens have to be taken out of service to resolve the jammed screen. This project would allow for individual screen isolation and provide a rock trap in the approach piping to reduce the volume of large, dense material that could jam the screen mechanism.

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.141869, -123.428657
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 40 YEARS
ESTIMATED TOTAL PROJECT COST: \$ 80,000

ABOUT THE PROJECT:

This project includes addition of a radio telemetry system for Pump Station 15, including the cabinets and other appurtenances. This pump stations is the last remaining Wastewater pump stations without SCADA visibility. Pump Station 16 was demolished, parts from pump station retained as spares for Pump Station 15.

Project programmed for 2031 in the KJ Preliminary CIP document.

JUSTIFICATION:

This pump stations is the last remaining Wastewater pump stations without SCADA visibility.



PUMP STATION #10 IMPROVEMENTS

WW0622

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.124206, -123.476906
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 40 YEARS
ESTIMATED TOTAL PROJECT COST: \$1,458,600

ABOUT THE PROJECT:

This project includes upgrading the existing pump station to a Smith & Loveless duplex wet well mounted configuration along with a firm capacity increase to 150 gpm. It also includes a new generator and associated propane fuel tank, as well as site concrete work, wet well coating, and a security fence.

Project programmed for 2031-32 in the KJ Preliminary CIP document.

JUSTIFICATION:

The Pump Station 10 drainage basin is facing increasing development pressure, the station needs both pumps to run during peak flow conditions. The wet well is close to the ally which has become increasingly busy with the development in the drainage basin. Possible conversion to a Smith & Loveless duplex wet well mounted pump station configuration, to increase reliability, and similarity to other City Pump Stations.



PUMP STATION #8 IMPROVEMENTS

WW0722

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.119641, -123.471377
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 40 YEARS
ESTIMATED TOTAL PROJECT COST: \$859,100

ABOUT THE PROJECT:

This project includes the replacement of the pump impellers, valves and appurtenances, control panel, priming system and meter vault. It also includes instrumentation upgrades to include new level and pressure sensors as well as a new flowmeter.

Project programmed for 2033 in the KJ Preliminary CIP document.

JUSTIFICATION:

Failure to replace the pump station and pipelines which have limited capacity will continue to cause pump inefficiencies and sewer backup into Bid Boy Pond



GRAVITY THICKENER REDUNDANCY

WW0822

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.111929, -123.403508
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 40 YEARS
ESTIMATED TOTAL PROJECT COST: \$2,912,800

ABOUT THE PROJECT:

This project includes the evaluation of alternatives for gravity thickener process redundancy as well as the design and construction of the selected improvement.

Project programmed for 2040-41 in the KJ Preliminary CIP document.

JUSTIFICATION:

The gravity thickener receives solids from the primary clarifiers and waste activated sludge (WAS) from the secondary clarifiers and concentrates the solids by settling. These concentrated solids are then sent to the digesters for Anaerobic treatment. There is currently no alternative or backup system for this function.

ACCESS ROAD & SEPTAGE RECEIVING IMPROVEMENTS

WW0922

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.111164, -123.402805
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 40 YEARS
ESTIMATED TOTAL PROJECT COST: \$829,400

ABOUT THE PROJECT:

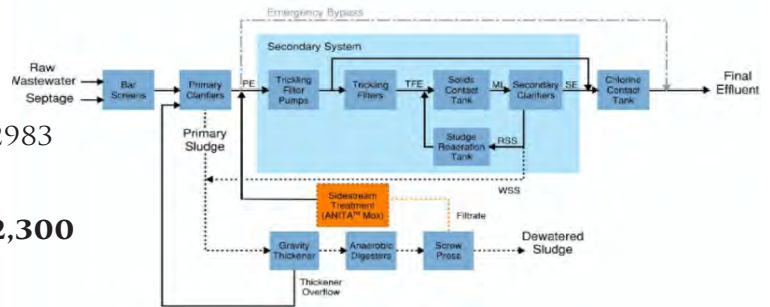
This project includes relocation of the septage receiving station and the construction of a new two-lane access road for the septage receiving station.

Project programmed for 2041-42 in the KJ Preliminary CIP document.



NUTRIENT REDUCTION SIDESTREAM TREATMENT WW1022

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.111688, -123.402983
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 40 YEARS
ESTIMATED TOTAL PROJECT COST: \$6,262,300



ABOUT THE PROJECT:

This project includes the design and construction of a pressate/filtrate sidestream treatment process for nitrogen removal.

Project programmed for 2035-39 in the KJ Preliminary CIP document.

JUSTIFICATION:

In 2019, Ecology began developing a Nutrient General Permit (NGP) for all point source wastewater discharges to Washington Waters of the Salish Sea. The NGP focuses on regulation of Total Inorganic Nitrogen (TIN), which is a primary contributor to reduced dissolved oxygen conditions within the Salish Sea. The final permit was issued in December of 2021. The City's WWTP existing process was designed to remove BOD and TSS consistent with the current permit requirements but does not provide adequate nitrogen removal. The City commissioned a Nutrient Reduction Evaluation (Comp Plan) in 2021 to evaluate strategies for the City's WWTP to operate under the NGP Action Limits. Alternatives were evaluated for maximizing TIN load reduction at the projected 2040 influent flows and loads. Sidestream Treatment was evaluated as a possible solution.

FRONT / GEORGIANA CAPACITY IMPROVEMENT WW0123

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.111192, -123.408601
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 80 YEARS
ESTIMATED TOTAL PROJECT COST: \$3,800,000



ABOUT THE PROJECT:

Upgrade and extend ~4,000 lineal feet of 10" and 12" Sanitary Sewer main along Front and Georgiana street to 20" main to prevent overflow and accommodate growth through 2040 projections.

JUSTIFICATION:

Collection system modeling performed during the 2022 Wastewater Comprehensive Plan update identified this section as undersized and vulnerable to flooding during high flow events. This collection system upgrade will minimize overflow potentials and allow for projected growth through 2040.



NEW SEWER WASHINGTON ST (PARK TO 8TH)

WW0223

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.103897, -123.423999
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 80 YEARS
ESTIMATED TOTAL PROJECT COST: \$2,000,000

ABOUT THE PROJECT:

Install ~1,300 lineal feet of new 12" sanitary sewer main along Washington street between Park Ave and 9th street.

JUSTIFICATION:

Collection system modeling performed during the 2022 Wastewater Comprehensive Plan update identified a deficiency in the system along Park Ave. A new main on Washington will reduce overflow potentials and allow for projected growth through 2040.



WWTP KNIFE GATE VALVE INSTALLATIONS

WW0423

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.111866, -123.403358
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$75,000

ABOUT THE PROJECT:

Thirteen (13) new Knife gate valves were purchased for the Waste Water Treatment plant to replace existing worn and damaged valves throughout the facility. The old valves require excessive force to operate and do not provide a good seal. The new valves will be safer to operate and provide better process isolation.

JUSTIFICATION:

The old valves that the new knife gate valves will replace are a safety hazard and do not provide adequate isolation. The new valves have already been purchased and this project will be for installation only. The new valves will be safer to operate, provide better isolation, and can be opened and closed easily by a single operator.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.111205, -123.493391
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 50 YEARS
ESTIMATED TOTAL PROJECT COST: \$1,800,000

ABOUT THE PROJECT:

Install sanitary sewer infrastructure to support proposed EOC on Edgewood Drive adjacent to Airport Garden Center. Project to include new Pump Station, Force main and Gravity sewer main.

JUSTIFICATION:

This project will Expand the City Sanitary Sewer South to Edgewood Drive to service the proposed EOC. The elevation of the proposed EOC does not allow for gravity flow to the existing City sanitary infrastructure. A new pump station, force main, gravity main, and large wet well on Edgewood Drive would be required. The existing sanitary system adjacent to the new system is capacity limited necessitating a large wet well at the pump station to soften peak flow conditions.



COMBINED SEWER OVERFLOW PROJECTS

PUMP STATION #3 FORCE MAIN REPLACEMENT

WW0120

PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.1215208, -123.436617
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 50 YEARS



ABOUT THE PROJECT:

During the design of the Pump Station 3 Replacement Project, Kennedy Jenks concluded that the Pump Station 3 force main presented the greatest risk to the wastewater conveyance system after the Replacement of Pump Station #3. The Pump Station #3 force main is over 50 years old, is hydraulically limited during wet weather flows, and presents a vulnerability risk in the conveyance system between the west side service area and Pump Station #4. Kennedy Jenks evaluated the feasibility of pipe bursting and Open Trench Construction for this Force Main. Open Trench Construction for a parallel force main was determined to be more expensive than pipe bursting, however provided greater long term benefit to the City. The new force main will be approximately 5800 feet in length. The second force main also provides redundancy in an emergency situation. The existing force main could be rehabilitated in the future using trenchless methods such as CIPP.

JUSTIFICATION:

The existing Pump Station 3 force main serving about 25% of the City is reaching the end of its service life. The second force main would provide redundancy in an emergency situation. Increasing Pump Station 3's force main capacity is necessary in order to address wet weather overflows on Marine Drive, wet weather overflows will increase with additional development on the west side of town, and the western urban growth area.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves CSO Fund	\$ 3,359,600	\$ 1,775,400						
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 3,359,600	\$ 1,775,400	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	3,359,600	1,775,400						
TOTAL	\$ 3,359,600	\$ 1,775,400	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$5,135,000

Estimated Total Design Cost: \$335,000

Estimated Personnel Hours for Project: 3,426

Estimated Personnel Costs for Project: \$230,629



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.43207
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 80 YEARS

ABOUT THE PROJECT:

Project will repair damaged gravity sewer lines to prevent or reduce groundwater infiltration. Planned repairs include CIPP lining, foam grouting, and direct replacement.

JUSTIFICATION:

Groundwater infiltration in the rainy season doubles the wastewater loading at the wastewater treatment plant which increases the direct cost of wastewater treatment. Infiltration also adds to the stormwater flows causing potential CSO events.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves CSO Fund			\$ 750,000						
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 0	\$ 750,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			750,000					
TOTAL	\$ 0	\$ 0	\$ 750,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$750,000

Estimated Total Design Cost: \$50,000

Estimated Personnel Hours for Project: 1,950

Estimated Personnel Costs for Project: \$131,250



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.43207
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 80 YEARS

ABOUT THE PROJECT:

Project will repair damaged gravity sewer lines to prevent or reduce groundwater infiltration. Planned repairs include CIPP lining, foam grouting, and direct replacement.

JUSTIFICATION:

Groundwater infiltration in the rainy season doubles the wastewater loading at the wastewater treatment plant which increases the direct cost of wastewater treatment. Infiltration also adds to the stormwater flows causing potential CSO events.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Wastewater Fund				\$ 750,000				
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 750,000	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs				750,000				
TOTAL	\$ 0	\$ 0	\$ 0	\$ 750,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$750,000

Estimated Total Design Cost: \$50,000

Estimated Personnel Hours for Project: 1,950

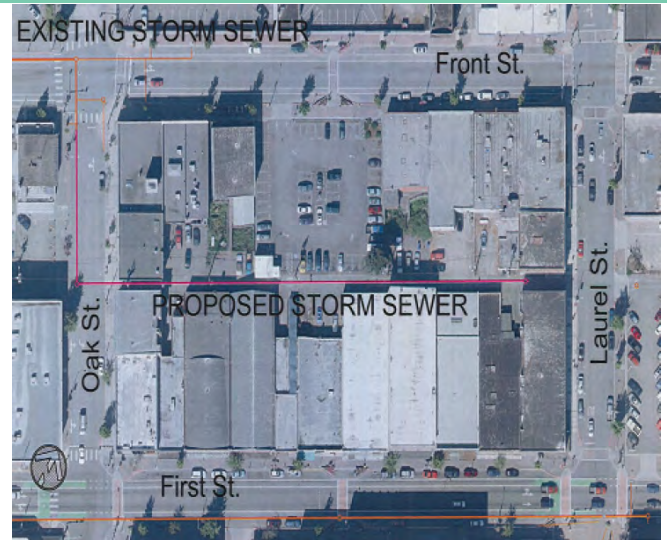
Estimated Personnel Costs for Project: \$131,250



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.120734, -123.434538
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 80 YEARS

ABOUT THE PROJECT:

Reduces and/or eliminates surface water flow entering the wastewater system at prioritized locations. Project will separate out stormwater from wastewater in the existing CSO system by extending the Front Street stormwater system, up Oak Street, east on the alley between Oak and Laurel Streets. Engineer's estimate updated during 2024 CFP process.



JUSTIFICATION:

The Washington State Department of Ecology mandates that after the completion of the CSO Phase I, the City is limited to one outfall event per year. This project provides additional assurance that the allowed number of CSO events will not be exceeded.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Wastewater Fund					\$ 20,000		\$ 700,000	
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20,000	\$ 0	\$ 700,000	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs					20,000		700,000	
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20,000	\$ 0	\$ 700,000	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$720,000

Estimated Total Design Cost: \$20,000

Estimated Personnel Hours for Project: 1,497

Estimated Personnel Costs for Project: \$100,800



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.119151, -123.433451
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 80 YEARS

ABOUT THE PROJECT:

Reduces and/or eliminates surface water flow entering the wastewater system at prioritized locations. Project will separate out stormwater from wastewater in the existing CSO system from First Street and the First Street/Front Street alley to prevent stormwater from entering the wastewater system. Engineer's estimate updated during 2024 CFP process.



JUSTIFICATION:

The Washington State Department of Ecology mandates that after the completion of the CSO Phase I, the City is limited to one outfall event per year. This project provides additional assurance that the allowed number of CSO events will not be exceeded.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Wastewater Fund					\$ 20,000		\$ 700,000	
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20,000	\$ 0	\$ 700,000	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs					20,000		700,000	
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20,000	\$ 0	\$ 700,000	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$720,000

Estimated Total Design Cost: \$20,000

Estimated Personnel Hours for Project: 1,497

Estimated Personnel Costs for Project: \$100,800



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.43207
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 80 YEARS

ABOUT THE PROJECT:

Project will repair damaged gravity sewer lines to prevent or reduce groundwater infiltration. Planned repairs include CIPP lining, foam grouting, and direct replacement.

JUSTIFICATION:

Groundwater infiltration in the rainy season doubles the wastewater loading at the wastewater treatment plant which increases the direct cost of wastewater treatment. Infiltration also adds to the stormwater flows causing potential CSO events.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Wastewater Fund					\$ 750,000			
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 750,000	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs					750,000			
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 750,000	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$750,000

Estimated Total Design Cost: \$50,000

Estimated Personnel Hours for Project: 1,950

Estimated Personnel Costs for Project: \$131,250



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.43207
PROJECT MANAGER: ROB FELLER
ESTIMATED LIFE: 80 YEARS

ABOUT THE PROJECT:

Project will repair damaged gravity sewer lines to prevent or reduce groundwater infiltration. Planned repairs include CIPP lining, foam grouting, and direct replacement.

JUSTIFICATION:

Groundwater infiltration in the rainy season doubles the wastewater loading at the wastewater treatment plant which increases the direct cost of wastewater treatment. Infiltration also adds to the stormwater flows causing potential CSO events.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					2030
			2025	2026	2027	2028	2029	
Reserves Wastewater Fund								\$ 750,000
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 750,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs								750,000
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 750,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$750,000

Estimated Total Design Cost: \$50,000

Estimated Personnel Hours for Project: 1,950

Estimated Personnel Costs for Project: \$131,250



UNFUNDED COMBINED SEWER OVERFLOW PROJECTS

FRANCIS STREET PIGGING BYPASS

WW0117

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.1162, -123.4186
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 25 YEARS
ESTIMATED TOTAL PROJECT COST: \$228,000

ABOUT THE PROJECT:

The project will evaluate the need for bypass piping around the Francis Street pigging port installed with CSO Phase I, make any necessary revisions and perform pigging.

JUSTIFICATION:

This bypass line will allow for necessary sewer main maintenance on the new 36" piping in the Francis Street siphon line to the Wastewater Treatment Plant. Without the bypass piping the new pigging port at Francis is not operational. This work was scheduled to be performed during CSO Phase II; however, the existing line could not be located at the bottom of Francis Street Park.

CSO 6 & 7 RECONSTRUCTION

WW0316

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.121150578, -123.4329353542
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 25 YEARS
ESTIMATED TOTAL PROJECT COST: \$243,900

ABOUT THE PROJECT:

The project will construct new combined sewer overflow (CSO) measuring stations at CSO 7 located at the intersection of Laurel Street and Railroad Avenue. CSO 6, located at the intersection of Oak Street and Railroad Avenue, has been plugged, and is inactive. The current stations are located in manholes constructed in 1967. The manholes were never designed to accommodate modern instrumentation, and there are irregularities that do not allow for accurate CSO measurement at all times.

JUSTIFICATION:

Accurate measurement of CSO's is required by the wastewater system NPDES permit, and is the most important performance measurement for the CSO Reduction Program improvements.



SOLID WASTE



SOLID WASTE FUND CAPITAL FACILITY PLAN

MANAGER: JONATHAN BOEHME
CONTACT: JBOEHME@CITYOFPA.US
PHONE: 360-417-4803

SOLID WASTE FUND GOALS AND OBJECTIVES:
 To maintain and provide capital assets for the Solid Waste fund, including the transfer station, collections and post closure requirements.

FUNDING SOURCES	PRIOR YEARS	Budget 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Utility Reserves - Solid Waste Capital Fund	\$ 162,100	\$ 341,000	\$ 260,000	\$ 840,000	\$ 105,000	\$ 195,000	\$ 206,000	\$ 730,000
Grants	81,100	466,200	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Donations/Insurance	-	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	195,000	-	-
TOTAL	\$ 243,200	\$ 807,200	\$ 260,000	\$ 840,000	\$ 105,000	\$ 390,000	\$ 206,000	\$ 730,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Design	129,700	5,300	80,000	10,000	-	80,000	35,000	-
Construction	113,500	801,900	180,000	830,000	105,000	310,000	171,000	730,000
TOTAL	\$ 243,200	\$ 807,200	\$ 260,000	\$ 840,000	\$ 105,000	\$ 390,000	\$ 206,000	\$ 730,000

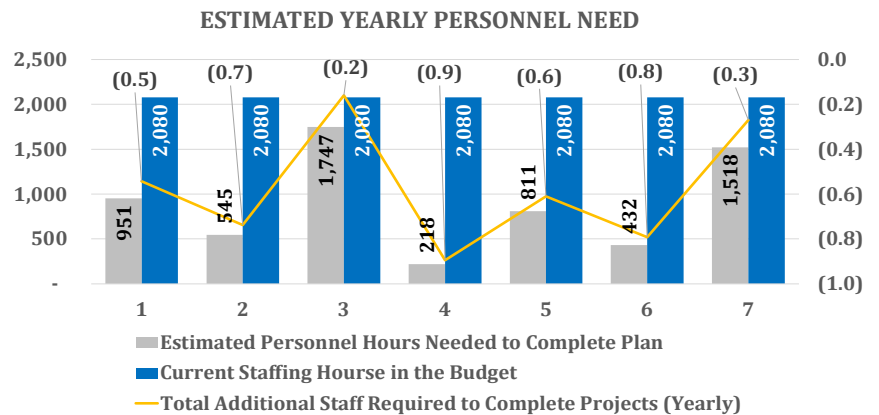
Maintenance includes reductions and additions to depreciation, labor, repairs, software, monthly communication fees, utilities, etc.

CASH FLOW ANALYSIS	2024	2025	2026	2027	2028	2029	2030
Beginning Cash Balance	1,395,434	1,407,633	1,550,833	1,115,233	1,411,033	1,616,433	1,815,733
Landfill Surcharge*	1,283,400	1,283,400	1,283,400	1,283,400	1,283,400	1,283,400	1,283,400
Funding sources:							
Solid Waste Rates	250,000	300,000	300,000	300,000	300,000	300,000	300,000
Grants	466,200	-	-	-	-	-	-
Bonds (net used & paid)	(1,192,800)	(1,194,300)	(1,194,500)	(1,193,800)	(1,197,100)	(1,194,300)	(1,194,300)
General Fund	-	-	-	-	-	-	-
Landfill Post-Closure Reserves	-	-	-	-	195,000	-	-
Interest Income	12,600	14,100	15,500	11,200	14,100	16,200	18,200
Spending:							
Project Cost	(807,200)	(260,000)	(840,000)	(105,000)	(390,000)	(206,000)	(730,000)
Ending Cash Balance	1,407,633	1,550,833	1,115,233	1,411,033	1,616,433	1,815,733	1,493,033

Depreciation	595,592	637,208	645,208	704,541	709,141	722,141	731,441
Depreciation to Cash Ratio	2.36	2.43	1.73	2.00	2.28	2.51	2.04

OTHER OPERATING COSTS FOR THIS CFP	2024	2025	2026	2027	2028	2029	2030
Labor	64,018	36,960	117,600	14,700	54,600	29,320	102,200
Depreciation	-	41,616	49,616	108,949	113,549	126,549	135,849
TOTAL OTHER COSTS	\$ 64,018	\$ 78,576	\$ 167,216	\$ 123,649	\$ 168,149	\$ 155,869	\$ 238,049

The current capital plan would not require any additional FTE's to complete when averaged; however, in years when large projects are included additional staffing will be needed for completion.



SOLID WASTE PROJECT LIST & CASH FLOW

NUMBER	TITLE	PRIORITY	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
						2025	2026	2027	2028	2029	2030
SW0112	Decant Facility at Transfer Station	A	1,040,400	238,500	801,900	-	-	-	-	-	-
SW0221	Facility Assessment	A	10,000	4,700	5,300	-	-	-	-	-	-
SW0124	West Stormwater Pond Repair	1	200,000	-	-	200,000	-	-	-	-	-
SW0121	Landfill Access Road Repair	2	890,000	-	-	60,000	830,000	-	-	-	-
SW0122	Landfill Automated Facility Gate	3	115,000	-	-	-	10,000	105,000	-	-	-
SW0120	Landfill Pump Station 17 Repair	4	390,000	-	-	-	-	-	390,000	-	-
SW0223	Landfill Cover System Repairs	5	186,000	-	-	-	-	-	-	186,000	-
SW0321	Landfill Access Road Repair - Phase 2	6	750,000	-	-	-	-	-	-	20,000	730,000
SW0218	Landfill Security Fencing	UF	260,000	-	-	-	-	-	-	-	-
SW0123	Recycle Processing Center	UF	750,000	-	-	-	-	-	-	-	-
SW0423	MRWF Building Conversion - Office Space	UF	Unknown	-	-	-	-	-	-	-	-
SW0224	Food Waste Composting Facility	UF	Unknown	-	-	-	-	-	-	-	-
TOTAL			4,591,400	243,200	807,200	260,000	840,000	105,000	390,000	206,000	730,000

PROJECTS COMPLETED IN 2023	Actual	Budget
None		
TOTAL COMPLETED PROJECTS	-	-

KEY	
A	Active
R	Revolving
#	Priority Assigned
UF	Unfunded

Completed projects are not included in the ongoing project totals for expenditures or revenues.



PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.131198, -123.518793
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 25 YEARS



ABOUT THE PROJECT:

Design and construct a decant facility to handle street sweepings, stormwater catch basin debris, wastewater soils, and water soils. This facility helps to prevent pollutants such as suspended sediment, heavy metals, nutrients, and trash from entering Port Angeles Harbor and the Salish Sea. The larger facility footprint will enable the City to process an additional 2,500 cubic yards of decant material per year. Liquids from dewatering would then be discharged into the sanitary sewer for further treatment at the Wastewater Treatment Plant. Solids would be stockpiled and turned as needed for aeration and drying. Funding is available in the form of a grant from Department of Ecology (DOE) in the amount of \$474,300 with a city match of 15% from the solid waste reserves in the amount \$83,700. An additional \$35,000 from solid waste reserves was allocated for the purchase of property in the 2021 budget. Only the stormwater portions of the facility are grant eligible, in order to fund design & construction of Water, Stormwater and Wastewater portions of the facility, the utilities are contributing funding under WT0419, DR0120 and WW0519.

JUSTIFICATION:

The Transfer Station is a closed landfill cell with a stormwater detention pond and without proper handling the runoff could contaminate local water tables, streams, and the Straits of Juan de Fuca, in violation of our NPDES permit.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Solid Waste Fund	\$ 157,400	\$ 335,700						
Grants	81,100	466,200						
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 238,500	\$ 801,900	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	238,500	801,900						
TOTAL	\$ 238,500	\$ 801,900	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,040,400

Estimated Total Design Cost: \$125,000

Estimated Personnel Hours for Project: 1,220

Estimated Personnel Costs for Project: \$82,096



PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.111244, -123.461973
PROJECT MANAGER: DAVID WEGENER
ESTIMATED LIFE: N/A

ABOUT THE PROJECT:

Perform a topographic survey and utilization review of the Public Works Corp Yard to evaluate upgrade alternatives and optimize the use of the facility. This project represents the Solid Waste utility's contribution to the overall effort. Equal contributions from each utility including Stormwater (DR0121), Wastewater (WW0121), Water (WW0321) and from the Transportation fund (TR0821) in the amount of \$10,000 to equal a total amount of \$50,000.



JUSTIFICATION:

Public Works must continue delivering essential services to the community in an efficient and timely manner while also meeting all regulatory minimum standards. The Corp Yard is approximately 40 years old and operational needs have evolved since its inception. This comprehensive review effort will provide management with the necessary information to assess current utilization, optimize ongoing logistics and use of the site, and will include a future needs assessment to begin the planning for necessary upgrades to meet the needs of the community.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Solid Waste Fund	\$ 4,700	\$ 5,300						
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 4,700	\$ 5,300	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	4,700	5,300						
TOTAL	\$ 4,700	\$ 5,300	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$10,000

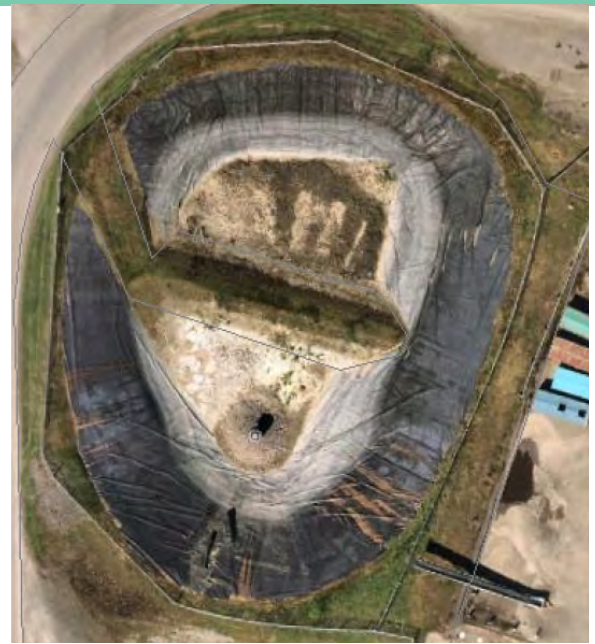
Estimated Total Design Cost: \$10,000

Estimated Personnel Hours for Project: 21

Estimated Personnel Costs for Project: \$1,400



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.131502,-123.519588
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 25
TYPE: RESTORATION



ABOUT THE PROJECT:

The West Stormwater Pond servicing the Transfer Station and closed landfill site is in need of repair. The ponds liner system has exceeded its expected service life. Recent inspection lead City staff to believe that the liner system is leaking. Additional inspections in the Summer of 2024 will expose the extent of necessary repair work.

JUSTIFICATION:

Maintenance of the West Stormwater Pond is essential to the continued function of the stormwater system on the Transfer Station and Landfill property. The outlet structure, and/or pond liner may be leaking stormwater into the 301 landfill cell, potentially impacting leachate water quality. In addition to contributing to the differential settlement of the adjacent landfill access road and surrounding property.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund			\$ 200,000						
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 0	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			200,000					
TOTAL	\$ 0	\$ 0	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$200,000

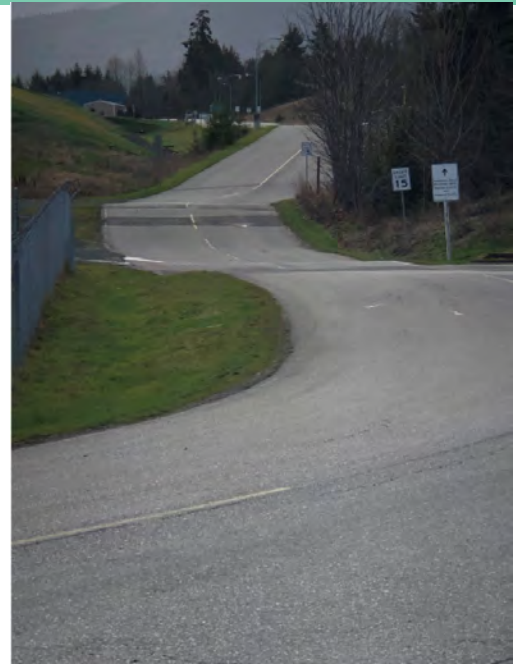
Estimated Total Design Cost: \$20,000

Estimated Personnel Hours for Project: 420

Estimated Personnel Costs for Project: \$28,560



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.131583, -123.519873
PROJECT MANAGER: LUCIO BAACK/JEREMY POZERNICK
ESTIMATED LIFE: 15 YEARS



ABOUT THE PROJECT:

This project will install a pavement overlay from the Port Angeles Landfill access gate to the Transfer Station scales facility. A geotech evaluation of the area impacted by differential settlement may be required. Geotech evaluation results will dictate the method of repair in the area of differential settlement. Engineers estimate updated during 2024 CFP cycle.

JUSTIFICATION:

The 18th Street access road to the Port Angeles Transfer Station was last paved in 2006. This project aims to restore pavement condition, and address a differential settlement issue affecting the road between the recycling facility and the western Stormwater Pond.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Solid Waste Fund			\$ 60,000	\$ 830,000				
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 60,000	\$ 830,000	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			60,000	830,000				
TOTAL	\$ 0	\$ 0	\$ 60,000	\$ 830,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$890,000

Estimated Total Design Cost: \$ 60,000

Estimated Personnel Hours for Project: 1,851

Estimated Personnel Costs for Project: \$124,600



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.131213, -123.513218
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 25 YEARS



ABOUT THE PROJECT:

The project will install an automated gate at the Transfer Station main entrance, with a key card entry system. Ideally the system would report to a software that can be integrated/ correlated to the Transfer Station Unitec Scale House records.

JUSTIFICATION:

The existing Landfill/Transfer Station main gate, is a manual swing style barrier gate. No record of who enters the facility is recorded, which presents some issues during early morning hours. There currently is no way of verifying that everyone who enters the facility outside business hours travels over the Transfer Station scales. A automated gate with a key card entry system would create a record that could be checked against the Scale House load tickets.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Solid Waste Fund				\$ 10,000	\$ 105,000			
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 10,000	\$ 105,000	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs				10,000	105,000			
TOTAL	\$ 0	\$ 0	\$ 0	\$ 10,000	\$ 105,000	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$115,000

Estimated Total Design Cost: \$10,000

Estimated Personnel Hours for Project: 239

Estimated Personnel Costs for Project: \$16,100



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.131246, -123.516390
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 30 YEARS +

ABOUT THE PROJECT:

A Consultant will perform pump station and force main inspection/evaluation. Results of the inspection/evaluation will dictate scope of PS17 repair work. Facility upgrade will include a standby emergency generator with an estimated cost of \$75,000. Funding will be split between Transfer Station and Post-Closure divisions.

JUSTIFICATION:

Pump Station 17 's pumps are not able to maintain a sufficient flow rate to prevent a sanitary sewer overflow during wet weather. Staff observations indicate potential issues with the force main or pumps. Project may require hiring a consultant for expedited evaluation, design, and/or repair work.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Solid Waste Fund						\$ 195,000		
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other						195,000		
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 390,000	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs						390,000		
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 390,000	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$390,000

Estimated Total Design Cost: \$ 80,000

Estimated Personnel Hours for Project: 811

Estimated Personnel Costs for Project: \$54,600



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.131198, -123.518793
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 20 YEARS
TYPE: RESTORATION

ABOUT THE PROJECT:

The Landfill 351 Cell Cover System may need repairs, Post Closure Consultant Aspect Consulting to evaluate, and determine if repairs are necessary. Engineers estimate from 2021, updated for inflation in 2024 CFP cycle.



JUSTIFICATION:

Repairs may be necessary to ensure long term health of the landfill cover system and landfill gas collection system.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund							\$ 186,000	
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 186,000	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs							186,000	
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 186,000	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$186,000

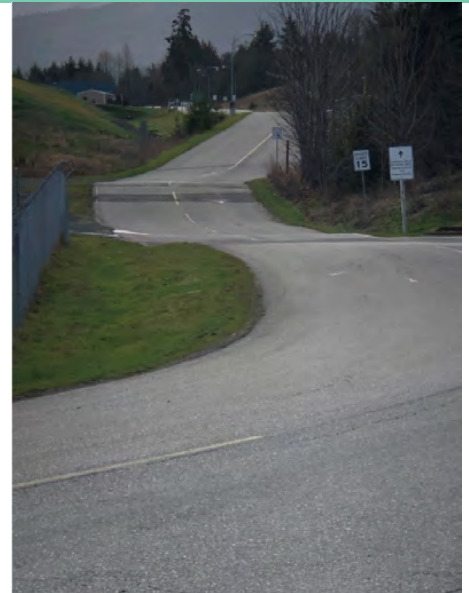
Estimated Total Design Cost: \$15,000

Estimated Personnel Hours for Project: 390

Estimated Personnel Costs for Project: \$26,520



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.131583, -123.519873
PROJECT MANAGER: JEREMY POZERNICK
ESTIMATED LIFE: 15 YEARS



ABOUT THE PROJECT:

This project aims to restore pavement condition on the southern portion of the Port Angeles Landfill Property. From the Scales building to the Transfer Station / Compost Facility. Updated costs based on 2023-24 hot mix asphalt pricing. Changed project to a road overlay, resulting in cost reduction.

JUSTIFICATION:

The 18th Street access road to the Port Angeles Transfer Station was last paved in 2006.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Solid Waste Fund							\$ 20,000	\$ 730,000
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20,000	\$ 730,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs							20,000	730,000
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20,000	\$ 730,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$750,000

Estimated Total Design Cost: \$20,000

Estimated Personnel Hours for Project: 1,560

Estimated Personnel Costs for Project: \$105,000



SOLID WASTE UNFUNDED CAPITAL PROJECTS

Projects identified as necessary, but that currently do not have a funding source are listed here. Should funding become available these projects will be re-prioritized and moved to an active status. Listing these projects, despite the lack of funding, allows the City to pursue grants and other forms of project revenue. It also allows Council and citizens the opportunity for input on reprioritization of projects.

LANDFILL SECURITY FENCING

SW0218

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.127506, -123.518855
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 20 YEARS
ESTIMATED TOTAL PROJECT COST: \$260,000

ABOUT THE PROJECT:

The purpose of the fence is to provide security to the Port Angeles Regional Transfer Station. This project will consist of furnishing and installing a six foot tall chain link fence type three with barbwire arms.

JUSTIFICATION:

To prevent trespass of neighboring property.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE:
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 20 YEARS
ESTIMATED TOTAL PROJECT COST: \$ 750,000



ABOUT THE PROJECT:

This project would entail remodeling the current Compost Facility Building into a Recycling Processing Center/shop/Solid Waste equipment parking. Including door installations, interior walls, equipment shop, and a compactor/baler for the bailing of mixed recycling and cardboard.

JUSTIFICATION:

Mixed recycling and cardboard is currently being top loaded loose and shipped to a recycling center in Seattle. With the current system, only 8-9 tons of material is being shipped per load. With the ability to compact and bail the recyclables, these shipments will be approximately 25-30 tons per load. This will greatly reduce the number of trips to Seattle each month, saving the City a substantial cost and reducing environmental emissions.

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.131198, -123.518793
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 20 YEARS
ESTIMATED TOTAL PROJECT COST: UNKNOWN



ABOUT THE PROJECT:

This project would entail remodeling the current Moderate Risk Waste Facility building into office space for the Solid Waste Division Superintendent, collection coordinator, and crew quarters for the collection drivers.

JUSTIFICATION:

Moving the solid waste collection operation to this facility would greatly reduce congestion at the Corp Yard and allow all of the Solid Waste Division to be located at the Transfer Station.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: TBD
PROJECT MANAGER: TBD
ESTIMATED LIFE: TBD
ESTIMATED TOTAL PROJECT COST: \$ UNKNOWN



ABOUT THE PROJECT:

This Study will evaluate the feasibility of a food waste compost facility, by performing a cost benefit study on a number of different factors. Including market demand, site selection, financial analysis, environmental impact, community impact, technical and operational assessment, and regulatory requirements.

This project will assess the volume of food waste generated in the region, identify potential sources of food waste, determine potential agricultural users for distribution and sale of compost, evaluate the City’s existing compost facility and other properties for their capacity.

JUSTIFICATION:

A regional food waste compost facility presents an opportunity to address environmental challenges, support local economies, and enhances community well being. Composting food waste reduces green house gas emissions, compared to disposal in a landfill. Access to high-quality compost supports local farmers, and enhances agricultural productivity. Establishing a compost facility can drive public education for community gardens, green spaces, and can foster community involvement.



STORMWATER



STORMWATER FUND CAPITAL FACILITY PLAN

MANAGER: JONATHAN BOEHME
CONTACT: JBOEHME@CITYOFPA.US
PHONE: 360-417-4803

STORMWATER FUND GOALS AND OBJECTIVES:
 To build and manage stormwater drainage within the City.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Utility Reserves - Stormwater Capital Fu	\$ 46,800	\$ 1,414,800	\$ 666,600	\$ 331,000	\$ 1,789,000	\$ 836,000	\$ 315,000	\$ 2,636,000
Grants	-	-	100,000	525,000	-	1,625,000	-	1,008,000
Bonds	-	-	-	-	-	-	-	-
General Fund	-	15,000	15,000	15,000	15,000	15,000	15,000	15,000
Donations/Insurance	-	-	-	-	-	-	-	-
Other Funds	-	-	-	69,000	161,000	200,000	-	300,000
TOTAL	\$ 46,800	\$ 1,429,800	\$ 781,600	\$ 940,000	\$ 1,965,000	\$ 2,676,000	\$ 330,000	\$ 3,959,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Design	41,500	329,000	130,100	385,000	47,000	110,000	300,000	454,000
Construction	-	1,076,100	621,500	600,000	1,888,000	2,611,000	-	3,475,000
TOTAL	\$ 41,500	\$ 1,405,100	\$ 751,600	\$ 985,000	\$ 1,935,000	\$ 2,721,000	\$ 300,000	\$ 3,929,000

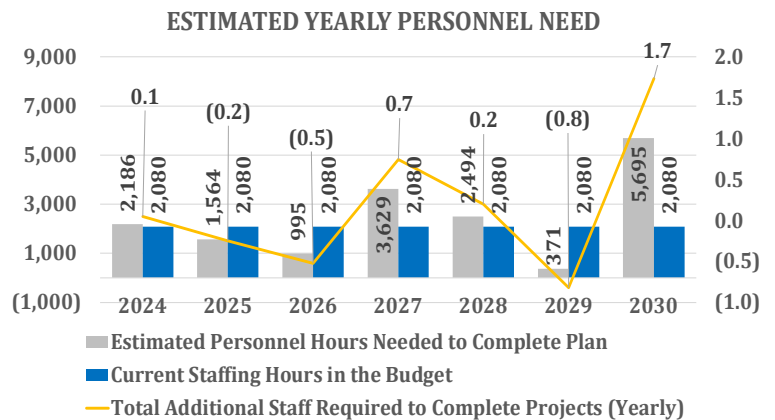
Maintenance includes reductions and additions to depreciation, labor, repairs, software, monthly communication fees, utilities, etc.

CASH FLOW ANALYSIS	2024	2025	2026	2027	2028	2029	2030
Beginning Cash Balance	3,530,272	2,792,171	2,616,571	2,840,571	1,681,571	1,500,571	1,915,571
Funding sources:							
Stormwater Rates	452,000	461,000	600,000	600,000	700,000	700,000	800,000
Grants	-	100,000	525,000	-	1,625,000	-	1,008,000
Bonds	-	-	-	-	-	-	-
General Fund	15,000	15,000	15,000	15,000	15,000	15,000	15,000
Use of Reserves - One Time Transfer	200,000	-	-	-	-	-	-
Other Funds (NICE Funds)	-	-	69,000	161,000	200,000	-	300,000
Spending:							
Project cost	(1,405,100)	(751,600)	(985,000)	(1,935,000)	(2,721,000)	(300,000)	(3,929,000)
Ending Cash Balance	2,792,171	2,616,571	2,840,571	1,681,571	1,500,571	1,915,571	109,571

Depreciation	172,395	217,239	225,514	225,514	254,514	274,771	264,733
Depreciation to Cash Ratio	16.20	12.04	12.60	7.46	5.90	6.97	0.41

OTHER OPERATING COSTS FOR THIS CFP	2024	2025	2026	2027	2028	2029	2030
Labor	147,142	105,274	66,948	244,245	167,904	25,210	385,821
Depreciation	-	44,844	53,119	53,119	82,119	102,375	92,338
TOTAL OTHER COSTS	\$ 147,142	\$ 150,118	\$ 120,067	\$ 297,364	\$ 250,023	\$ 127,585	\$ 478,159

The current capital plan would require an average of 0.2 additional FTE's to complete; however, in years when large projects are included additional staffing will be required for completion.



STORMWATER PROJECT LIST & CASH FLOW

NUMBER	TITLE	PRIORITY	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
						2025	2026	2027	2028	2029	2030
DR0123	Land Acquisition Program for Water Quality	R	2,560,000	-	-	-	600,000	-	1,900,000	-	-
DR0213	H Street Stormwater Outfall	A	817,500	4,500	11,000	21,000	70,000	-	711,000	-	-
DR0120	Decant Facility at Transfer Station-Stormwater Soils Decant Bay	A	1,121,100	24,400	1,096,700	-	-	-	-	-	-
DR0804	Lincoln Park/Big Boy Pond Study	A	151,600	-	151,600	-	-	-	-	-	-
DR0121	Facility Assessment	A	10,000	4,700	5,300	-	-	-	-	-	-
DR0322	Park Ave. Outfall to Peabody Creek	1	512,000	-	103,000	409,000	-	-	-	-	-
DR0215	Francis Street Outfall Repair	2	150,000	-	37,500	112,500	-	-	-	-	-
DR0404	Stormwater at Canyon Edge & Ahlvers	3	2,090,000	7,900	-	109,100	246,000	1,727,000	-	-	-
DR0122	18th St. Culvert & Outfall Improvement	4	803,000	-	-	-	-	-	-	-	161,000
DR0222	Chase Street Stormwater Improvements	5	230,000	-	-	-	69,000	161,000	-	-	-
DR0115	Liberty to Georgiana Streets Stormwater Improve.	6	2,977,000	-	-	-	-	-	-	272,000	2,705,000
DR0117	Peabody Street Water Quality Project	7	798,000	-	-	-	-	-	-	28,000	770,000
DR0304	Stormwater at Laurel Street & US 101	8	2,167,000	-	-	-	-	47,000	110,000	-	293,000
DR0324	Valley Creek Stormwater Park	9	10,637,300	-	-	100,000	-	-	-	-	-
DR0219	Outfall to Creek Improvement Program	UF	183,000	-	-	-	-	-	-	-	-
DR0112	Valley Creek Culvert & Outfall	UF	1,022,000	-	-	-	-	-	-	-	-
DR0124	Lincoln Park - Big Boy Pond Phase II	UF	Unknown	-	-	-	-	-	-	-	-
DR0224	Ennis Cutoff Stormwater Retrofit	UF	Unknown	-	-	-	-	-	-	-	-
TOTAL			26,229,500	41,500	1,405,100	751,600	985,000	1,935,000	2,721,000	300,000	3,929,000

PROJECTS COMPLETED IN 2023	Actual	Budget
None		
TOTAL COMPLETED PROJECTS	-	-

KEY	
A	Active
R	Revolving
#	Priority Assigned Number
UF	Unfunded

Completed projects are not included in the ongoing project totals for expenditures or revenues.



PROJECT STATUS: REVOLVING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114451, -123.432244
PROJECT MANAGER: VINCE MCINTYRE
ESTIMATED LIFE: N/A



ABOUT THE PROJECT:

This program allows the City to purchase real property for the purpose of improving or protecting downstream water quality in receiving waters. Some examples would be (but not limited to): creek restoration or daylighting, outfall restoration or improvement, locating retrofit stormwater management facilities or structures, mitigation of a source of pollution, to offset impact from development or re-development within the same drainage basin, reduce erosion, protect stormwater infrastructure, etc. This program could also be used to purchase easements across real property necessary to improve or support an improvement project or facilitate routine inspection and maintenance that benefits downstream water quality.

JUSTIFICATION:

Opportunities for substantial downstream stormwater protection or improvement is often location specific and may involve multiple parcels of real property. This program allows the City to offer private property owners fair market value for their property so that it can be re-purposed and joined together with other parcels to serve a greater good for the City and the environment as a whole.

This is a revolving program; if the fund is not expended or only partially expended within a given year, the fund will accumulate for future projects. It may take many years to set-aside enough funds to offer fair market value for real property. This program may not need to exist in perpetuity; when there no longer is an anticipated need, the program can be disbanded or capped at an upper limit.

As grant opportunities are identified that are consistent with the purpose and goals described above, these funds may be used to satisfy the City's match requirements.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Stormwater Fund		\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000
Grants				525,000		1,625,000		
Bonds								
General Fund		15,000	15,000	15,000	15,000	15,000	15,000	15,000
Donations/Insurance Reim.								
REET 2						200,000		
TOTAL	\$ 0	\$ 30,000	\$ 30,000	\$ 555,000	\$ 30,000	\$ 1,855,000	\$ 30,000	\$ 30,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs				600,000		1,900,000		
TOTAL	\$ 0	\$ 0	\$ 0	\$ 600,000	\$ 0	\$ 1,900,000	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$2,560,000

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 1,071

Estimated Personnel Costs for Project: \$72,100



PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.127391, -123.464129
PROJECT MANAGER: RYAN JEFFRIES
ESTIMATED LIFE: 80 YEARS



ABOUT THE PROJECT:

Identify an alternate alignment for stormwater currently conveyed through an undersized, failing storm pipe between Marine Drive and a saltwater outfall to reduce flooding in the Crown Park neighborhood. This project will connect to a new surface stake pipe installed with the 4th Street Stormwater Project to alleviate pressure on the existing system. Pipe alignment options have been evaluated in determining the preferred route. To minimize excavation in a culturally sensitive area, the abandoned industrial waterline (IWL) may be used to convey runoff easterly to a new engineered outfall at the Boat Haven. Localized runoff from Marine Drive and groundwater discharging at the bluff toe will also be included in the design.

JUSTIFICATION:

Decrease residential flooding, eliminate dependency on a failing pipe conveyance across private property, and reduce maintenance and repair costs.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Stormwater Fund	\$ 4,500	\$ 11,000	\$ 21,000	\$ 70,000		\$ 711,000		
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 4,500	\$ 11,000	\$ 21,000	\$ 70,000	\$ 0	\$ 711,000	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	4,500	11,000	21,000	70,000		711,000		
TOTAL	\$ 4,500	\$ 11,000	\$ 21,000	\$ 70,000	\$ 0	\$ 711,000	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$817,500

Estimated Total Design Cost: \$106,500

Estimated Personnel Hours for Project: 1,691

Estimated Personnel Costs for Project: \$113,820



DECANT FACILITY AT TRANSFER STATION - STORMWATER SOILS DECANT BAYS

DR0120

PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.125827, -123.520709
PROJECT MANAGER: LUCIO BAACK
ESTIMATED LIFE: 25 YEARS



ABOUT THE PROJECT:

Stormwater's contribution toward SW0112 Decant Facility at Transfer Station Project. Design and construct a decant facility to handle street sweepings, stormwater catch basin debris, wastewater soils, and water soils. This facility helps to prevent pollutants such as suspended sediment, heavy metals, nutrients, and trash from entering Port Angeles Harbor and the Salish Sea, the larger facility footprint will enable the City to process an additional 2,500 cubic yards of decant material per year. Liquids from dewatering would then be discharged into the sanitary sewer for further treatment at the Wastewater Treatment Plant. Solids would be stockpiled and turned as needed for aeration and drying. Funding is available in the form of a grant from the

Department of Ecology (ECY) in the amount of \$474,300 with a city match of 15% from the solid waste reserves in the amount \$83,700. Only the stormwater portions of the facility are grant eligible, in order to fund design & construction of Solid Waste, Water, Electric and Wastewater portions of the facility, the utilities are contributing (\$1,040,000 from SW0112), (\$880,000 from WTo419), (200,000 from CL1124) & (\$880,000 from WW0519) respectively.

JUSTIFICATION:

The Transfer Station is a closed landfill cell with a stormwater detention pond and without proper handling the runoff could contaminate local water tables, streams, and the Straits of Juan de Fuca, in violation of our NPDES permits.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Stormwater Fund	\$ 24,400	\$ 1,096,700						
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 24,400	\$ 1,096,700	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	24,400	1,096,700						
TOTAL	\$ 24,400	\$ 1,096,700	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,121,100

Estimated Total Design Cost: \$ 45,000

Estimated Personnel Hours for Project: 1,488

Estimated Personnel Costs for Project: \$100,161



PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.1155294, -123.47487
PROJECT MANAGER: MATTHEW MOORE
ESTIMATED LIFE: N/A



ABOUT THE PROJECT:

The ponds at Lincoln Park and Big Boy Pond at Steven's Middle School are integral stormwater detention and flow control facilities that are part of a large drainage network that ultimately discharges to Tumwater Creek. Occasional seasonal flooding of the Lincoln Park ball fields is necessary to prevent residential flooding around the Big Boy Pond is achieved manually via exercising flood gates. This project will perform a hydrologic analysis of the overall drainage basin, update accountability and determine ownership/responsibility of stormwater infrastructure, evaluate conveyance and pump capacity, make remedial recommendations to eliminate flooding, and prepare design documents necessary for bid and construction. Funding for construction will be dependent upon the results of this study.

JUSTIFICATION:

Prevent flooding in the fairground and areas west of Stevens Middle School.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Stormwater Fund		\$ 151,600						
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 151,600	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		151,600						
TOTAL	\$ 0	\$ 151,600	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$151,600

Estimated Total Design Cost: \$151,600

Estimated Personnel Hours for Project: 315

Estimated Personnel Costs for Project: \$21,225



PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE:
 48.11125142552966, -123.46121781631292
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: N/A

ABOUT THE PROJECT:

Perform a topographic survey and utilization review of the Public Works Corp Yard to evaluate upgrade alternatives and optimize the use of the facility. This project represents the Stormwater utility's contribution to the overall effort. Equal contributions from each utility including Solid Waste (SWo221), Water (WT0321), Wastewater (WW0121), and from the Transportation fund (TRo821) in the amount of \$10,000 to equal a total amount of \$50,000.



JUSTIFICATION:

Public Works must continue delivering essential services to the community in an efficient and timely manner while also meeting all regulatory minimum standards. The Corp Yard is approximately 40 years old and operational needs have evolved since its inception. This comprehensive review effort will provide management with the necessary information to assess current utilization, optimize ongoing logistics and use of the site, and will include a future needs assessment to begin the planning for necessary upgrades to meet the needs of the community.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Stormwater Fund	\$ 10,000								
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 10,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	4,700	5,300						
TOTAL	\$ 4,700	\$ 5,300	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$10,000

Estimated Total Design Cost: \$10,000

Estimated Personnel Hours for Project: 42

Estimated Personnel Costs for Project: \$2,800



PROJECT STATUS: DESIGN
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.101689, -123.427933
PROJECT MANAGER: RYAN JEFFRIES
ESTIMATED LIFE: 80 YEARS

ABOUT THE PROJECT:

This project entails design and construction of a new stormwater outfall to replace the failed existing outfall. A design consultant will be selected to evaluate the drainage basin, size the pipe and dispersion structure, select stormwater anchors and structures necessary for connection with the existing 24" concrete main, intercept other nearby stormwater discharge points and tightline them into the new dispersion structure, put together a full construction plan set, specs., estimate, manual, and apply for permitting. Construction will entail performing the design work, satisfying the environmental permitting requirements for work within the stream corridor, and re-stabilizing disturbed areas.



JUSTIFICATION:

The lower stormwater conveyance section and outfall from Park Avenue to Peabody Creek has failed due to exceedance of service life. This corrugated metal pipe (CMP) outfall was installed in 1954 and serves a 100-acre residential drainage basin situated North of Ahlvers Rd. and East of Laurel St. and includes the Port Angeles High School. Quick design and construction is necessary to prevent further destabilization of the slope, prolonged erosion into Peabody Creek, and possible impacts to the nearby roadway. This project will occur in-part on Olympic National Park (ONP) property and will require multi-jurisdictional coordination.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Stormwater Fund		\$ 103,000	\$ 409,000						
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 103,000	\$ 409,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		103,000	409,000					
TOTAL	\$ 0	\$ 103,000	\$ 409,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$512,000

Estimated Total Design Cost: \$103,000

Estimated Personnel Hours for Project: 1,065

Estimated Personnel Costs for Project: \$71,680



PROJECT STATUS: DESIGN
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.116354, -123.418302
PROJECT MANAGER: RYAN JEFFRIES
ESTIMATED LIFE: 80 YEARS



ABOUT THE PROJECT:

The existing stormwater outfall at Francis St. is almost entirely submerged under beach sediments and should be upgraded to restore flow capacity and to meet current Washington Dept. of Fish and Wildlife standards. Rather than a pipe extending into the tidelands, current standards require energy dissipation, which will be located on the rip-rap bank. The restoration of outfall capacity is needed to allow upstream connections and development without causing localized flooding.

JUSTIFICATION:

The current outfall pipe is plugged and stormwater exits through holes in the pipe along the beach. The capacity is not adequate to handle large stormwater discharge events. In 2022, the outfall's present condition was downgraded to "poor" as the outlet is almost entirely plugged, causing flooding and erosion across the Waterfront Trail and requiring City staff attention after most rain events.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Stormwater Fund		\$ 37,500	\$ 112,500						
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 37,500	\$ 112,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		37,500	112,500					
TOTAL	\$ 0	\$ 37,500	\$ 112,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$150,000

Estimated Total Design Cost: \$ 37,500

Estimated Personnel Hours for Project: 624

Estimated Personnel Costs for Project: \$ 42,000



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.094362, -123.434709
PROJECT MANAGER: VINCE MCINTYRE
ESTIMATED LIFE: 80 YEARS



ABOUT THE PROJECT:

Improve the stormwater system at Canyon Edge and Ahlvers Streets. Install new storm conveyance to route high flows to new outfall upstream of the existing Mill Creek outfall. A consultant will be selected to design the project. This is a two part project with an initial phase to alleviate the most severe conditions with the second phase in an unfunded status at \$2.24M.

JUSTIFICATION:

Flooding occurs during 2-yr. storm events, overtops the stormwater system, and adversely impacts numerous public and private properties in and around the canyon edge area.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Stormwater Fund	\$ 7,900		\$ 109,100	\$ 246,000	\$ 1,727,000			
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 7,900	\$ 0	\$ 109,100	\$ 246,000	\$ 1,727,000	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	7,900		109,100	246,000	1,727,000			
TOTAL	\$ 7,900	\$ 0	\$ 109,100	\$ 246,000	\$ 1,727,000	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$2,090,000 **Estimated Total Design Cost: \$363,000**
Estimated Personnel Hours for Project: 3,868 **Estimated Personnel Costs for Project: \$260,342**



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.129052, -123.508022
PROJECT MANAGER: RYAN JEFFRIES
ESTIMATED LIFE: 80 YEARS

ABOUT THE PROJECT:

This project will increase the inlet and conveyance capacity of the stormwater culvert crossing 18th Street near the Ocean View Cemetery to reduce frequent maintenance and reduce the risk of flooding and damage to the roadway. Additionally, the CMP conveyance pipe and outfall will be upgraded to meet current standard for erosion control. The outfall will be extended down the bluff and towards the shoreline and an engineered dispersion tee will be installed to reduce the threat of bluff destabilization. A design consultant will be selected to evaluate the contributing area, size the new infrastructure, secure environmental permitting, and develop the construction plans, specifications, estimate, and project manual.



JUSTIFICATION:

It is necessary for City Staff to frequently inspect and maintain the 18th St. culvert inlet after routine rain events in order to keep the opening cleared and prevent flooding and damage to the roadway. The existing 36 inch CMP pipe inlet and debris barrier is undersized to accommodate the stormwater flow being experienced. Additionally, the historic outfall to the Strait does not meet current standards for erosion prevention. Design will occur in 2030 with construction in 2031.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Stormwater Fund									\$ 161,000
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 161,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs								161,000
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 161,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$803,000

Estimated Total Design Cost: \$ 161,000

Estimated Personnel Hours for Project: 1,500

Estimated Personnel Costs for Project: \$102,000



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.112202, -123.437216
PROJECT MANAGER: RYAN JEFFRIES
ESTIMATED LIFE: 80 YEARS



ABOUT THE PROJECT:

This project will extend the 24 inch Lincoln Street storm main from 7th Street to 8th Street and intercept the existing storm conveyance on Lincoln Street between 8th St. and Lauridsen Blvd., thereby redirecting the flow from the Chase St. conveyance and into the N. Lincoln St. conveyance. A consultant will be selected to initiate the design and prepare the construction plans, specifications, estimate, project manual, and apply for environmental permitting.

JUSTIFICATION:

Flooding on Chase Street is being experienced more frequently. This project would alleviate some of the demand on the Chase St. storm system by redirecting 20 acres of residential runoff into the Lincoln St. conveyance line. The Chase Street system was installed in 1956 and is simply no longer capable of conveying the volume of runoff currently being directed to it. The Lincoln Street 24-inch HDPE storm main was installed in 2006 from the Peabody Creek crossing up to the 7th Street intersection.

Extending this storm main will also make development in the 8th & Lincoln St. area more attractive to private property owners by reducing the costs associated with developing in a capacity constrained area. As such, City's "NICE Neighborhood" program will be used for funding.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Stormwater Fund									
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
NICE Finds				69,000	161,000				
TOTAL	\$ 0	\$ 0	\$ 0	\$ 69,000	\$ 161,000	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs				69,000	161,000			
TOTAL	\$ 0	\$ 0	\$ 0	\$ 69,000	\$ 161,000	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$230,000

Estimated Total Design Cost: \$69,000

Estimated Personnel Hours for Project: 479

Estimated Personnel Costs for Project: \$32,200



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.106788, -123.414558
PROJECT MANAGER: RYAN JEFFRIES
ESTIMATED LIFE: 80 YEARS



ABOUT THE PROJECT:

Existing stormlines near Liberty Street are undersized. This project will increase the capacity of stormwater drainage in the vicinity of Liberty Street. Project extent is limited to conveyance from Liberty Street to Washington Street on 3rd Street and an additional pipe segment on Washington Street north of 3rd Street. Funding for analysis and design are reflected below. Additionally, \$1.346 million is unfunded to address restrictions along this alignment further north to the outfall.

JUSTIFICATION:

To prevent and help mitigate flooding issues.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Stormwater Fund							\$ 272,000	\$ 2,405,000
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
NICE Finds								300,000
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 272,000	\$ 2,705,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs							272,000	2,705,000
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 272,000	\$ 2,705,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$2,977,000

Estimated Total Design Cost: \$272,000

Estimated Personnel Hours for Project: 3380

Estimated Personnel Costs for Project: \$230,000



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.113549, -123.431171
PROJECT MANAGER: RYAN JEFFRIES
ESTIMATED LIFE: 80 YEARS



ABOUT THE PROJECT:

Installation of water quality devices in existing stormwater conveyances to Peabody Street. This project is contingent upon being awarded design and construction grant funding (\$715k) from Washington State Department of Ecology. This project is part of a larger ongoing effort to improve downstream water quality in the Peabody Creek drainage basin.

JUSTIFICATION:

Removal of pollutants such as fecal coliform from the Peabody Creek Watershed.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Stormwater Fund							\$ 28,000	\$ 55,000
Grants								715,000
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 28,000	\$ 770,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs							28,000	770,000
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 28,000	\$ 770,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$798,000

Estimated Total Design Cost: \$28,000

Estimated Personnel Hours for Project: 1,776

Estimated Personnel Costs for Project: \$119,560



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.107408, -123.445146
PROJECT MANAGER: RYAN JEFFRIES
ESTIMATED LIFE: 80 YEARS

ABOUT THE PROJECT:

Design and construct stormwater system improvements through the intersection of Lincoln and Lauridsen with Highway 101, as well as other areas of flooding along Lauridsen and Highway 101. Additionally, the design team will look for an opportunity for installation of a stormwater retrofit treatment facility and improved outfall to the creek. The retrofit portion of the project will require a \$1.3M grant to design and add a water treatment component to the project.



JUSTIFICATION:

Stormwater that collects upstream of Highway 101 arrives at this area and the pipes are not large enough to properly carry the water. The water is also piped east to Peabody Creek rather than Valley Creek to the west. This is a City issue unrelated to runoff from Highway 101. Completion of design to occur in 2030 with construction beginning in 2031.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Stormwater Fund					\$ 47,000	\$ 110,000		
Grants								293,000
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 47,000	\$ 110,000	\$ 0	\$ 293,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs					47,000	110,000		293,000
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 47,000	\$ 110,000	\$ 0	\$ 293,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$2,167,000

Estimated Total Design Cost: \$ 450,000

Estimated Personnel Hours for Project: 4,507

Estimated Personnel Costs for Project: \$303,380



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE:
PROJECT MANAGER: VINCENT MCENTYRE
ESTIMATED LIFE: 40 YEARS
TYPE: RESTORATION

ABOUT THE PROJECT:

The goal of this project is to daylight and re-meander the lowest 2100 feet of culvert-ed Valley Creek creating a new stormwater park that functionally restores the creek. The project has been conceptually planned and designed since 1997 and would build on the re-creation of the Valley Creek Estuary Park which was developed over thirty years ago. The project fulfills stormwater goals, downtown placemaking goals and critical area stewardship goals for the City of Port Angeles. In 2024, the City worked with Futurewise to determine project needs and cost. An engineers estimate for this project has an overall cost of \$10,637,300. Currently, the majority of this project remains unfunded until a revenue source can be identified.

JUSTIFICATION:

The existing culvert system prevents multiple threatened and endangered species including steelhead and coho salmon from accessing critical reproductive habitat upstream. Currently, the creek riparian corridor is dominated by concrete infrastructure and bordered to the west by industrial property and underdeveloped commercial properties to the east. The Valley Creek Stormwater Park will serve as a major enhancement to necessary buffering between Downtown Port Angeles and the industrial working waterfront to the west. The detailed plans can be found here:

<https://futurewise.org/localprogram/greenlink-port-angeles/>

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Stormwater Fund									
Grants			100,000						
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 0	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			100,000					
TOTAL	\$ 0	\$ 0	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$10,637,300

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 0

Estimated Personnel Costs for Project: \$ 0



STORMWATER UNFUNDED CAPITAL PROJECTS

Projects identified as necessary but that currently do not have a funding source are listed here. Should funding become available these projects will be re-prioritized and moved to an active status. Listing these projects, despite the lack of funding allows the City to pursue grants and other forms of project revenue. It also allows Council and citizens the opportunity for input on reprioritization of projects.

OUTFALL TO CREEK IMPROVEMENT PROGRAM

DR0219

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.116165, -123.446994
PROJECT MANAGER: RYAN JEFFRIES
ESTIMATED LIFE: 80 YEARS
ESTIMATED TOTAL PROJECT COST: \$183,000

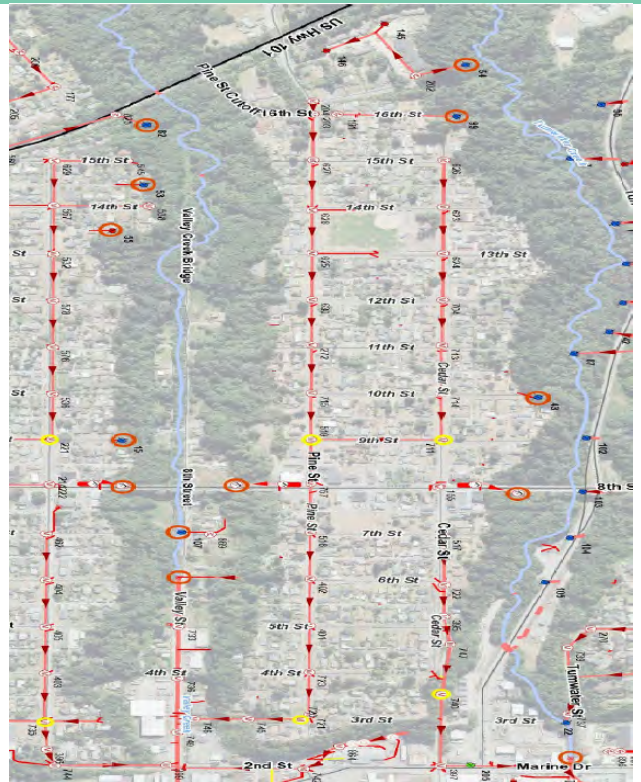
ABOUT THE PROJECT:

Stormwater runoff within City limits is primarily collected and consolidated into stormwater mains that discharge at engineered outfalls, however, in numerous locations along City creeks, minor stormwater flows from developed hard-surface areas that naturally slope towards the creeks are collected and discharge via outfalls at the top of the steep ravines. Over time this has resulted in localized erosion and contributed to decreased water quality in our fish-bearing creeks. This project is designed to be spread out over time and reoccurring in nature until all outfalls have been appropriately upgraded to meet current stormwater management standards. The first phase of this project would be to evaluate the outfalls, prioritize them for improvement, and schedule them for upgrade.

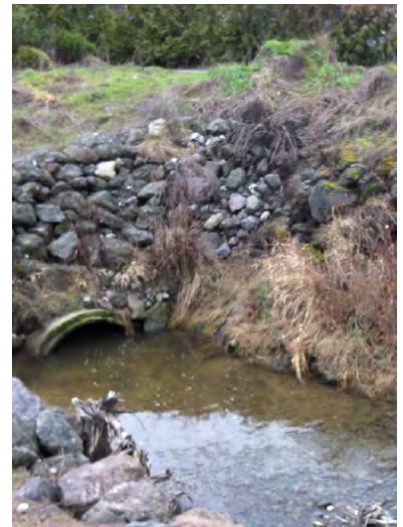
The upgrade process would consist of tightlining the existing outfall to the toe of the ravine, anchoring the pipe with surface staking and/or deadman, stabilizing the outlet with quarry spalls and, where necessary, installing erosion control measures such as blankets, seeding, and plantings.

JUSTIFICATION:

Minimize ravine slope destabilization and increase water quality in fish-bearing creeks.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.121783, -123.439159
PROJECT MANAGER: RYAN JEFFRIES
ESTIMATED LIFE: 80 YEARS
ESTIMATED TOTAL PROJECT COST: \$1,022,000



ABOUT THE PROJECT:

Replace the lower reach of the seven foot round culvert from south of the industrial waterline to the outfall. The existing culvert outfall is too low, at almost 4 feet lower than the upstream section. Approximately 130 feet will be replaced.

JUSTIFICATION:

The low elevation causes sand and gravel to collect in the culvert, which significantly reduces culvert capacity. We currently have to remove the debris manually, which was estimated to cost \$105,000 in 2012.

LINCOLN PARK - BIG BOY POND PHASE II

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.1155294 -123.47487
PROJECT MANAGER: MATTHEW MOORE
ESTIMATED LIFE: 50
ESTIMATED TOTAL PROJECT COST: UNKNOWN

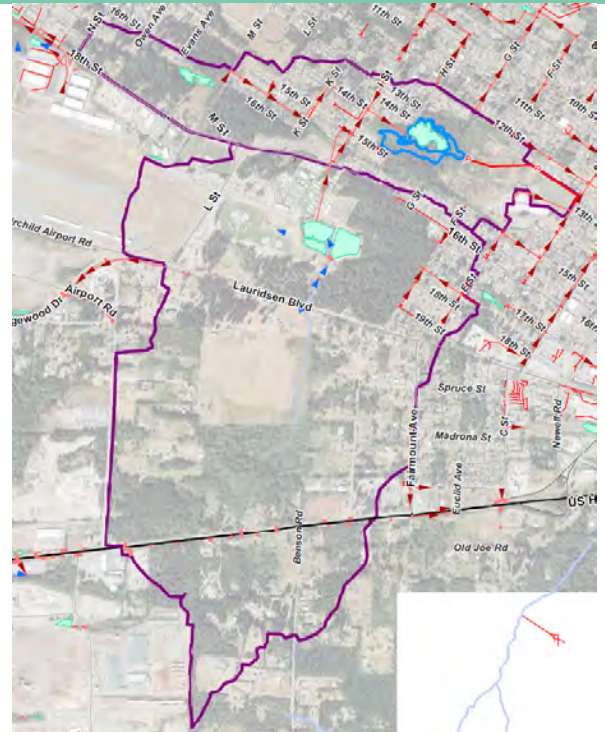
ABOUT THE PROJECT:

The ponds at Lincoln Park and Big Boy Pond at Steven's Middle School are integral stormwater detention and flow control facilities that are part of a large drainage network that ultimately discharges to Tumwater Creek. Occasional seasonal flooding of the Lincoln Park ball fields is necessary to prevent residential flooding around the Big Boy Pond is achieved manually via exercising flood gates.

This project is dependent on the results of the Lincoln Park - Big Boy Pond Study being performed by Parametrix, Inc. per Professional Services Agreement 2023-20.

JUSTIFICATION:

Prevent flooding in the fairground and areas west of Stevens Middle School.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.107436, -123.402362
PROJECT MANAGER: MATTHEW MOORE
ESTIMATED LIFE: 25
ESTIMATED TOTAL PROJECT COST: UNKNOWN

ABOUT THE PROJECT:

This project would convert existing lawn area into a stormwater treatment facility. Stormwater from Highway 101 will be conveyed through this area for treatment before outfalling to Ennis Creek. The Ennis / White Creek system has been recognized in the City's Stormwater Management Plan as having the highest potential for salmon recovery.

This project is contingent upon being awarded design and construction grant funding from Washington Department of Ecology.



JUSTIFICATION:

Improve water quality in Ennis Creek through removal of pollutants associated with automobiles.



EQUIPMENT SERVICES



EQUIPMENT SERVICES CAPITAL FACILITY PLAN

MANAGERS: BRIAN COBURN
CONTACTS: BCOBURN@CITYOFPA.US
PHONE: 360-565-3860

EQUIPMENT SERVICES FUND GOALS AND OBJECTIVES:
 Replacement of vehicles and operating cost associated with those vehicles.

FUNDING SOURCES	ACTUAL 2023	BUDGET 2024	CAPITAL FACILITY PLAN					
			2025	2026	2027	2028	2029	2030
Utilities	\$ 653,400	\$ 1,183,100	\$ 1,065,200	\$ 1,141,600	\$ 1,142,200	\$ 1,149,300	\$ 1,149,900	\$ 1,204,500
General Fund	621,500	823,600	896,300	998,300	1,040,300	1,043,300	1,055,800	1,085,800
Interest & Vehicles Sales	234,200	72,500	78,700	74,500	92,000	55,100	62,600	76,300
Internal Service Funds	1,000	1,000	2,500	2,500	2,500	2,500	2,500	3,000
TOTAL	\$ 1,510,100	\$ 2,080,200	\$ 2,042,700	\$ 2,216,900	\$ 2,277,000	\$ 2,250,200	\$ 2,270,800	\$ 2,369,600

EXPENDITURES	2023	2024	2025	2026	2027	2028	2029	2030
Other Equipment/Generators	-	-	9,300	5,300	22,800	-	-	24,900
Purchase of Vehicles	1,800,666	4,264,100	2,163,200	2,192,600	2,034,600	1,323,400	1,286,800	1,493,700
TOTAL	\$ 1,800,666	\$ 4,264,100	\$ 2,172,500	\$ 2,197,900	\$ 2,057,400	\$ 1,323,400	\$ 1,286,800	\$ 1,518,600

MAINTENANCE	2023	2024	2025	2026	2027	2028	2029	2030
Fuel	546,867	564,900	564,900	564,900	564,900	564,900	564,900	564,900
Parts & Repair	1,506,709	1,433,700	1,433,700	1,433,700	1,433,700	1,433,700	1,433,700	1,433,700
Equipment Rental	109,305	92,300	92,300	92,300	92,300	92,300	92,300	92,300
TOTAL MAINTENANCE	2,162,881	2,090,900	2,090,900	2,090,900	2,090,900	2,090,900	2,090,900	2,090,900

Maintenance includes reductions and additions to depreciation, labor, repairs, software, monthly communication fees, utilities, etc.

PROJECT EXPENDITURE LISTING BY YEAR EQUIPMENT SERVICES	BUDGET 2024	PROJECTED SPENDING					
		2025	2026	2027	2028	2029	2030
Finance	93,400	-	-	-	-	64,000	-
Community Development	54,800	-	-	56,800	56,800	-	-
Police	85,500	261,900	267,000	272,700	278,100	303,800	289,500
Fire & Medic 1	1,146,400	-	-	82,200	-	-	-
Parks & Recreation	301,200	140,600	212,000	471,400	99,500	120,900	39,900
Engineering	63,500	63,500	-	60,000	-	-	58,600
Light Operations	521,600	225,900	42,500	109,800	-	156,100	15,000
Water	90,000	70,000	356,100	145,200	350,000	114,000	-
Wastewater	160,500	330,500	-	70,200	34,800	-	-
Solid Waste	405,800	487,000	431,600	444,500	24,200	461,700	472,800
Stormwater	719,100	330,300	107,700	-	350,000	-	15,000
Conservation	-	-	-	56,800	-	-	-
Equipment Services	104,700	262,800	375,000	111,000	-	36,300	300,000
Information Technology	-	-	-	-	-	-	-
Streets	517,600	-	406,000	176,800	130,000	30,000	327,800
TOTAL EXPENDITURES PROJECTED	4,264,100	2,172,500	2,197,900	2,057,400	1,323,400	1,286,800	1,518,600

CASH FLOW ANALYSIS	2024	2025	2026	2027	2028	2029	2030
Beginning Cash Balance	4,467,053	2,283,153	2,153,353	2,172,353	2,391,953	3,318,753	4,302,753
Vehicle purchases	(4,264,100)	(2,172,500)	(2,197,900)	(2,057,400)	(1,323,400)	(1,286,800)	(1,518,600)
Funding sources:							
Utilities Reserves	1,183,100	1,065,200	1,141,600	1,142,200	1,149,300	1,149,900	1,204,500
General Fund	823,600	896,300	998,300	1,040,300	1,043,300	1,055,800	1,085,800
Sales, Interest & Grants	72,500	78,700	74,500	92,000	55,100	62,600	76,300
Internal Service Funds	1,000	2,500	2,500	2,500	2,500	2,500	3,000
Ending Cash Balance	2,283,153	2,153,353	2,172,353	2,391,953	3,318,753	4,302,753	5,153,753



EQUIPMENT SERVICES REPLACEMENT LIST

2024				
DEPARTMENT/ VEHICLE	REPLACES	PROPOSED 2024 WITH CARRYOVER	REPLACEMENT TYPE	FUEL EFFICIENCY
FINANCE				
GMC CANYON PICK-UP	4401	38,600	2024 Ford Maverick XLT AWD PU	25 MPG
GMC SONOMA PICK-UP	194	54,800	2023 Ford Mach-E SUV (Electric)	N/A
***COMMUNITY DEVELOPMENT ***				
HYBRID SUV	NEW	54,800	2024 Ford Hybrid SUV	25 mpg
POLICE DEPARTMENT				
2024 FORD INTERCEPTOR	NEW	85,500	2024 Ford Interceptor	21 mpg
*** FIRE DEPT ***				
PIERCE PUMPER	3	899,000	2023 Rosenbauer Pumper	10 mpg
FORD E350 AMBULANCE	7201	247,400	2024 Ford F450 4x4 Med Unit	25 mpg
PARKS				
GMC SIERRA 1500 4X4 PICK-UP	4700	66,200	2024 Ford F150 4x4 HEV Pickup	25 mpg
GMC SIERRA 3500 FLAT BED/SNOW PLOW	4328	117,500	Ford F450 Flatbed	25 mpg
FORD F450 FLATBED W/SNOW PLOW	2130	117,500	Ford F450 Flatbed	25 mpg
ENGINEERING				
GMC SIERRA PICK-UP	4300	63,500	2024 Ford Lightning BEV PU	39 mpg
STREET				
INTERNATIONAL 5 YD DUMP TRUCK	1790	407,000	2024 Freightliner Dump Truck	10 mpg
FORD F550 DUMP TRUCK	6502	110,600	2024 F550 4x4 Dump Truck	25 mpg
ELECTRIC				
TOYOTA FORKLIFT	4901	68,200	2024 Hyster H120FT (Propane)	N/A
FREIGHTLINER/VERSALIFT MANLIFT TRUCK	1950	275,600	2021 Freightliner Bucket Truck	10 mpg
CATERPILLAR FORKLIFT	148	68,200	Hyster F60FT Forklift (Propane)	N/A
CHEVY BLAZER	133	54,800	2023 Ford Mach-E SUV (Electric)	N/A
CHEVY BLAZER	135	54,800	2023 Ford Mach-E SUV electric	N/A
WATER				
GMC CANYON PICK-UP	6701	38,600	2024 Ford Maverick XLT AWD PU	25 mpg
GMC CANYON PICK-UP	6702	51,400	2024 Ford F150 4x4 PU	25 mpg
WASTEWATER				
FORD F350 SERVICE TRUCK	1616	102,200	Ford F450 Service Truck	25 mpg
GMC SIERRA 1500 4X4 PICK-UP	4600	58,300	Ford F150 HEV Pickup	25 mpg
SOLID WASTE				
GARBAGE TRUCK	1081	405,800	2024 Peterbilt Garbage Truck	N/A
STORMWATER				
PERMEABLE PAVEMENT CLEANER	NEW	250,000	2024 Triverus Pavement Cleaner	21 mpg
FORD F150 4X4 PICKUP	NEW	66,200	2024 Ford F150 4x4 HEV Pickup	25 mpg
FREIGHTLINER AIR SWEEPER	1240	393,400	2023 Freightliner Air Sweeper	10 mpg
HERB SPRAY ATTACH.	NEW	9,500		N/A
EQUIPMENT SERVICES				
GMC S10 4X4 PICKUP	15	38,600	2024 Ford Maverick XLT AWD PU	37 mpg
LINCOLN WELDER	1248	30,000		N/A
HYUNDAI SEDAN	1490	36,100	2025 Toyota Camry HEV	39 mpg
Total		4,264,100		



EQUIPMENT SERVICES REPLACEMENT LIST

2025				
DEPARTMENT/ VEHICLE	REPLACES	PROPOSED 2025	REPLACEMENT TYPE	FUEL EFFICIENCY
POLICE DEPARTMENT				
FORD EXPEDITION SUV	1313	87,300	2025 Ford Interceptor	21 mpg
DODGE CHARGER	1314	87,300	2025 Ford Interceptor	21 mpg
CHEV COLORADO 4X4 VOLUNTEER	6101	87,300	2025 Ford Interceptor	21 mpg
PARKS				
TRAILER	181	3,900	2025 Trailer	N/A
TRAILER	182	5,400	2025 Trailer	N/A
KUBOTA TRACTOR	5330	56,000	2025 Kubota L4060HST Tractor	
GMC SAVANA VAN	5332	75,300	2025 Ford Transit Hybrid Van	
ENGINEERING				
GMC SIERRA PICK-UP	4301	63,500	2025 Ford F150 4x4 Hybrid PU	
ELECTRIC				
SINGLE REEL TRAILER	140	35,400	2025 Single Reel Trailer	N/A
BRUSH CHIPPER	158	62,300	2025 Brush Chipper	
BOBCAT EXCAVATOR	5903	60,500	2025 Excavator	
GMC SAVANA VAN	4900	67,700	2025 Ford Transit Hybrid Van	
WATER*				
DECANT EQUIPMENT 25%	NEW	70,000	2025 Decant Equipment	N/A
WASTEWATER				
TV VAN W/ SPECIAL EQUIP	5601	193,000	2025 Tv Van W Special Equip	
GMC SIERRA 1500 4X4 PICK-UP	5703	67,500	2025 Ford F150 4x4 Hybrid PU	
DECANT EQUIPMENT 25%	NEW	70,000	2025 Decant Equipment	N/A
SOLID WASTE				
GARBAGE TRUCK	1580	417,000	2025 Peterbilt Garbage Truck	N/A
DECANT EQUIPMENT 25%	NEW	70,000	2025 Decant Equipment	
STORMWATER				
ELGIN SWEEPER	1540	260,300	2025 Elgin Sweeper	
DECANT EQUIPMENT 25%	NEW	70,000	2025 Decant Equipment	N/A
EQUIPMENT SERVICES				
CASE LOADER BACKHOE	1570	262,800	2025 Cat 420XE Backhoe	
Total		2,172,500		



FINANCE VEHICLE REPLACEMENT SCHEDULE DIVISION - 2025

ABOUT THE PROJECT:

Replacement schedule and anticipated operating costs for the Finance Meter Reader, and Service vehicles. The costs are allocated to the Utilities based on the number of meters being serviced and read so Utilities pays 100% of replacement and expenses to operate.

FUNDING SOURCES	EXPENSE OBJECT	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Utilities	4520	\$ 7,800	\$ 11,000	\$ 11,000	\$ 11,000	\$ 11,000	\$ 11,000	\$ 10,000
General Fund	4520	-	-	-	-	-	-	-
Interest & Vehicles Sales	4520	3,200	200	300	350	400	2,400	100
Internal Service Funds	4520	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES		\$ 11,000	\$ 11,200	\$ 11,300	\$ 11,350	\$ 11,400	\$ 13,400	\$ 10,100

EXPENDITURES								
Other Equipment & Attachments	-	-	-	-	-	-	-	-
Planned Use of Reserves	93,400	-	-	-	-	-	64,000	-
TOTAL	\$ 93,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,000	\$ -

MAINTENANCE	EXPENSE OBJECT	2024	2025	2026	2027	2028	2029	2030
Fuel	3210	4,600	4,600	4,600	4,600	4,600	4,600	4,600
Parts & Repair	4521	9,800	9,800	9,800	9,800	9,800	9,800	9,800
Equipment Rental	4533	300	300	300	300	300	300	300
TOTAL MAINTENANCE		\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700	\$ 14,700

Maintenance items can vary substantially based on the cost of fuel and/or parts.

ASSET #	FINANCE DEPARTMENT REPLACEMENT DETAIL	VEHICLE YEAR	REPLACE YEAR	REPLACE COST	LIFE (IN YEARS)	2024	2025	2026	2027	2028	2029	2030
2200	FORD MACH E BEV SUV	2023	2043	57,800	20	54,800	-	-	-	-	-	-
4401	GMC CANYON PICK-UP	2004	2024	38,600	20	38,600	-	-	-	-	-	-
4402	GMC CANYON PICK-UP	2004	2029	64,000	20	-	-	-	-	-	64,000	-
TOTALS				\$ 160,400		\$ 93,400	\$ -	\$ -	\$ -	\$ -	\$ 64,000	\$ -

CASH FLOW	2024	2025	2026	2027	2028	2029	2030
BEGINNING CASH	91,148	8,748	19,948	31,248	42,598	53,998	3,398
Contributions	7,800	11,000	11,000	11,000	11,000	11,000	10,000
Interest & sale of vehicles	3,200	200	300	350	400	2,400	100
Reserves Used	(93,400)	-	-	-	-	(64,000)	-
Projected Year End Cash	8,748	19,948	31,248	42,598	53,998	3,398	13,498

Replacement value is based on the current replacement need. These vehicles are used by meter readers who not only read specific routes but assist in turn on and shut off of services for Electric, Water and Wastewater.



COMMUNITY DEVELOPMENT VEHICLE REPLACEMENT SCHEDULE DIVISIONS - 4050-4060

ABOUT THE PROJECT:

Replacement schedule and anticipated operating costs for the Building and Planning Divisions.

FUNDING SOURCES	EXPENSE OBJECT	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
General Fund	4520	57,300	5,500	7,500	10,500	10,500	9,500	9,500
Interest & Vehicles Sales	4520	700	700	700	4,900	4,600	100	100
Internal Service Funds	4520	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES		\$ 58,000	\$ 6,200	\$ 8,200	\$ 15,400	\$ 15,100	\$ 9,600	\$ 9,600

EXPENDITURES								
Other Equipment & Attachments		-	-	-	-	-	-	-
Replacement of Vehicles		54,800	-	-	56,800	56,800	-	-
TOTAL		\$ 54,800	\$ -	\$ -	\$ 56,800	\$ 56,800	\$ -	\$ -

MAINTENANCE	EXPENSE OBJECT	2024	2025	2026	2027	2028	2029	2030
Fuel	3210	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Parts & Repair	4521	3,100	3,100	3,100	3,100	3,100	3,100	3,100
Equipment Rental	4533	200	200	200	200	200	200	200
TOTAL MAINTENANCE		\$ 5,300	\$ 5,300	\$ 5,300	\$ 5,300	\$ 5,300	\$ 5,300	\$ 5,300

Maintenance items can vary substantially based on the cost of fuel and/or parts.

ASSET #	COMMUNITY DEVELOPMENT REPLACEMENT DETAIL	VEHICLE YEAR	REPLACE YEAR	REPLACE COST	LIFE (IN YEARS)	2024	2025	2026	2027	2028	2029	2030
8451	FORD F150 Pick-up	2008	2028	56,800	20	-	-	-	-	56,800	-	-
7451	GMC Sierra 1500 4x4 Pick-up	2007	2027	56,800	20	-	-	-	56,800	-	-	-
NEW	HYBRID SUV	2024	2044	54,800	20	54,800	-	-	-	-	-	-
TOTALS				\$ 168,400		\$ 54,800	\$ -	\$ -	\$ 56,800	\$ 56,800	\$ -	\$ -

CASH FLOW	2024	2025	2026	2027	2028	2029	2030
BEGINNING CASH	65,574	68,774	74,974	83,174	41,774	74	9,674
Contributions	57,300	5,500	7,500	10,500	10,500	9,500	9,500
Interest & Sale of Vehicles	700	700	700	4,900	4,600	100	100
Reserves Used	(54,800)	-	-	(56,800)	(56,800)	-	-
Projected Year End Cash	68,774	74,974	83,174	41,774	74	9,674	19,274

Replacement value is based on the current need replacement or if that is unavailable the purchase price multiplied by 2% and the life in years added to the purchase price.



POLICE VEHICLE REPLACEMENT SCHEDULE

DIVISIONS - 5010, 5021, 5022, 5026

ABOUT THE PROJECT:

Replacement schedule and anticipated operating costs for the police vehicles.

FUNDING SOURCES	EXPENSE OBJECT	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Utilities	4520	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund	4520	220,000	230,000	240,000	250,000	260,000	270,000	280,000	
Interest & Vehicles Sales	395-XXXX	2,000	7,800	7,600	7,500	7,600	8,700	8,700	
TOTAL FUNDING SOURCES		\$ 222,000	\$ 237,800	\$ 247,600	\$ 257,500	\$ 267,600	\$ 278,700	\$ 288,700	

EXPENDITURES								
Other Equipment & Attachments		-	-	-	-	-	-	-
Replacement of Vehicles		85,500	261,900	267,000	272,700	278,100	303,800	289,500
TOTAL		\$ 85,500	\$ 261,900	\$ 267,000	\$ 272,700	\$ 278,100	\$ 303,800	\$ 289,500

MAINTENANCE								
	EXPENSE OBJECT	2024	2025	2026	2027	2028	2029	2030
Fuel	3210	61,500	61,500	61,500	61,500	61,500	61,500	61,500
Parts & Repair	4521	165,200	165,200	165,200	165,200	165,200	165,200	165,200
Equipment Rental	4533	700	700	700	700	700	700	700
TOTAL MAINTENANCE		\$ 227,400	\$ 227,400	\$ 227,400	\$ 227,400	\$ 227,400	\$ 227,400	\$ 227,400

Maintenance items can vary substantially based on the cost of fuel and/or parts.

ASSET #	VEHICLE YEAR	REPLACE YEAR	REPLACE YEAR	REPLACE COST	LIFE (IN YEARS)	2024	2025	2026	2027	2028	2029	2030
1710	DODGE CHARGER	2017	2029	94,600	12	-	-	-	-	-	94,600	-
2110	FORD INTERCEPTOR K9	2021	2033	102,500	12	-	-	-	-	-	-	-
2111	FORD INTERCEPTOR K9	2021	2033	102,500	12	-	-	-	-	-	-	-
913	FORD EXPEDITION SUV	2009	2026	89,000	17	-	-	89,000	-	-	-	-
1010	DODGE CHARGER	2010	2029	94,600	19	-	-	-	-	-	94,600	-
2210	DODGE CHARGER	2022	2034	104,600	12	-	-	-	-	-	-	-
1012	DODGE CHARGER	2010	2027	90,900	17	-	-	-	90,900	-	-	-
2010	DODGE CHARGER	2020	2032	100,500	12	-	-	-	-	-	-	-
1913	DODGE CHARGER	2019	2031	98,500	12	-	-	-	-	-	-	-
1914	DODGE CHARGER	2019	2031	98,500	12	-	-	-	-	-	-	-
2310	2023 FORD INTERCEPTOR	2023	2035	106,800	12	-	-	-	-	-	-	-
2311	2023 FORD INTERCEPTOR	2023	2035	106,800	12	-	-	-	-	-	-	-
2112	FORD INTERCEPTOR	2021	2033	102,500	12	-	-	-	-	-	-	-
1311	CHEVROLET CAPRICE	2011	2028	92,700	17	-	-	-	-	92,700	-	-
2011	DODGE CHARGER	2020	2032	100,500	12	-	-	-	-	-	-	-
1313	DODGE CHARGER	2013	2025	87,300	12	-	87,300	-	-	-	-	-
1314	CHEVROLET TAHOE SUV	2014	2025	87,300	11	-	87,300	-	-	-	-	-
1410	DODGE CHARGER	2013	2026	89,000	13	-	-	89,000	-	-	-	-
2312	2023 FORD INTERCEPTOR	2023	2035	106,800	12	-	-	-	-	-	-	-
1412	DODGE CHARGER	2014	2026	89,000	12	-	-	89,000	-	-	-	-
1510	GMC TAHOE SUV	2014	2028	92,700	14	-	-	-	-	92,700	-	-
1511	DODGE CHARGER	2012	2027	90,900	15	-	-	-	90,900	-	-	-
1512	DODGE CHARGER	2011	2024	-	13	-	-	-	-	-	-	-
1513	DODGE CHARGER	2011	2027	90,900	16	-	-	-	90,900	-	-	-
1514	Radar Trailer	2009	2029	20,000	20	-	-	-	-	-	20,000	-
1612	DODGE CHARGER	2016	2029	94,600	13	-	-	-	-	-	94,600	-
1613	DODGE CHARGER	2016	2028	92,700	12	-	-	-	-	92,700	-	-
2012	DODGE CHARGER	2020	2032	100,500	12	-	-	-	-	-	-	-
2313	2023 FORD INTERCEPTOR	2023	2036	109,000	13	-	-	-	-	-	-	-
6101	CHEV COLORADO 4X4 VOLUNTEE	2006	2025	87,300	19	-	87,300	-	-	-	-	-
1910	DODGE CHARGER	2019	2031	98,500	12	-	-	-	-	-	-	-
1813	DODGE CHARGER	2018	2030	96,500	12	-	-	-	-	-	-	96,500
1814	DODGE CHARGER	2018	2030	96,500	12	-	-	-	-	-	-	96,500
1815	DODGE CHARGER	2018	2030	96,500	12	-	-	-	-	-	-	96,500
2410	2024 FORD INTERCEPTOR	2024	2036	109,000	12	85,500	-	-	-	-	-	-
2211	DODGE CHARGER	2022	2034	104,600	12	-	-	-	-	-	-	-
2212	DODGE CHARGER	2022	2034	104,600	12	-	-	-	-	-	-	-
TOTALS				\$ 3,429,700	13.44	\$ 85,500	\$ 261,900	\$ 267,000	\$ 272,700	\$ 278,100	\$ 303,800	\$ 289,500

CASH FLOW	2024	2025	2026	2027	2028	2029	2030
BEGINNING CASH	(23,412)	113,088	88,988	69,588	54,388	43,888	18,788
CONTRIBUTIONS	220,000	230,000	240,000	250,000	260,000	270,000	280,000
Interest Earned/Vehicle Sales	2,000	7,800	7,600	7,500	7,600	8,700	8,700
Use of replacement funds	(85,500)	(261,900)	(267,000)	(272,700)	(278,100)	(303,800)	(289,500)
Projected Year End Cash	113,088	88,988	69,588	54,388	43,888	18,788	17,988



FIRE & MEDIC 1 VEHICLE REPLACEMENT SCHEDULE

DIVISIONS - 6010, 6020, 6025, 6030, 6040, 6045

ABOUT THE PROJECT:

Replacement schedule and anticipated operating costs for the Fire Department.

FUNDING SOURCES	EXPENSE OBJECT	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Utilities (Medic 1) 2% inflation in COSA	4520	\$ 26,500	\$ 27,000	\$ 28,400	\$ 29,000	\$ 29,600	\$ 30,200	\$ 30,800
General Fund	4520	200,000	200,000	240,000	240,000	260,000	260,000	320,000
Interest & Vehicles Sales	4520	4,100	6,950	9,850	13,250	16,700	20,700	24,700
TOTAL FUNDING SOURCES		\$ 230,600	\$ 233,950	\$ 278,250	\$ 282,250	\$ 306,300	\$ 310,900	\$ 375,500

EXPENDITURES								
Other Equipment & Attachments		-	-	-	-	-	-	-
Replacement of Vehicles		1,146,400	-	-	82,200	-	-	-
TOTAL		\$ 1,146,400	\$ -	\$ -	\$ 82,200	\$ -	\$ -	\$ -

MAINTENANCE	EXPENSE OBJECT	2024	2025	2026	2027	2028	2029	2030
Fuel	3210	35,700	35,700	35,700	35,700	35,700	35,700	35,700
Parts & Repair	4521	105,500	105,500	105,500	105,500	105,500	105,500	105,500
Equipment Rental	4533	500	500	500	500	500	500	500
TOTAL MAINTENANCE		\$ 141,700	\$ 141,700	\$ 141,700	\$ 141,700	\$ 141,700	\$ 141,700	\$ 141,700

Maintenance items can vary substantially based on the cost of fuel and/or parts.

ASSET #	FIRE AND MEDIC 1 REPLACEMENT DETAIL	VEHICLE YEAR	REPLACE YEAR	REPLACE COST	LIFE (IN YEARS)	2024	2025	2026	2027	2028	2029	2030
FIRE DEPARTMENT												
3	PIERCE PUMPER	1999	2023	985,000	24	899,000	-	-	-	-	-	-
1922	2020 FORD EXPLORER 4X4	2020	2035	89,000	15	-	-	-	-	-	-	-
2020	2021 FORD EXPLORER 4X4	2021	2036	91,600	15	-	-	-	-	-	-	-
1924	2020 FORD EXPLORER 4X4	2020	2035	89,800	15	-	-	-	-	-	-	-
6201	PIERCE AERIAL/PUMPER	2006	2036	3,400,000	30	-	-	-	-	-	-	-
7203	GMC SIERRA 1500 4X4 PICK-UP	2007	2027	82,200	20	-	-	-	82,200	-	-	-
920	AIR TRUCK -do not replace	2009		-		-	-	-	-	-	-	-
1620	FORD F550 HME MINI PUMPER	2017	2041	656,300	24	-	-	-	-	-	-	-
1020	PIERCE FIRE PUMPER	2010	2034	1,645,000	24	-	-	-	-	-	-	-
MEDIC 1												
1820	FORD AMBULANCE	2018	2037	565,000	19	-	-	-	-	-	-	-
1420	FORD AMBULANCE	2014	2031	415,300	17	-	-	-	-	-	-	-
7201	FORD E350 AMBULANCE	2007	2024	230,000	17	247,400	-	-	-	-	-	-
TOTALS				\$ 8,249,200		\$ 1,146,400	\$ -	\$ -	\$ 82,200	\$ -	\$ -	\$ -

CASH FLOW	2024	2025	2026	2027	2028	2029	2030
BEGINNING CASH	1,176,302	260,502	494,452	772,702	972,752	1,279,052	1,589,952
Contributions	226,500	227,000	268,400	269,000	289,600	290,200	350,800
Interest & Vehicle Sales	4,100	6,950	9,850	13,250	16,700	20,700	24,700
Reserves Used	(1,146,400)	-	-	(82,200)	-	-	-
Projected Year End Cash	260,502	494,452	772,702	972,752	1,279,052	1,589,952	1,965,452

Pumpers are replaced on a 24 year cycle with oldest going first every 8 years, except for the Ladder Truck which will be replaced in 30 years.

Ambulances are replaced on a 18 year cycle with oldest going first every 6 years.

The Air Truck was purchased with grant funding and will not be replaced by the City.



PARKS & RECREATION VEHICLE REPLACEMENT SCHEDULE DIVISIONS - 8010-8199

ABOUT THE PROJECT:

Replacement schedule and anticipated operating costs for the Senior Center, Cemetery, Facilities, and Parks Departments.

FUNDING SOURCES	EXPENSE OBJECT	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Utilities	4520	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund	4520	160,000	232,000	232,000	232,000	200,000	200,000	150,000
Interest & Vehicles Sales	4520	10,400	9,400	11,000	10,500	2,500	2,600	2,700
Internal Service Funds	4520	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES		\$ 170,400	\$ 241,400	\$ 243,000	\$ 242,500	\$ 202,500	\$ 202,600	\$ 152,700

EXPENDITURES								
Other Equipment & Attachments		-	9,300	5,300	22,800	-	-	24,900
Replacement of Vehicles		301,200	131,300	206,700	448,600	99,500	120,900	15,000
TOTAL		\$ 301,200	\$ 140,600	\$ 212,000	\$ 471,400	\$ 99,500	\$ 120,900	\$ 39,900

MAINTENANCE	EXPENSE OBJECT	2024	2025	2026	2027	2028	2029	2030
Fuel	3210	39,800	39,800	39,800	39,800	39,800	39,800	39,800
Parts & Repair	4521	109,100	109,100	109,100	109,100	109,100	109,100	109,100
Equipment Rental	4533	10,500	10,500	10,500	10,500	10,500	10,500	10,500
TOTAL MAINTENANCE		\$ 159,400	\$ 159,400	\$ 159,400	\$ 159,400	\$ 159,400	\$ 159,400	\$ 159,400

Maintenance items can vary substantially based on the cost of fuel and/or parts.

ASSET #	PARKS AND RECREATION REPLACEMENT DETAIL	VEHICLE YEAR	REPLACE YEAR	REPLACE COST	LIFE (IN YEARS)	2024	2025	2026	2027	2028	2029	2030
SENIOR CENTER												
1735	FORD E450 PASSENGER BUS	2018	2033	143,541	15	-	-	-	-	-	-	-
CEMETERY												
1230	GRASSHOPPER MOWER 725DR/37461	2012	2027	30,900	15	-	-	-	30,900	-	-	-
1235	ICB BACKHOE	2012	2037	151,128	25	-	-	-	-	-	-	-
1430	JOHN DEERE GATOR TS	2014	2029	20,643	15	-	-	-	-	-	20,700	-
2130	FORD F450 FLATBED W/SNOW PLOW	2022	2024	127,300	20	117,500	-	-	-	-	-	-
PARKS OPERATIONS												
181	TRAILER	1985	2025	3,900	40	-	3,900	-	-	-	-	-
182	TRAILER	1980	2025	5,400	45	-	5,400	-	-	-	-	-
2431	VERSATILE TRAILER	2024	2059	11,200	35	-	-	-	-	-	-	-
1231	GROUNDMASTER MOWER 3280D	2012	2027	39,572	15	-	-	-	39,600	-	-	-
1232	GROUNDMASTER MOWER 3280D BLOWER/CA	2012	2027	39,572	15	-	-	-	39,600	-	-	-
1233	GROUNDMASTER MOWER 3280D	2012	2027	39,600	15	-	-	-	39,600	-	-	-
1234	JOHN DEERE FIELD RAKE	2012	2027	22,773	15	-	-	-	22,800	-	-	-
1330	GMC 1 TON FLATBED TRUCK	2013	2033	108,500	20	-	-	-	-	-	-	-
1331	FORD F450 FLATBED TRUCK	2014	2029	100,200	15	-	-	-	-	-	100,200	-
1431	TORO TURF SWEEPER	2014	2034	63,320	20	-	-	-	-	-	-	-
1531	JOHN DEERE FIELD RAKE	2015	2030	24,885	15	-	-	-	-	-	-	24,900
1630	GMC SILVERADO 2500	2017	2037	83,400	20	-	-	-	-	-	-	-
1631	FORD F450 VERSALIFT MANLIFT	2016	2036	130,400	20	-	-	-	-	-	-	-
1734	FORD F250 PICK-UP	2017	2037	88,900	20	-	-	-	-	-	-	-
2131	GRASSHOPPER MOWER	2021	2036	40,300	15	-	-	-	-	-	-	-
1890	UNIVERSAL EQUIPMENT TRAILER (SM)	1994	2034	18,300	40	-	-	-	-	-	-	-
1930	FORD F350 FLATBED DUMPBED	2019	2039	105,000	20	-	-	-	-	-	-	-
4328	GMC SIERRA 3500 FLAT BED/SNOW PLOW	2004	2023	85,000	19	117,500	-	-	-	-	-	-
4700	GMC SIERRA 1500 4X4	2004	2024	50,000	20	66,200	-	-	-	-	-	-
5330	KUBOTA TRACTOR	2005	2025	56,000	20	-	56,000	-	-	-	-	-
5333	10000# TRAILER	2005	2030	15,000	25	-	-	-	-	-	-	15,000
5335	FORD F450 w/DUMP	2006	2026	110,600	20	-	-	110,600	-	-	-	-
6321	JOHN DEERE GATOR TS	2006	2026	15,500	20	-	-	15,500	-	-	-	-
6323	GMC SIERRA 2500 PICK-UP	2006	2026	80,600	20	-	-	80,600	-	-	-	-
6324	FORD F450 w/DUMP	2007	2027	112,800	20	-	-	-	112,800	-	-	-
6325	PAINT SPRAYER- WALK BEHIND	2006	2026	5,300	20	-	-	5,300	-	-	-	-
6451	FORD F250 PICK-UP	2007	2027	87,000	20	-	-	-	87,000	-	-	-
7321	TORO AERATOR W/TINES	2007	2027	55,000	20	-	-	-	55,000	-	-	-
1730	JOHN DEERE FIELD RAKE	2017	2032	31,600	15	-	-	-	-	-	-	-
1836	TORO 4000D MOWER	2018	2028	99,500	10	-	-	-	-	99,500	-	-
7322	TOP DRESSER	2007	2027	44,100	20	-	-	-	44,100	-	-	-
8321	EAGLE 6X10 TRAILER	2008	2043	15,000	35	-	-	-	-	-	-	-
1830	KUBOTA L4064HST TRACTOR	2018	2038	82,300	20	-	-	-	-	-	-	-
1837	GMC SAVANNA 2500 VAN	2018	2038	94,500	20	-	-	-	-	-	-	-
FACILITIES												
5332	GMC SAVANA VAN	2005	2025	75,300	20	-	75,300	-	-	-	-	-
1931	FORD 250 WHITE VAN	2019	2039	96,000	20	-	-	-	-	-	-	-
4326	SCISSOR LIFT (VERN BURTON)	2004	2034	24,900	30	-	-	-	-	-	-	-
TOTALS				\$ 2,634,734		\$ 301,200	\$ 140,600	\$ 212,000	\$ 471,400	\$ 99,500	\$ 120,900	\$ 39,900

CASH FLOW	2024	2025	2026	2027	2028	2029	2030
BEGINNING CASH	229,092	98,292	199,092	230,092	1,192	104,192	185,892
Contributions	160,000	232,000	232,000	232,000	200,000	200,000	150,000
Interest & sale	10,400	9,400	11,000	10,500	2,500	2,600	2,700
Reserves Used	(301,200)	(140,600)	(212,000)	(471,400)	(99,500)	(120,900)	(39,900)
Projected Year End Cash	98,292	199,092	230,092	1,192	104,192	185,892	298,692



ENGINEERING REPLACEMENT SCHEDULE DIVISION - 7010

ABOUT THE PROJECT:

Replacement schedule and anticipated operating costs for the general fund Engineering division.

FUNDING SOURCES	EXPENSE OBJECT	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Utilities	4520	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund	4520	13,800	21,300	21,300	20,300	20,300	18,800	18,800
Interest & Vehicles Sales	4520	4,100	2,500	500	2,200	300	400	400
Internal Service Funds	4520	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES		\$ 17,900	\$ 23,800	\$ 21,800	\$ 22,500	\$ 20,600	\$ 19,200	\$ 19,200

EXPENDITURES								
Other Equipment		-	-	-	-	-	-	-
Replacement of Vehicles		63,500	63,500	-	60,000	-	-	58,600
TOTAL		\$ 63,500	\$ 63,500	\$ -	\$ 60,000	\$ -	\$ -	\$ 58,600

MAINTENANCE	EXPENSE OBJECT	2024	2025	2026	2027	2028	2029	2030
Fuel	3210	2,800	2,800	2,800	2,800	2,800	2,800	2,800
Parts & Repair	4521	5,800	5,800	5,800	5,800	5,800	5,800	5,800
Equipment Rental	4533	4,000	4,000	4,000	4,000	4,000	4,000	4,000
TOTAL MAINTENANCE		\$ 12,600	\$ 12,600	\$ 12,600	\$ 12,600	\$ 12,600	\$ 12,600	\$ 12,600

Maintenance items can vary substantially based on the cost of fuel and or parts.

ASSET #	ENGINEERING REPLACEMENT DETAIL	VEHICLE YEAR	REPLACE YEAR	REPLACE COST	LIFE (IN YEARS)	2024	2025	2026	2027	2028	2029	2030
4300	GMC SIERRA PICK-UP	2004	2024	62,700	20	63,500	-	-	-	-	-	-
4301	GMC SIERRA PICK-UP	2004	2024	62,700	20	-	63,500	-	-	-	-	-
5302	GMC SAVANA VAN	2005	2025	60,000	20	-	-	-	60,000	-	-	-
NEW	HYBRID SUV	2030	2030	58,600	20	-	-	-	-	-	-	58,600
TOTALS				\$ 244,000		\$ 63,500	\$ 63,500	\$ -	\$ 60,000	\$ -	\$ -	\$ 58,600

CASH FLOW	2024	2025	2026	2027	2028	2029	2030
BEGINNING CASH	101,529	55,929	16,229	38,029	529	21,129	40,329
Contributions	13,800	21,300	21,300	20,300	20,300	18,800	18,800
Interest & Vehicle Sales	4,100	2,500	500	2,200	300	400	400
Reserves Used	(63,500)	(63,500)	-	(60,000)	-	-	(58,600)
Projected Year End Cash	55,929	16,229	38,029	529	21,129	40,329	929



LIGHT OPERATIONS VEHICLE REPLACEMENT SCHEDULE DIVISIONS - 7120, 7111, 7180

ABOUT THE PROJECT:

Replacement schedule and anticipated operating costs for the Electric Operations, Electric Engineering and Electric Inspectors.

FUNDING SOURCES	EXPENSE OBJECT	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Utilities	4520	\$ 215,500	\$ 215,500	\$ 190,500	\$ 190,500	\$ 190,500	\$ 190,500	\$ 190,500
General Fund	4520	-	-	-	-	-	-	-
Interest & Vehicles Sales	4520	5,700	1,500	2,300	2,500	3,600	4,000	5,450
Internal Service Funds	4520	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES		\$ 221,200	\$ 217,000	\$ 192,800	\$ 193,000	\$ 194,100	\$ 194,500	\$ 195,950

EXPENDITURES								
Other Equipment		-	-	-	-	-	-	-
Replacement of Vehicles		521,600	225,900	42,500	109,800	-	156,100	15,000
TOTAL		\$ 521,600	\$ 225,900	\$ 42,500	\$ 109,800	\$ -	\$ 156,100	\$ 15,000

MAINTENANCE	EXPENSE OBJECT	2024	2025	2026	2027	2028	2029	2030
Fuel	3210	33,100	33,100	33,100	33,100	33,100	33,100	33,100
Parts & Repair	4521	151,900	151,900	151,900	151,900	151,900	151,900	151,900
Equipment Rental	4533	7,800	7,800	7,800	7,800	7,800	7,800	7,800
TOTAL MAINTENANCE		\$ 192,800	\$ 192,800	\$ 192,800	\$ 192,800	\$ 192,800	192,800	192,800

Maintenance items can vary substantially based on the cost of fuel and/or parts.

ASSET #	ELECTRIC REPLACEMENT DETAIL	VEHICLE YEAR	REPLACE YEAR	REPLACE COST	LIFE (IN YEARS)	2024	2025	2026	2027	2028	2029	2030
140	SINGLE REEL TRAILER	2000	2025	35,300	25	-	35,400	-	-	-	-	-
148	CATERPILLAR FORKLIFT	1987	2023	46,000	35	68,200	-	-	-	-	-	-
1950	FREIGHTLINER/TEREX MANLIFT TRUCK	2022	2024	360,400	20	275,600	-	-	-	-	-	-
158	BRUSH CHIPPER	2000	2025	62,300	25	-	62,300	-	-	-	-	-
159	BUTLER 3-REEL WIRE TRAILER	1989	2029	57,100	40	-	-	-	-	-	57,100	-
160	TENSIONER	1991	2026	42,500	35	-	-	42,500	-	-	-	-
950	FORD F450 UTILITY TRUCK	2009	2027	109,800	18	-	-	-	109,800	-	-	-
951	REEL TRAILER	2009	2034	11,200	25	-	-	-	-	-	-	-
1150	FREIGHTLINER DIGGER DERRICK	2011	2031	406,900	20	-	-	-	-	-	-	-
1151	FREIGHTLINER TEREX MANLIFT	2011	2031	395,800	20	-	-	-	-	-	-	-
1350	FORD F550 4X4 W/DUMP BED	2013	2033	130,800	20	-	-	-	-	-	-	-
1351	CHEV EXPRESS 2500 4X4 VAN	2014	2029	81,200	15	-	-	-	-	-	81,200	-
1352	FORD F550 4X4 VERSALIFT MANLIFT	2014	2034	180,000	20	-	-	-	-	-	-	-
1450	GMC FLATBED 1 TON 4X4	2015	2035	102,500	20	-	-	-	-	-	-	-
1550	FREIGHTLINER TEREX MANLIFT	2016	2036	291,100	20	-	-	-	-	-	-	-
1650	Ford F450 flatbed	2017	2037	148,900	20	-	-	-	-	-	-	-
1650a	Hyd Winch with Capstan	2018	2038	22,200	20	-	-	-	-	-	-	-
4900	GMC SAVANA VAN	2004	2023	50,400	19	-	67,700	-	-	-	-	-
4901	TOYOTA FORKLIFT	2004	2024	68,200	20	68,200	-	-	-	-	-	-
4902	POLELIFT TRAILER	2004	2029	17,800	25	-	-	-	-	-	17,800	-
5427	SIDEWALK SWEEPER	2004	2029	-	25	-	-	-	-	-	-	-
5903	BOBCAT EXCAVATOR	2005	2025	60,500	20	-	60,500	-	-	-	-	-
5904	SMALL TRAILER	2005	2030	15,000	25	-	-	-	-	-	-	15,000
2150	FORD TRANSIT 250 VAN	2021	2041	103,300	20	-	-	-	-	-	-	-
1951	FORD F150 EXT CAB SHORT BED TRUCK	2019	2039	86,100	20	-	-	-	-	-	-	-
1750	FORD F450 SERVICE TRUCK	2017	2037	130,500	20	-	-	-	-	-	-	-
1753	FREIGHTLINER KNUCKLEBOOM TRUCK	2018	2038	346,300	20	-	-	-	-	-	-	-
ELECTRIC ENGINEERS												
133	CHEVY BLAZER	2004	2023	54,800	19	54,800	-	-	-	-	-	-
135	CHEVY BLAZER	2004	2023	106,500	19	54,800	-	-	-	-	-	-
TOTALS				\$ 3,523,400		\$ 521,600	\$ 225,900	\$ 42,500	\$ 109,800	\$ -	\$ 156,100	\$ 15,000

CASH FLOW	2024	2025	2026	2027	2028	2029	2030
BEGINNING CASH	310,570	10,170	1,270	151,570	234,770	428,870	467,270
Contributions	215,500	215,500	190,500	190,500	190,500	190,500	190,500
Interest & Vehicle Sales	5,700	1,500	2,300	2,500	3,600	4,000	5,450
Reserves Used	(521,600)	(225,900)	(42,500)	(109,800)	-	(156,100)	(15,000)
Projected Year End Cash	10,170	1,270	151,570	234,770	428,870	467,270	648,220



WATER VEHICLE REPLACEMENT SCHEDULE DIVISION - 7380

ABOUT THE PROJECT:

Replacement schedule and anticipated operating costs for the Water Operations.

FUNDING SOURCES	EXPENSE OBJECT	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Utilities	4520	\$ 100,000	\$ 180,000	\$ 180,000	\$ 180,000	\$ 150,000	\$ 130,000	\$ 110,000
General Fund	4520	-	-	-	-	-	-	-
Interest & Vehicles Sales	4520	10,300	5,700	18,300	22,000	2,800	800	1,500
Internal Service Funds	4520	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES		\$ 110,300	\$ 185,700	\$ 198,300	\$ 202,000	\$ 152,800	\$ 130,800	\$ 111,500

EXPENDITURES								
Other Equipment		-	-	-	-	-	-	-
Replacement of Vehicles		90,000	70,000	356,100	145,200	350,000	114,000	-
TOTAL		\$ 90,000	\$ 70,000	\$ 356,100	\$ 145,200	\$ 350,000	\$ 114,000	\$ -

MAINTENANCE	EXPENSE OBJECT	2024	2025	2026	2027	2028	2029	2030
Fuel	3210	21,300	21,300	21,300	21,300	21,300	21,300	21,300
Parts & Repair	4521	61,200	61,200	61,200	61,200	61,200	61,200	61,200
Equipment Rental	4533	25,000	25,000	25,000	25,000	25,000	25,000	25,000
TOTAL MAINTENANCE		\$ 107,500	\$ 107,500	\$ 107,500	\$ 107,500	\$ 107,500	\$ 107,500	\$ 107,500

Maintenance items can vary substantially based on the cost of fuel and/or parts.

ASSET #	WATER REPLACEMENT DETAIL	VEHICLE YEAR	REPLACE YEAR	REPLACE COST	LIFE (IN YEARS)	2024	2025	2026	2027	2028	2029	2030
360	GENERATOR TRAILER MOUNTED	2003	2033	80,800	30	-	-	-	-	-	-	-
1060	GENIE PERSONAL LIFT (WTP)	2010	2040	30,800	30	-	-	-	-	-	-	-
1260	FORD F450 SERVICE TRUCK w/winch	2012	2029	114,000	17	-	-	-	-	-	114,000	-
1460	GMC SIERRA 1500 4X4 PICK-UP	2014	2026	68,900	12	-	-	68,900	-	-	-	-
2260	JOHN DEERE BACKHOE LOADER	2023	2048	485,000	25	-	-	-	-	-	-	-
1761	APTECH GENERATOR	1997	2027	75,000	30	-	-	-	75,000	-	-	-
1960	AIR COMPRESSOR	2020	2045	46,800	25	-	-	-	-	-	-	-
2060	FREIGHTLINER 5 CY DUMP TRUCK	2022	2042	375,000	20	-	-	-	-	-	-	-
4329	YAMAHA UTV	2004	2034	12,900	30	-	-	-	-	-	-	-
5704	FORD F550 DUMP	2006	2026	110,600	20	-	-	110,600	-	-	-	-
5705	FORD F550 SERVICE TRUCK	2006	2026	107,700	20	-	-	107,700	-	-	-	-
6322	GMC CANYON PICK-UP	2006	2026	68,900	20	-	-	68,900	-	-	-	-
6701	GMC CANYON PICK-UP	2006	2024	66,200	18	38,600	-	-	-	-	-	-
6702	GMC CANYON PICK-UP	2006	2024	66,200	18	51,400	-	-	-	-	-	-
1241	50% VACTOR TRUCK	2012	2027	700,000	15	-	-	-	-	350,000	-	-
7452	GMC SONOMA PICK-UP	2007	2027	70,200	20	-	-	-	70,200	-	-	-
1862	SMALL EQ TRAILER	2017	2047	15,000	30	-	-	-	-	-	-	-
1863	SMALL EQ GATOR	2018	2033	19,200	15	-	-	-	-	-	-	-
NEW	DECANT EQUIPMENT 25%	2025	2040	70,000	15	-	70,000	-	-	-	-	-
TOTALS				\$ 2,583,200		\$ 90,000	\$ 70,000	\$ 356,100	\$ 145,200	\$ 350,000	\$ 114,000	\$ -

CASH FLOW	2024	2025	2026	2027	2028	2029	2030
BEGINNING CASH	204,851	225,151	340,851	183,051	239,851	42,651	59,451
Contributions	100,000	180,000	180,000	180,000	150,000	130,000	110,000
Interest & Vehicle Sales	10,300	5,700	18,300	22,000	2,800	800	1,500
Reserves Used	(90,000)	(70,000)	(356,100)	(145,200)	(350,000)	(114,000)	-
Projected Year End Cash	225,151	340,851	183,051	239,851	42,651	59,451	170,951



WASTEWATER VEHICLE REPLACEMENT SCHEDULE DIVISION - 7480

ABOUT THE PROJECT:

Replacement schedule and anticipated operating costs for the Wastewater division.

FUNDING SOURCES	EXPENSE OBJECT	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Utilities	4520	\$ 60,000	\$ 100,000	\$ 90,000	\$ 90,000	\$ 90,000	\$ 90,000	\$ 110,000	\$ 110,000
General Fund	4520	-	-	-	-	-	-	-	-
Interest & Vehicles Sales	4520	4,800	7,400	3,000	3,200	3,600	4,400	5,200	
Internal Service Funds	4520	-	-	-	-	-	-	-	
TOTAL FUNDING SOURCES		\$ 64,800	\$ 107,400	\$ 93,000	\$ 93,200	\$ 93,600	\$ 114,400	\$ 115,200	

EXPENDITURES								
Other Equipment		-	-	-	-	-	-	-
Replacement of Vehicles		160,500	330,500	-	70,200	34,800	-	-
TOTAL		\$ 160,500	\$ 330,500	\$ -	\$ 70,200	\$ 34,800	\$ -	\$ -

MAINTENANCE	EXPENSE OBJECT	2024	2025	2026	2027	2028	2029	2030
Fuel	3210	25,500	25,500	25,500	25,500	25,500	25,500	25,500
Parts & Repair	4521	53,400	53,400	53,400	53,400	53,400	53,400	53,400
Equipment Rental	4533	4,300	4,300	4,300	4,300	4,300	4,300	4,300
TOTAL MAINTENANCE		\$ 83,200	\$ 83,200	\$ 83,200	\$ 83,200	\$ 83,200	\$ 83,200	\$ 83,200

Maintenance items can vary substantially based on the cost of fuel and/or parts.

ASSET #	WASTEWATER REPLACEMENT DETAIL	VEHICLE YEAR	REPLACE YEAR	REPLACE COST	LIFE (IN YEARS)	2024	2025	2026	2027	2028	2029	2030
1077	GORMAN PUMP	2003	2028	34,800	25	-	-	-	-	34,800	-	-
1370	TAYLOR DUNN CART (WWTP)	2013	2038	23,000	25	-	-	-	-	-	-	-
1571	PETERBILT ROLLOFF TRUCK	2015	2035	354,000	20	-	-	-	-	-	-	-
1600	CUMMINS 60KW GENERATOR	2002	2032	80,000	30	-	-	-	-	-	-	-
1616	FORD F350 SERVICE TRUCK	2002	2022	190,600	20	102,200	-	-	-	-	-	-
1770	KW T880 VACTOR TRUCK	2017	2037	910,000	20	-	-	-	-	-	-	-
1970	FORD F350 PICKUP 4X2 UTILITY	2019	2039	134,700	20	-	-	-	-	-	-	-
4600	GMC SIERRA 1500 4X4 PICK-UP	2004	2023	58,300	19	58,300	-	-	-	-	-	-
5601	TV VAN W/ SPECIAL EQUIP	2005	2025	193,000	20	-	193,000	-	-	-	-	-
5601A	COMPUTER FOR TV VAN	2016	2025		19	-	-	-	-	-	-	-
5703	GMC SIERRA 1500 4X4 PICK-UP	2005	2025	67,500	20	-	67,500	-	-	-	-	-
6601	GODWIN HS100GP PUMP	2006	2036	68,000	30	-	-	-	-	-	-	-
7601	GMC CANYON CREW CAB 4X4 PICK-UP	2007	2027	70,200	20	-	-	-	70,200	-	-	-
NEW	DECANT EQUIPMENT 25%	2025	2040	70,000	15	-	70,000	-	-	-	-	-
TOTALS				\$ 2,254,100		\$ 160,500	\$ 330,500	\$ -	\$ 70,200	\$ 34,800	\$ -	\$ -

CASH FLOW	2024	2025	2026	2027	2028	2029	2030
BEGINNING CASH	319,183	223,483	383	93,383	116,383	175,183	289,583
Contributions	60,000	100,000	90,000	90,000	90,000	110,000	110,000
Interest & Vehicle Sales	4,800	7,400	3,000	3,200	3,600	4,400	5,200
Reserves Used	(160,500)	(330,500)	-	(70,200)	(34,800)	-	-
Projected Year End Cash	223,483	383	93,383	116,383	175,183	289,583	404,783



SOLID WASTE VEHICLE REPLACEMENT SCHEDULE DIVISIONS - 7580, 7538

ABOUT THE PROJECT:

Replacement schedule and anticipated operating costs for the Solid Waste Collections and Transfer Station Departments.

FUNDING SOURCES	EXPENSE OBJECT	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Utilities	4520	\$ 280,000	\$ 315,000	\$ 425,000	\$ 425,000	\$ 475,000	\$ 475,000	\$ 550,000
General Fund	4520	-	-	-	-	-	-	-
Interest & Vehicles Sales	4520	3,600	6,500	3,100	6,800	6,500	10,400	14,250
Internal Service Funds	4520	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES		\$ 283,600	\$ 321,500	\$ 428,100	\$ 431,800	\$ 481,500	\$ 485,400	\$ 564,250

EXPENDITURES								
Other Equipment		-	-	-	-	-	-	-
Replacement of Vehicles		405,800	487,000	431,600	444,500	24,200	461,700	472,800
TOTAL		\$ 405,800	\$ 487,000	\$ 431,600	\$ 444,500	\$ 24,200	\$ 461,700	\$ 472,800

MAINTENANCE	EXPENSE OBJECT	2024	2025	2026	2027	2028	2029	2030
Fuel	3210	258,000	258,000	258,000	258,000	258,000	258,000	258,000
Parts & Repair	4521	480,000	480,000	480,000	480,000	480,000	480,000	480,000
Equipment Rental	4533	5,900	5,900	5,900	5,900	5,900	5,900	5,900
TOTAL MAINTENANCE		\$ 743,900	\$ 743,900	\$ 743,900	\$ 743,900	\$ 743,900	\$ 743,900	\$ 743,900

Maintenance items can vary substantially based on the cost of fuel and/or parts.

ASSET #	SOLID WASTE REPLACEMENT DETAIL	VEHICLE YEAR	REPLACE YEAR	REPLACE COST	LIFE (IN YEARS)	2024	2025	2026	2027	2028	2029	2030
1480	CAT 962 WHEEL LOADER	2006	2031	513,000	25	-	-	-	-	-	-	-
2080	PETE/LABRIE SIDE LOADER TRUCK	2022	2028	450,500	6	-	-	-	-	24,200	-	-
2081	FORD ESCAPE HYBRID SUV	2021	2041	39,300	20	-	-	-	-	-	-	-
1080	PETE/WAYNE SIDE LOADER TRUCK	2010	2022	-	14	-	-	-	-	-	-	-
1081	PETE/WAYNE SIDE LOADER TRUCK	2010	2024	405,800	14	405,800	-	-	-	-	-	-
1580	PETE/LABRIE SIDE LOADER TRUCK	2015	2025	417,000	10	-	417,000	-	-	-	-	-
2282	FORD F250 PICKUP	2022	2042	96,000	20	-	-	-	-	-	-	-
1980	FORD F250 PICKUP	2019	2034	67,200	15	-	-	-	-	-	-	-
1680	PETE/LABRIE SIDE LOADER TRUCK	2016	2026	431,600	10	-	-	431,600	-	-	-	-
1880	KUBOTA ATV	2018	2038	28,300	20	-	-	-	-	-	-	-
1881	PETE/LABRIE SIDE LOADER TRUCK	2018	2027	444,500	9	-	-	-	444,500	-	-	-
2185	KUBOTA ZD1211 MOWER	2021	2041	29,300	20	-	-	-	-	-	-	-
2183	DOPPELSTADT SM720 TROMMEL SCREEN	2021	2041	604,100	20	-	-	-	-	-	-	-
1603	FREIGHTLINER 10YD DUMP TRUCK	2002	2032	140,000	30	-	-	-	-	-	-	-
2184	ECOSTACK 5032W CONVEYOR	2021	2041	58,000	20	-	-	-	-	-	-	-
2180	CAT 950M WHEEL LOADER	2022	2042	565,200	20	-	-	-	-	-	-	-
2181	CAT 930M WHEEL LOADER	2022	2042	379,500	20	-	-	-	-	-	-	-
2182	CAT 313 EXCAVATOR	2021	2036	375,500	15	-	-	-	-	-	-	-
2186	PETE/WITKE FRONT LOADER TRUCK	2021	2029	461,700	8	-	-	-	-	-	461,700	-
2187	PETE/LABRIE SIDE LOADER TRUCK	2021	2030	472,800	9	-	-	-	-	-	-	472,800
2188	PETE/LABRIE SIDE LOADER TRUCK	2021	2031	515,350	10	-	-	-	-	-	-	-
2189	FREIGHTLINER ENDLESS CHAIN TRUCK	2021	2036	386,200	15	-	-	-	-	-	-	-
2283	OTTAWA YARD GOAT	2000	2030	-	30	-	-	-	-	-	-	-
NEW	DECANT EQUIPMENT 25%	2025	2040	70,000	15	-	70,000	-	-	-	-	-
TOTALS				\$ 6,950,850		\$ 405,800	\$ 487,000	\$ 431,600	\$ 444,500	\$ 24,200	\$ 461,700	\$ 472,800

CASH FLOW	2024	2025	2026	2027	2028	2029	2030
BEGINNING CASH	712,649	590,449	424,949	421,449	408,749	866,049	889,749
Contributions	280,000	315,000	425,000	425,000	475,000	475,000	550,000
Interest & Vehicle Sales	3,600	6,500	3,100	6,800	6,500	10,400	14,250
Reserves Used	(405,800)	(487,000)	(431,600)	(444,500)	(24,200)	(461,700)	(472,800)
Projected Year End Cash	590,449	424,949	421,449	408,749	866,049	889,749	981,199



STORMWATER VEHICLE REPLACEMENT SCHEDULE DIVISION - 7412

ABOUT THE PROJECT:

Replacement schedule and anticipated operating costs for the Stormwater Operations.

FUNDING SOURCES	EXPENSE OBJECT	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Utilities	4520	\$ 415,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 138,000	\$ 138,000	\$ 138,000
General Fund	4520	-	-	-	-	-	-	-
Interest & Vehicles Sales	4520	2,400	11,300	4,800	10,100	1,100	2,200	3,150
Internal Service Funds	4520	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES		\$ 417,400	\$ 161,300	\$ 154,800	\$ 160,100	\$ 139,100	\$ 140,200	\$ 141,150

EXPENDITURES								
Other Equipment		-	-	-	-	-	-	-
Replacement of Vehicles		719,100	330,300	107,700	-	350,000	-	15,000
TOTAL		\$ 719,100	\$ 330,300	\$ 107,700	\$ -	\$ 350,000	\$ -	\$ 15,000

MAINTENANCE	EXPENSE OBJECT	2024	2025	2026	2027	2028	2029	2030
Fuel	3210	33,000	33,000	33,000	33,000	33,000	33,000	33,000
Parts & Repair	4521	95,600	95,600	95,600	95,600	95,600	95,600	95,600
Equipment Rental	4533	4,900	4,900	4,900	4,900	4,900	4,900	4,900
TOTAL MAINTENANCE		\$ 133,500	\$ 133,500	\$ 133,500	\$ 133,500	\$ 133,500	\$ 133,500	\$ 133,500

Maintenance items can vary substantially based on the cost of fuel and/or parts.

ASSET #	STORMWATER REPLACEMENT DETAIL	VEHICLE YEAR	REPLACE YEAR	REPLACE COST	LIFE (IN YEARS)	2024	2025	2026	2027	2028	2029	2030
5504	FORD F450 - BOX	2006	2026	107,700	20	-	-	107,700	-	-	-	-
1240	FREIGHTLINER AIR SWEEPER	2012	2022	393,400	10	393,400	-	-	-	-	-	-
1241	VACTOR TRUCK 50%	2012	2027	700,000	15	-	-	-	-	350,000	-	-
1540	ELGIN SWEEPER	2015	2025	260,300	10	-	260,300	-	-	-	-	-
1762	WELLS SMALL TRAILER	1995	2030	15,000	35	-	-	-	-	-	-	15,000
NEW	HERB SPRAY ATTACH.	2024	2034	9,500	10	9,500	-	-	-	-	-	-
2442	FORD F150 4X4 PICKUP	2024	2044	62,700	20	66,200	-	-	-	-	-	-
NEW	PERM PAVE CLEANER	2024	2039	250,000	15	250,000	-	-	-	-	-	-
NEW	DECANT EQUIPMENT 25%	2025	2040	70,000	15	-	70,000	-	-	-	-	-
TOTALS				\$ 1,868,600		\$ 719,100	\$ 330,300	\$ 107,700	\$ -	\$ 350,000	\$ -	\$ 15,000

CASH FLOW	2024	2025	2026	2027	2028	2029	2030
BEGINNING CASH	477,011	175,311	6,311	53,411	213,511	2,611	142,811
Contributions	415,000	150,000	150,000	150,000	138,000	138,000	138,000
Interest & Vehicle Sales	2,400	11,300	4,800	10,100	1,100	2,200	3,150
Reserves Used	(719,100)	(330,300)	(107,700)	-	(350,000)	-	(15,000)
Projected Year End Cash	175,311	6,311	53,411	213,511	2,611	142,811	268,961



CONSERVATION VEHICLE REPLACEMENT SCHEDULE DIVISION - 7121

ABOUT THE PROJECT:

Replacement schedule and anticipated operating costs for the Conservation Fund.

FUNDING SOURCES	EXPENSE OBJECT	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Utilities	4520	\$ 4,600	\$ 5,800	\$ 5,800	\$ 5,800	\$ 4,300	\$ 4,300	\$ 4,300
General Fund	4520	-	-	-	-	-	-	-
Interest & Vehicles Sales	4520	400	400	400	2,100	100	200	150
Internal Service Funds	4520	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES		\$ 5,000	\$ 6,200	\$ 6,200	\$ 7,900	\$ 4,400	\$ 4,500	\$ 4,450

EXPENDITURES								
Other Equipment		-	-	-	-	-	-	-
Replacement of Vehicles		-	-	-	56,800	-	-	-
TOTAL		\$ -	\$ -	\$ -	\$ 56,800	\$ -	\$ -	\$ -

MAINTENANCE	EXPENSE OBJECT	2024	2025	2026	2027	2028	2029	2030
Fuel	3210	500	500	500	500	500	500	500
Parts & Repair	4521	2,600	2,600	2,600	2,600	2,600	2,600	2,600
Equipment Rental	4533	100	100	100	100	100	100	100
TOTAL MAINTENANCE		\$ 3,200	\$ 3,200	\$ 3,200	\$ 3,200	\$ 3,200	\$ 3,200	\$ 3,200

Maintenance items can vary substantially based on the cost of fuel and/or parts.

ASSET #	CONSERVATION REPLACEMENT DETAIL	VEHICLE YEAR	REPLACE YEAR	REPLACE COST	LIFE (IN YEARS)	2024	2025	2026	2027	2028	2029	2030
6301	GMC SAVANA Van	2006	2027	46,400	20	-	-	-	56,800	-	-	-
TOTALS				\$ 46,400		\$ -	\$ -	\$ -	\$ 56,800	\$ -	\$ -	\$ -

CASH FLOW	2024	2025	2026	2027	2028	2029	2030
BEGINNING CASH	31,955	36,955	43,155	49,355	455	4,855	9,355
Contributions	4,600	5,800	5,800	5,800	4,300	4,300	4,300
Interest & Vehicle Sales	400	400	400	2,100	100	200	150
Reserves Used	-	-	-	(56,800)	-	-	-
Projected Year End Cash	36,955	43,155	49,355	455	4,855	9,355	13,805



EQUIPMENT SERVICES VEHICLE REPLACEMENT SCHEDULE DIVISION - 7630

ABOUT THE PROJECT:

Replacement schedule and anticipated operating costs for Equipment Services.

FUNDING SOURCES	EXPENSE OBJECT	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Utilities Rental of vehicles	4533	\$ 73,700	\$ 60,900	\$ 60,900	\$ 60,900	\$ 60,900	\$ 60,900	\$ 60,900
General Fund Rental of vehicles	4533	17,500	52,500	52,500	52,500	52,500	52,500	52,500
Interest & Vehicles Sales	395-xxxx	9,200	16,300	2,200	1,000	1,300	2,400	2,200
TOTAL FUNDING SOURCES		\$ 100,400	\$ 129,700	\$ 115,600	\$ 114,400	\$ 114,700	\$ 115,800	\$ 115,600

EXPENDITURES								
Other Equipment		-	-	-	-	-	-	-
Replacement of Vehicles		104,700	262,800	375,000	111,000	-	36,300	300,000
TOTAL		\$ 104,700	\$ 262,800	\$ 375,000	\$ 111,000	\$ -	\$ 36,300	\$ 300,000

MAINTENANCE	EXPENSE OBJECT	2024	2025	2026	2027	2028	2029	2030
Fuel	3210	7,300	7,300	7,300	7,300	7,300	7,300	7,300
Parts & Repair	4521	30,000	30,000	30,000	30,000	30,000	30,000	30,000
Equipment Rental	4533	500	500	500	500	500	500	500
TOTAL MAINTENANCE		\$ 37,800	\$ 37,800	\$ 37,800	\$ 37,800	\$ 37,800	\$ 37,800	\$ 37,800

Maintenance items can vary substantially based on the cost of fuel and/or parts.

ASSET #	EQUIPMENT SERVICES REPLACEMENT DETAIL	VEHICLE YEAR	REPLACE YEAR	REPLACE COST	LIFE (IN YEARS)	2024	2025	2026	2027	2028	2029	2030
NEW	CORP FUEL PUMP & FUEL LINE	2018	2038	36,900	20	-	-	-	-	-	-	-
15	GMC S10 4x4 PICK-UP	1995	2024	38,600	29	38,600	-	-	-	-	-	-
1246	DODGE 1 TON w/SER BODY	1999	2027	111,000	28	-	-	-	111,000	-	-	-
2190	HYSTER FORK LIFT H60FT	2021	2051	79,400	30	-	-	-	-	-	-	-
1248	LINCOLN/WELDER	1994	2024	30,000	30	30,000	-	-	-	-	-	-
1490	HYUNDAI SEDAN	2014	2024	36,100	10	36,100	-	-	-	-	-	-
1569	CATERPILLAR WHL LOADER	1988	2028	314,500	40	-	-	-	-	-	-	300,000
1570	CASE LOADER BACKHOE	1995	2025	262,800	30	-	262,800	-	-	-	-	-
1581	10 YD DUMP TRUCK	1995	2026	375,000	31	-	-	375,000	-	-	-	-
1891	HYUNDAI SONATA HYBRID	2019	2029	36,300	10	-	-	-	-	-	36,300	-
2191	FORD ESCAPE SUV	2021	2036	44,800	15	-	-	-	-	-	-	-
7421	SELMA TRAILER	2007	2032	12,300	25	-	-	-	-	-	-	-
1690	GENERATOR	2016	2041	67,300	25	-	-	-	-	-	-	-
2192	FORD F550 SERVICE TRUCK	2022	2042	282,700	20	-	-	-	-	-	-	-
2290	QT LUBE SKID	2022	2042	33,000	20	-	-	-	-	-	-	-
	MILLER DIMENSION 452 WELDER	2018	2033	13,700	15	-	-	-	-	-	-	-
TOTALS				\$ 1,774,400		\$ 104,700	\$ 262,800	\$ 375,000	\$ 111,000	\$ -	\$ 36,300	\$ 300,000

CASH FLOW	2024	2025	2026	2027	2028	2029	2030
BEGINNING CASH	438,748	434,448	301,348	41,948	45,348	160,048	239,548
Rental income	91,200	113,400	113,400	113,400	113,400	113,400	113,400
Interest & Vehicle Sales	9,200	16,300	2,200	1,000	1,300	2,400	2,200
Reserves Used	(104,700)	(262,800)	(375,000)	(111,000)	-	(36,300)	(300,000)
Projected Year End Cash	434,448	301,348	41,948	45,348	160,048	239,548	55,148



INFORMATION TECHNOLOGY VEHICLE REPLACEMENT SCHEDULE DIVISION - 2081

ABOUT THE PROJECT:

Replacement schedule and anticipated operating costs for Information Technologies.

FUNDING SOURCES	EXPENSE OBJECT	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Utilities	4520	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund	4520	-	-	-	-	-	-	-	-
Interest & Vehicles Sales	4520	300	300	300	400	400	400	400	
Internal Service Funds	4520	1,000	2,500	2,500	2,500	2,500	2,500	3,000	
TOTAL FUNDING SOURCES		\$ 1,300	\$ 2,800	\$ 2,800	\$ 2,900	\$ 2,900	\$ 2,900	\$ 3,400	

EXPENDITURES							
Other Equipment	-	-	-	-	-	-	-
Replacement of Vehicles	-	-	-	-	-	-	-
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

MAINTENANCE	EXPENSE OBJECT	2024	2025	2026	2027	2028	2029	2030
Fuel	3210	200	200	200	200	200	200	200
Parts & Repair	4521	1,500	1,500	1,500	1,500	1,500	1,500	1,500
Equipment Rental	4533	600	600	600	600	600	600	600
TOTAL MAINTENANCE		\$ 2,300	\$ 2,300	\$ 2,300	\$ 2,300	\$ 2,300	\$ 2,300	\$ 2,300

Maintenance items can vary substantially based on the cost of fuel and/or parts.

ASSET #	INFORMATION TECHNOLOGY REPLACEMENT DETAIL	VEHICLE YEAR	REPLACE YEAR	REPLACE COST	LIFE (IN YEARS)	2024	2025	2026	2027	2028	2029	2030
8101	HYUNDAI VAN	2007	2032	58,700	25	-	-	-	-	-	-	-
				\$ 58,700		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

CASH FLOW	2024	2025	2026	2027	2028	2029	2030
BEGINNING CASH	30,401	31,701	34,501	37,301	40,201	43,101	46,001
Contributions	1,000	2,500	2,500	2,500	2,500	2,500	3,000
Interest & Vehicle Sales	300	300	300	400	400	400	400
Reserves Used	-	-	-	-	-	-	-
Projected Year End Cash	31,701	34,501	37,301	40,201	43,101	46,001	49,401



STREETS VEHICLE REPLACEMENT SCHEDULE DIVISIONS - 102-7230

ABOUT THE PROJECT:

Replacement schedule and anticipated operating costs for the Streets operations vehicles.

FUNDING SOURCES	EXPENSE OBJECT	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Utilities	4520	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund	4520	155,000	155,000	205,000	235,000	240,000	245,000	255,000	
Interest & Vehicles Sales	4520	11,300	1,700	10,100	5,200	3,600	2,900	7,300	
Internal Service Funds	4520	-	-	-	-	-	-	-	
TOTAL FUNDING SOURCES		\$ 166,300	\$ 156,700	\$ 215,100	\$ 240,200	\$ 243,600	\$ 247,900	\$ 262,300	

EXPENDITURES								
Other Equipment		-	-	-	-	-	-	-
Replacement of Vehicles		517,600	-	406,000	176,800	130,000	30,000	327,800
TOTAL		\$ 517,600	\$ -	\$ 406,000	\$ 176,800	\$ 130,000	\$ 30,000	\$ 327,800

MAINTENANCE	EXPENSE OBJECT	2024	2025	2026	2027	2028	2029	2030
Fuel	3210	39,600	39,600	39,600	39,600	39,600	39,600	39,600
Parts & Repair	4521	159,000	159,000	159,000	159,000	159,000	159,000	159,000
Equipment Rental	4533	27,000	27,000	27,000	27,000	27,000	27,000	27,000
TOTAL MAINTENANCE		\$ 225,600	\$ 225,600	\$ 225,600	\$ 225,600	\$ 225,600	\$ 225,600	\$ 225,600

Maintenance items can vary substantially based on the cost of fuel and/or parts.

ASSET #	STREET DIVISION	REPLACEMENT DETAIL	VEHICLE YEAR	REPLACE YEAR	REPLACE COST	LIFE (IN YEARS)	2024	2025	2026	2027	2028	2029	2030
1040	HYDRO SEEDER		2010	2030	18,400	20	-	-	-	-	-	-	18,400
1041	WATER TANK TRAILER		2000	2030	14,600	30	-	-	-	-	-	-	14,600
1042	TRAFFIC BOARD		2010	2030	26,800	20	-	-	-	-	-	-	26,800
1242	EXCAVATOR TRAILER		2012	2032	15,000	20	-	-	-	-	-	-	-
1243	EXCAVATOR		2012	2032	203,400	20	-	-	-	-	-	-	-
1340	FORD F450 FLATBED		2013	2033	106,400	20	-	-	-	-	-	-	-
1341	CRACK SEALER		2013	2038	122,400	25	-	-	-	-	-	-	-
1440	JOHN DEERE GRADER 14'		2008	2033	1,046,500	25	-	-	-	-	-	-	-
1441	BITIMOUS APPLICATOR		2014	2034	40,600	20	-	-	-	-	-	-	-
1501	STREET FLUSHER -		1992	2030	250,000	38	-	-	-	-	-	-	250,000
2140	KUBOTA M6S-111 BOOM MOWER		2021	2041	300,000	20	-	-	-	-	-	-	-
2141	FREIGHTLINER W/PATCH BOX		2022	2042	457,000	20	-	-	-	-	-	-	-
1576	LINCOLN TILTBED TRAILER		1994	2029	30,000	35	-	-	-	-	-	30,000	-
1940	FREIGHTLINE 5-8 YD DUMP		2021	2041	381,800	20	-	-	-	-	-	-	-
1597	BOMAG ASPHALT ROLLER		1993	2026	126,400	33	-	-	126,400	-	-	-	-
1598	INGERSOL RAND COMPRESSOR		1993	2033	32,800	40	-	-	-	-	-	-	-
1599	GARLAND TRAILER		1985	2030	18,000	45	-	-	-	-	-	-	18,000
2040	FREIGHTLINER 10YD DUMP TRUCK		2021	2041	545,000	20	-	-	-	-	-	-	-
1790	INTERNATIONAL 5YD DUMP		2004	2024	407,600	20	407,000	-	-	-	-	-	-
4701	GMC SIERRA 3500 SERVICE TRUCK		2004	2020	106,400	16	-	-	-	-	-	-	-
5505	ASPHALT HEATER - will surplus		2005	2015	-	10	-	-	-	-	-	-	-
6501	GMC CANYON PU 4X4		2006	2026	68,800	20	-	-	68,800	-	-	-	-
6502	FORD F550 DUMP TRUCK		2006	2024	110,600	20	110,600	-	-	-	-	-	-
2243	MESSAGE BOARD (7505)		2022	2047	25,000	25	-	-	-	-	-	-	-
6504	PUCKET ASPHALT PAVER		2006	2026	210,800	20	-	-	210,800	-	-	-	-
7501	MONROE SAND SPREADER		2017	2027	55,000	10	-	-	-	55,000	-	-	-
7503	FORD F450 SERVICE TRUCK		2007	2027	121,800	20	-	-	-	121,800	-	-	-
7505	FORD F550 SIGN TRUCK		2008	2028	130,000	20	-	-	-	-	130,000	-	-
8501	PF DECKOVER TILT TRAILER		2008	2033	20,000	25	-	-	-	-	-	-	-
2041	FORD F550 SERVICE TRUCK		2022	2042	138,800	20	-	-	-	-	-	-	-
1640	TRAFFIC CRASH ATTENUATOR		2016	2036	54,200	20	-	-	-	-	-	-	-
1740	CONCRETE CUTTING TRAILER		2017	2047	13,400	30	-	-	-	-	-	-	-
2142	MAGNUM LIGHT TOWER		2015	2045	16,200	30	-	-	-	-	-	-	-
TOTALS					\$ 5,213,700		\$ 517,600	\$ -	\$ 406,000	\$ 176,800	\$ 130,000	\$ 30,000	\$ 327,800

CASH FLOW	2024	2025	2026	2027	2028	2029	2030
Cash Balance	388,618	37,318	194,018	3,118	66,518	180,118	398,018
Contributions	155,000	155,000	205,000	235,000	240,000	245,000	255,000
Interest & Sales	11,300	1,700	10,100	5,200	3,600	2,900	7,300
Reserves Used	(517,600)	-	(406,000)	(176,800)	(130,000)	(30,000)	(327,800)
Projected Year End Cash	37,318	194,018	3,118	66,518	180,118	398,018	332,518



CITY OF PORT ANGELES



2025 - 2030
CAPITAL FACILITIES PLAN &
TRANSPORTATION IMPROVEMENT PLAN



INFORMATION TECHNOLOGY



INFORMATION TECHNOLOGY PROJECTS

MANAGER: ERIC WATERKOTTE
CONTACT: EWATERKOTTE@CITYOFPA.US
PHONE: 360-417-4512

INFORMATION TECHNOLOGIES GOALS AND OBJECTIVES:

The goal of the Information Technologies (IT) capital plan is to provide computer, communication, and audio visual systems to allow for growth and backup for future needs. The IT group maintains both hardware and software for governmental and utility services. This fund is an internal service fund and provides services citywide.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Utility Reserves	\$ 1,315,100	\$ 501,400	\$ 355,800	\$ 434,000	\$ 150,800	\$ 534,000	\$ 257,100	\$ 390,300
Grants	133,900	100,000	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
General Fund	1,398,100	177,400	140,900	107,700	60,900	107,700	60,900	107,700
Donations/Insurance	-	-	-	-	-	-	-	-
Other Funds	715,000	-	-	-	-	-	-	-
TOTAL	\$ 3,562,100	\$ 778,800	\$ 496,700	\$ 541,700	\$ 211,700	\$ 641,700	\$ 318,000	\$ 498,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Design	79,100	41,900	30,000	-	-	-	-	30,000
Construction	811,100	2,997,600	625,000	370,000	250,000	760,000	190,000	570,000
TOTAL	\$ 890,200	\$ 3,039,500	\$ 655,000	\$ 370,000	\$ 250,000	\$ 760,000	\$ 190,000	\$ 600,000

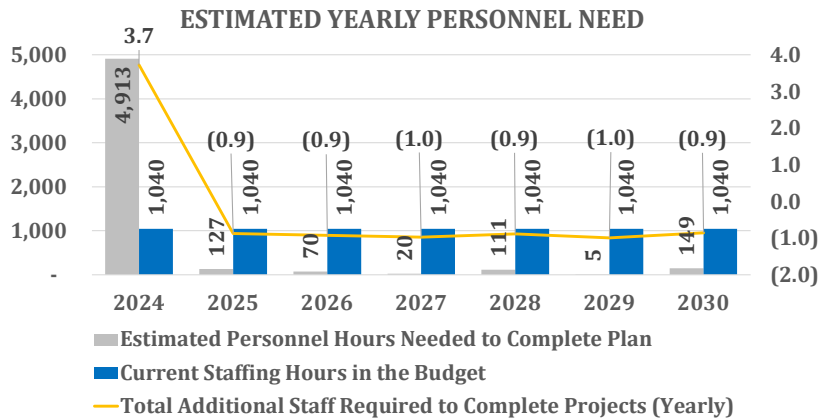
Maintenance includes reductions and additions to depreciation, labor, repairs, software, monthly communication fees, utilities, etc.

CASH FLOW ANALYSIS	2024	2025	2026	2027	2028	2029	2030
Beginning Cash Balance	3,067,982	807,282	648,982	820,682	782,382	664,082	792,082
Funding sources:							
Utilities Reserves	501,400	355,800	434,000	150,800	534,000	257,100	390,300
Grants	100,000	-	-	-	-	-	-
Revenue for computer replacements	-	-	-	-	-	-	-
General Fund	177,400	140,900	107,700	60,900	107,700	60,900	107,700
Interest/Donations	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
Spending:							
Project Costs	(3,039,500)	(655,000)	(370,000)	(250,000)	(760,000)	(190,000)	(600,000)
Ending Cash Balance	807,282	648,982	820,682	782,382	664,082	792,082	690,082

Depreciation	80,314	478,304	483,161	734,661	455,719	747,533	502,604
Cash/Depreciation	10.05	1.36	1.70	1.06	1.46	1.06	1.37

OTHER OPERATING COSTS FOR THIS CFP	2024	2025	2026	2027	2028	2029	2030
Labor	491,315	11,897	6,229	2,027	9,756	533	14,866
Depreciation	80,314	478,304	483,161	734,661	455,719	747,533	502,604
TOTAL OTHER COSTS	\$ 571,629	\$ 490,201	\$ 489,391	\$ 736,689	\$ 465,474	\$ 748,066	\$ 517,470

The current capital plan would not require any additional FTE's to complete when averaged; however, in years when large projects are included additional staffing will be needed for completion.



IT PROJECT LIST & COMPLETED PROJECTS

NUMBER	TITLE	PRIORITY	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
						2025	2026	2027	2028	2029	2030
IT0714	Data Backup Systems Replacement	R	562,200	212,200	-	-	-	210,000	140,000	-	-
IT0514	Data Storage Array Systems	R	370,100	220,100	-	-	-	-	150,000	-	-
IT0319	Network Refresh	R	560,000	-	-	280,000	-	-	-	-	280,000
IT0618	Virtual Server Replacements	R	750,000	149,900	150,100	-	150,000	-	150,000	-	150,000
IT0214	Records Management System	R	180,500	38,100	52,400	-	30,000	-	30,000	-	30,000
IT0323	SCADA Server Replacements	R	550,000	-	-	150,000	150,000	-	250,000	-	-
IT1018	UPS Replacement - Disaster Recovery Data Center	R	300,000	20,600	39,400	40,000	40,000	40,000	40,000	40,000	40,000
IT0124	Primary Data Backup Systems Replacement	R	500,000	-	150,000	100,000	-	-	-	150,000	100,000
IT0416	Cemetery Software	A	30,000	-	30,000	-	-	-	-	-	-
IT0119	Wireless Bridge	A	60,000	24,000	36,000	-	-	-	-	-	-
IT0716	ERP Road Map & Replacement	A	2,454,900	199,700	2,255,200	-	-	-	-	-	-
IT0320	ESRI Migration to Arc Pro	A	100,000	25,600	74,400	-	-	-	-	-	-
IT0324	Primary Data Backup Tape Storage Safe	A	22,000	-	22,000	-	-	-	-	-	-
IT0123	Intrusion Detection and Prevention	1	200,000	-	200,000	-	-	-	-	-	-
IT0224	Primary Data Center Fiber Switch Replacement	2	30,000	-	30,000	-	-	-	-	-	-
IT0423	Building Access Control and Cameras	3	1,200,000	-	-	60,000	-	-	-	-	-
IT0523	City Owned Fiber Optics	4	1,500,000	-	-	25,000	-	-	-	-	-
IT0424	Audio/Video Equipment Refresh	UF	500,000	-	-	-	-	-	-	-	-
TOTAL			9,869,700	890,200	3,039,500	655,000	370,000	250,000	760,000	190,000	600,000

PROJECTS COMPLETED IN 2023			Actual	Budget
IT0514	Data Storage Array Systems		220,065	214,000
IT0623	IT Pure Storage Upgrade		174,322	174,000
TOTAL COMPLETED PROJECTS			394,387	388,000

KEY	
A	Active
R	Revolving
#	Priority Assigned Number
UF	Unfunded



PROJECT STATUS: REVOLVING
PRESENT CONDITION: GOOD
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: ERIC WATERKOTTE
ESTIMATED LIFE: 7 YEARS

ABOUT THE PROJECT:

Replacement of the City's primary, secondary and remote data backup systems and their components. A portion of the project will project double the capacity of the primary backup system to account for increased data and longer retention of the data. The current capacity is 240TB to be increased to 480TB. The Primary Backup Storage project (ITo223) was combined with this project in 2024.

JUSTIFICATION:

The City has invested in a State-of-the-Art data backup architecture to ensure resiliency from cyber-attacks including ransom ware, ensure data recovery in the event of a disaster, and to restore data when inadvertently remove from file storage systems. This project replacement plan is to replace/upgrade the systems hardware and software to newer platforms and versions while maintaining all database integrity and archival backup storage for three sites. Due to the heavy daily use of tapeless backup systems, and its associated hardware, the life cycle is 5-6 years. The current system purchased in 2020 provides backup to approximately 150+ different systems and types on various schedules and will be refreshed in 2028. The projected increase in storage requirements will carry the City through the storage appliance's life cycle with replacement of the primary backup storage system in 2028.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund	\$ 222,000	\$ 36,200	\$ 36,200	\$ 36,200	\$ 36,200	\$ 36,200	\$ 36,200	\$ 36,200
Grants								
Bonds								
General Fund	78,000	13,800	13,800	13,800	13,800	13,800	13,800	13,800
Donations/Insurance Reim.								
Other								
TOTAL	\$ 300,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	212,200				210,000	140,000		
TOTAL	\$ 212,200	\$ 0	\$ 0	\$ 0	\$ 210,000	\$ 140,000	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$562,200

Estimated Total Design Cost: N/A

Estimated Personnel Hours for Project: 40

Estimated Personnel Costs for Project: \$4,000



PROJECT STATUS: REVOLVING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: ERIC WATERKOTTE
ESTIMATED LIFE: 7 YEARS

ABOUT THE PROJECT:

Replacement of City multiple network data storage arrays and associated hardware interfaces due to reaching end-of-life equipment threshold.

JUSTIFICATION:

The current SAN network data storage array systems with their associated switches and communication hardware were replaced in 2011. The data mirroring part of the project was installed in late 2011 at the City's redundant site. All server hard drive primary storage resides on these storage arrays due to the multiple layers of redundancy and fail over capabilities. Life expectancy of 24/7 critical primary storage is 5-8 years dependent upon the environment and factors affecting units, such as load and I/O accesses. Due to current environmental issues, speed performance and hard drive failures, the recommendation for replacement is 6 years. Replacement will consist of same redundancy capabilities and multi-layer fail-over requirements as well as faster drives and expansion to meet further growth.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund	\$ 127,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000
Grants								
Bonds								
General Fund	61,500	8,000	8,000	8,000	8,000	8,000	8,000	8,000
Donations/Insurance Reim.								
Other								
TOTAL	\$ 188,500	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	220,100					150,000		
TOTAL	\$ 220,100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 150,000	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$370,100

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 40

Estimated Personnel Costs for Project: \$4,000



PROJECT STATUS: REVOLVING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: ERIC WATERKOTTE
ESTIMATED LIFE: 6 YEARS

ABOUT THE PROJECT:

The City will evaluate network equipment; such as Cisco Meraki switches, routers and firewalls that have a 5 to 7-year lifespan, and must be replaced to keep the City's network secure and functional. A business process analysis will be performed before software selection to ensure all needs are met. After 2025, the next upgrade will be in 2030.

JUSTIFICATION:

If equipment does not meet standards for security programming the City's network will be vulnerable to cyber attacks.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund	\$ 103,600	\$ 103,600	\$ 34,600	\$ 34,600	\$ 34,600	\$ 34,600	\$ 34,600	\$ 34,600
Grants								
Bonds								
General Fund	54,600	18,200	12,100	12,100	12,100	12,100	12,100	12,100
Donations/Insurance Reim.								
Other								
TOTAL	\$ 158,200	\$ 121,800	\$ 46,700	\$ 46,700	\$ 46,700	\$ 46,700	\$ 46,700	\$ 46,700

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			280,000					280,000
TOTAL	\$ 0	\$ 0	\$ 280,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 280,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$560,000

Estimated Total Design Cost: \$30,000

Estimated Personnel Hours for Project: 200

Estimated Personnel Costs for Project: \$20,000



PROJECT STATUS: REVOLVING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: ERIC WATERKOTTE
ESTIMATED LIFE: 7 YEARS

ABOUT THE PROJECT:

The replacement of physical servers for stand alone applications or multi-server virtual clusters will be staggered with two to three servers replaced every two years based on a life expectancy of 5-7 years. The servers also require a yearly maintenance cost of \$6,000.

JUSTIFICATION:

Creation of a scheduled replacement plan for SQL server replacements based on a 5 to 7-year cycle will create efficiencies and security. Critical servers will be based on a 5-year replacement plan. Critical server examples are virtual cluster servers due to their utilization and performance needs.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund	\$ 111,000	\$ 111,000		\$ 111,000		\$ 111,000		\$ 111,000
Grants								
Bonds								
General Fund	39,000	39,000		39,000		39,000		39,000
Donations/Insurance Reim.								
Other								
TOTAL	\$ 150,000	\$ 150,000	\$ 0	\$ 150,000	\$ 0	\$ 150,000	\$ 0	\$ 150,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	149,900	150,100		150,000		150,000		150,000
TOTAL	\$ 149,900	\$ 150,100	\$ 0	\$ 150,000	\$ 0	\$ 150,000	\$ 0	\$ 150,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$750,000

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 200

Estimated Personnel Costs for Project: \$20,000



PROJECT STATUS: REVOLVING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: KARI MARTINEZ-BAILEY
ESTIMATED LIFE: 7 YEARS

ABOUT THE PROJECT:

Project involves a citywide evaluation of type and quantity of electronic and physical records and development of a plan to recatalog and implement records management through hardware, software, conversion and training into the City's Records Management System. The project plan is to have an outside consultant familiar with our Records Management System to do a City-Wide data survey of types and quantities retained currently and provide a multi-year project plan. This plan would identify what software modules, user licenses or hardware are required. This plan would also estimate the cost to train staff. The expectation is to have all staff using recommended records retention guidelines, reduce redundancy, and ensure compliance with Washington State requirements (RCW). The rollout plan by year is: 1) Finance plus tracking software; 2) Community Development; 3) Public Works; 4) All other departments.

JUSTIFICATION:

The current records management plan and policies are ready for an update to address changing technologies and user behaviors. The end goal for records management is to improve the automatic retention rules for records of all types according to Washington State RCW requirements, automate key tasks in the records management process and reduce the amount of staff time required to manage records.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund	\$ 44,800	\$ 22,200		\$ 22,200		\$ 22,200		\$ 22,200
Grants								
Bonds								
General Fund	15,700	7,800		7,800		7,800		7,800
Donations/Insurance Reim.								
Other								
TOTAL	\$ 60,500	\$ 30,000	\$ 0	\$ 30,000	\$ 0	\$ 30,000	\$ 0	\$ 30,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	38,100	52,400		30,000		30,000		30,000
TOTAL	\$ 38,100	\$ 52,400	\$ 0	\$ 30,000	\$ 0	\$ 30,000	\$ 0	\$ 30,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$180,500

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 20

Estimated Personnel Costs for Project: \$2,000



PROJECT STATUS: REVOLVING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: ERIC WATERKOTTE
ESTIMATED LIFE: 5-8 YEARS

ABOUT THE PROJECT:

Electric, Water and Wastewater utilities operate on closed-loop networks with redundant servers that command and control the utilities remotely and securely. This project has a six to eight (6-8) year life-cycle with the last refresh in 2019. Project includes software platform replacement costs.

Each Utility system utilizes two (2) servers and (1) storage array.

JUSTIFICATION:

Supervisory Control And Data Acquisition (SCADA) systems are a critical component of the City's utilities in their ability to 'command and control' remote sub-systems from a single point. These systems control pumps, valves, relays, etc.; they monitor lift stations, reservoir levels, grid voltage, etc. and provide a plethora of data points including trending and historical reporting data. They are the heart of any utility and are critical to plant operations. These systems have a 6-8 year life-cycle with the next refresh due to occur between 2025 and 2027.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund			\$ 150,000	\$ 150,000		\$ 250,000	\$ 106,300	\$ 106,300
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 150,000	\$ 150,000	\$ 0	\$ 250,000	\$ 106,300	\$ 106,300

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			150,000	150,000		250,000		
TOTAL	\$ 0	\$ 0	\$ 150,000	\$ 150,000	\$ 0	\$ 250,000	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$550,000

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 80

Estimated Personnel Costs for Project: \$5,000



PROJECT STATUS: REVOLVING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: ERIC WATERKOTTE
ESTIMATED LIFE: 5 YEARS

ABOUT THE PROJECT:

Replacement of current uninterrupted power supply/conditioner/battery backup for critical servers and systems residing at current disaster redundancy data center located at the Corporation Yard. This will be replaced when the Light Ops building is complete.

JUSTIFICATION:

The current residing UPS is over 10 years old and has exceeded its life cycle expectancy. The current system supports power needs and emergency power needs for critical redundancy systems for city resources. Unplanned failure of equipment would be detrimental to both the systems it supports and the data they retain that may become unrecoverable.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund	\$ 44,400		\$ 28,000	\$ 28,000	\$ 28,000	\$ 28,000	\$ 28,000	\$ 28,000
Grants								
Bonds								
General Fund	15,600		12,000	12,000	12,000	12,000	12,000	12,000
Donations/Insurance Reim.								
Other								
TOTAL	\$ 60,000	\$ 0	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	20,600	39,400	40,000	40,000	40,000	40,000	40,000	40,000
TOTAL	\$ 20,600	\$ 39,400	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$340,000

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 40

Estimated Personnel Costs for Project: \$ 4,000



PROJECT STATUS: REVOLVING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: ERIC WATERKOTTE
ESTIMATED LIFE: 5 YEARS

ABOUT THE PROJECT:

Replacement of the current primary City's data backup system hardware components. Components have either reached end-of-life (EOL) or have issues with performance limitations due to exceeded data growth. Current system backs up 10 physical servers, 10 critical workstations, and 70 virtual servers across the city. The data is backed up, compressed and encrypted to a primary data storage system. This data is additionally backed up to a separate secondary copy data storage system with additional compression and encryption before being copied to a hosted cloud storage for immutability/ransom-ware protection. Additionally, an additional copy of all data is saved to a tape library where tapes are removed and stored in a data safe for additional immutability as well as air-gapped protection.

JUSTIFICATION:

The City's primary backup system has reached EOL for the Primary server (2017), Proxy/copy servers (3) (2011), secondary copy storage (2016). Additionally, the tape library has reached its performance limitations due to hardware limitations from the amount of data and speed the current system can perform. The primary data storage was upgraded in 2011 and expanded in 2024 so it is exempted but not the secondary copy storage required for cloud storage push which is no longer vendor supported. Without upgrade of critical components, the City's data backup system will continue to experience issues where backup cannot be performed as scheduled and with any one component failure, result in complete loss of data backup as well as ability to restore in case of any event requiring such needs.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund		\$ 105,000	\$ 70,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000
Grants								
Bonds								
General Fund		45,000	30,000	15,000	15,000	15,000	15,000	15,000
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 150,000	\$ 100,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		150,000	100,000			150,000	100,000	
TOTAL	\$ 0	\$ 150,000	\$ 100,000	\$ 0	\$ 0	\$ 150,000	\$ 100,000	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$500,000

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 0

Estimated Personnel Costs for Project: \$ 0



PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: COREY DELIKAT
ESTIMATED LIFE: 7 YEARS

ABOUT THE PROJECT:

Evaluation of off the shelf products for cemetery operations, with potential purchase of both hardware and software, with the possibility of a cloud-based solution to better meet the City's requirements. The solution should include tracking administration, mapping, records management, including deposits and prepaid items. This is not a shared cost with utilities.

JUSTIFICATION:

Efficiency for staff and customers.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund	30,000							
Donations/Insurance Reim.								
Other								
TOTAL	\$ 30,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	0	30,000						
TOTAL	\$ 0	\$ 30,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$30,000

Estimated Total Design Cost: N/A

Estimated Personnel Hours for Project: 20

Estimated Personnel Costs for Project: \$2,000



PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: ERIC WATERKOTTE
ESTIMATED LIFE: 7 YEARS

ABOUT THE PROJECT:

Utilize wireless microwave technology to create a redundant wireless link from City Hall to the Fire Hall to E Street Reservoir to the Corp Yard. Three `pairs` of line-of-sight wireless transmission and reception devices tied into the City Network will create a redundant path to our Emergency Operations Center (EOC) and Disaster Recovery sites and provide for communications in the case of Wave fiber failure.

JUSTIFICATION:

Critical for business continuity and disaster recovery when faced with a natural or national emergency event that disables wired (fiber) communications.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund	\$ 44,300							
Grants								
Bonds								
General Fund	15,700							
Donations/Insurance Reim.								
Other								
TOTAL	\$ 60,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	24,000	36,000						
TOTAL	\$ 24,000	\$ 36,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$60,000

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 0

Estimated Personnel Costs for Project: \$ 0



PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: SARINA CARRIZOSA
ESTIMATED LIFE: 10 YEARS

ABOUT THE PROJECT:

This project includes consultant services to complete a formal assessment and evaluation of the City's current Enterprise system used for financial reporting, community development and utility tracking, billing and reporting, including review of all modules currently used and investigating paperless options, electronic automation of workflow, identifying improvements of interfaces between modules, integration and wire transfers of data. The City has completed the phases of the project that have determined needed work flows and utilizing an Request for Proposal (RFP) to select a vendor to replace the current enterprise software system. The implementation of a new system is occurring in five phases and is a multi-year process. The first phase includes the City's financial system and is scheduled to go-live in October 2024. Phases two and three for HR/Payroll and Cashiering are being implemented concurrently and are expected to be complete in February 2025. Phases four, Permits and Planning, and five, Utility Billing, will begin in September 2024 with full implementation planned for September 2025. Additionally, in 2021 City Council approved the use of \$133,900 from American Rescue Plan Act funding toward this project.

JUSTIFICATION:

The current financial enterprise software system utilized by City staff for tracking and reporting must be replaced. This system integrates 30 different modules to the general ledger and has been the system of record since 2002. With emerging technologies and platforms, due diligence and review are necessary. This replacement system is all encompassing, involving all departments, including integration into other software types and platforms as well as options for ease of use for customers. Increased organizational efficiency for internal and external customers and improved productivity is expected with the replacement of the ERP system.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund	\$ 518,000								
Grants	133,900								
Bonds									
General Fund	1,088,000								
Donations/Insurance Reim.									
Other	715,000								
TOTAL	\$ 2,454,900	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	199,700	2,255,200						
TOTAL	\$ 199,700	\$ 2,255,200	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$2,454,900 **Estimated Total Design Cost: \$81,000**
Estimated Personnel Hours for Project: 5,000 **Estimated Personnel Costs for Project: \$500,000**



PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: SCOTT CURTIN
ESTIMATED LIFE: 8-10 YEARS

ABOUT THE PROJECT:

Geographical Information System (GIS) is used to map City assets, is needed in multiple departments within the City, and used extensively by all Public Works utilities for conducting day to day business. This project will include server clusters of at least four (4) virtual servers to create 'ESRI ARCPro' required geodatabases on these servers using the new schema. The creation and population of new geodatabases will be done in-house over a period of 18 to 24 months after the server farm has been deployed.

JUSTIFICATION:

ESRI is the City's vendor for the GIS system. Recently ESRI announced the phasing out of the ArcMap platform. City is currently on ESRI's ArcMap platform. ESRI will be migrating to a new ArcGIS Pro platform. ESRI has also announced that the product support for the soon to be phased out version will end in the year 2024.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Electric Fund	\$ 100,000								
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Other									
TOTAL	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	25,600	74,400						
TOTAL	\$ 25,600	\$ 74,400	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$100,000

Estimated Total Design Cost: \$ 20,000

Estimated Personnel Hours for Project: 200

Estimated Personnel Costs for Project: \$ 20,000



PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: ERIC WATERKOTTE
ESTIMATED LIFE: 20 YEARS

ABOUT THE PROJECT:

Expansion of the current capacity to store and maintain critical data backup tapes for the city data center backup system. Expansion would consist of the purchase of two additional 3-hour rated fire protected/smoke protect enhanced data safes for retention of tape backups. Current safe is at capacity with the need of further expansion of backup external air-gapped storage.

JUSTIFICATION:

The current data safe residing in City IT has reached its limited capacity to retain minimal required tapes for backups. The requested time for retention by the City Manager cannot be achieved fiscally via on-line or cloud storage. Tape backups is the only option with the additional benefits of immutability (cannot change) and ransom-ware protection. Two additional data safes would allow for a 3x increase in the current retention ability. Data safes would be rated for 3-hour direct heat exposure/smoke protection as well full safe security compliance within a secure environment.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund		\$ 15,400							
Grants									
Bonds									
General Fund		6,600							
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 22,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		22,000						
TOTAL	\$ 0	\$ 22,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$22,000

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 0

Estimated Personnel Costs for Project: \$ 0



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: ERIC WATERKOTTE
ESTIMATED LIFE: 10 YEARS

ABOUT THE PROJECT:

Identified as 'best practice' and soon to be required as part of Criminal Justice Information Systems protection mechanisms, Intrusion Detection and Prevention Systems (IDS/IPS) are Artificial Intelligence (AI) driven systems that detect and prevent unauthorized access to the City's networks and systems.

JUSTIFICATION:

Cyber Security is at the forefront of the City Information Technology (IT) Division's efforts to better secure criminal justice systems, utility system networks and City Staff from malicious cyber-attacks and malware intrusion into critical systems. IDS/IPS use known attack vectors to monitor and inspect network traffic and systems for suspicious activity related to a cyber-attack. In most cases, detection is not enough; whereas detection and prevention combine known actions to mitigate an attack with the nature of the attack to produce a 'seek and destroy' methodology for mitigating well-know and zero-day attacks. There is no magic bullet for these types of attacks; but best practice is deploying an IDS/IPS as an additional layer to our overall security posture.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund		\$ 70,000							
Grants		100,000							
Bonds									
General Fund		30,000							
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		200,000						
TOTAL	\$ 0	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$200,000

Estimated Total Design Cost: \$ 20,000

Estimated Personnel Hours for Project: 100

Estimated Personnel Costs for Project: \$10,000



PRIMARY DATA CENTER FIBER SWITCH REPLACEMENT

IT0224

PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: ERIC WATERKOTTE
ESTIMATED LIFE: 20 YEARS

ABOUT THE PROJECT:

Replacement of existing End-Of-Life (EOL) primary fiber channel switch last replaced in 2016. Project consists of replacement of the existing switch with a new fiber channel SFP switch to include SFPs. Current switch supports fiber optic communications between primary financial system and its storage, the data backup system to its storage as well as tape library drives. Additional capacity is utilized between primary server virtual hosts and core server storage. Switch allows for zoning as well prioritization of data for faster throughput.

JUSTIFICATION:

The current switch has reached EOL and will no longer be supported by the vendor Feb 2025. Additionally, current hardware limitations have limited throughput of data due to newer hardware being attached. A new switch will allow throughput increase for the current 8 gbps to a maximum 50 gbps. Failure of the current switch will compromise and cause a failure of the current financial/utility system as well as inability to backup to tape. A work around is available but limited for direct attach of virtual host directly to core storage.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund		\$ 21,000						
Grants								
Bonds								
General Fund		9,000						
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 30,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		30,000						
TOTAL	\$ 0	\$ 30,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$30,000

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 0

Estimated Personnel Costs for Project: \$ 0



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: ERIC WATERKOTTE
ESTIMATED LIFE: 10 YEARS

ABOUT THE PROJECT:

Cameras installed in the downtown area and other locations around the City are out of date, end of life and no longer functional. This project will replace cameras that are no longer working with new, standardized cameras and software that can be maintained long term while also addressing building access to City buildings. City buildings and sites utilize traditional keyed doors for access control with numerous types of key and lock sets. In coordination with City's Security Committee, Information Technology (IT) has requested quotes from a reputable vendor to wire and install electronic locks on all City owned external and internal doors with proximity access controls. Recommendation from IT is to start with replacement of cameras in the downtown area at a cost of \$60,000.

JUSTIFICATION:

The City's security committee has identified a need for a modern access control system throughout the City's campuses and sites. The City will pursue an RFI/RFP to solicit quotes for similar products and services.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund			60,000						
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 0	\$ 60,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			60,000					
TOTAL	\$ 0	\$ 0	\$ 60,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,200,000

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 0

Estimated Personnel Costs for Project: \$ 0



PROJECT STATUS: DESIGN
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.114363, -123.432072
PROJECT MANAGER: ERIC WATERKOTTE/SCOTT CURTIN
ESTIMATED LIFE: 30 YEARS

ABOUT THE PROJECT:

City Utilities including Electric, Water and Wastewater rely on Astound Broadband to provide 'private', 'closed-loop' fiber optic networks to transmit critical Supervisory Control And Data Acquisition (SCADA) to an aggregated point at the plant operations centers. The City is beholden to a private company for its critical infrastructure. To start the project, recommendation is to begin with the development of a long-term City Owned Fiber Strategic Plan assisted with outside professional services. Strategic plan development with outside professional services would cost \$25,000 with the outcome of a multi-phase strategic plan outlining and prioritizing building a dark fiber ring for connecting all City resources and sites on a separate, private fiber network. Final phase of strategic plan would cover building a separate fiber ring to be leased to local internet service providers for direct fiber internet to City residents. Design and Planning phases are funded with full implementation remaining unfunded.

JUSTIFICATION:

The City owns the electric grid poles and the 'right-of-way' to allow for industrial utility fiber optics to be placed underground by the City and operated by City Information Technology (IT). The scope includes replacing Astound Broadband services with City owned fiber optics for the three (3) utilities to connect with substations, pump stations and lift stations over 'dark fiber', negating the need for Astound Broadband in those areas. The utilities regulatory agencies require reliable and secure transmission of SCADA; this project ensures that data is protected. In addition, it recommends additional 'strands' of Fiber Optics in the right-of-way to allow the possibility for the City to lease 'dark fiber' to other anchor institutions in the future.

*Multi-year project with Phase 1 being a pilot project to connect City Hall to the Fire Hall for a Proof-of-Concept (POC).

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund			\$ 20,000						
Grants									
Bonds									
General Fund			5,000						
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 0	\$ 25,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			25,000					
TOTAL	\$ 0	\$ 0	\$ 25,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,500,000

Estimated Total Design Cost: \$25,000

Estimated Personnel Hours for Project: 0

Estimated Personnel Costs for Project: \$0



IT UNFUNDED CAPITAL PROJECTS

Projects identified as necessary, but that currently do not have a funding source are listed here. Should funding become available these projects will be re-prioritized and moved to an active status. Listing these projects, despite the lack of funding, allows the City to pursue grants and other forms of project revenue. It also allows Council and citizens the opportunity for input on reprioritization of projects.

AUDIO VIDEO EQUIPMENT REFRESH

IT0424

PROJECT STATUS: UNFUNDED

PRESENT CONDITION: POOR

LATITUDE / LONGITUDE:

PROJECT MANAGER: ERIC WATERKOTTE

ESTIMATED LIFE: 5-7 YEARS

ESTIMATED TOTAL PROJECT COST: \$500,000

ABOUT THE PROJECT:

An update to the entire audio and visual system in the Council Chamber, Vern Burton is necessary to meet current and future meeting needs and expectations. The present lighting design does not support a modern meeting format. The audio system interface needs updating or replacement, and to include updated live streaming components. Additionally, the current microphone system needs improvements. A new ADA component is required for improved accessibility. Adding enhanced visual devices will improve time keeping and provide notifications of meeting progress.

JUSTIFICATION:

The current system is "end of life". A new audio system will accommodate more audio inputs, better sound quality and improved user controls. Better lighting allows us to have higher video quality and a better overall meeting experience. These improvements will also better support the hybrid meeting format.



CITY OF PORT ANGELES



2025 - 2030
CAPITAL FACILITIES PLAN &
TRANSPORTATION IMPROVEMENT PLAN





TRANSPORTATION IMPROVEMENT PLAN



TRANSPORTATION BENEFIT DISTRICT TRANSPORTATION IMPROVEMENT PLAN

MANAGER: JONATHAN BOEHME
CONTACT: JBOEHME@CITYOFPA.US
PHONE: 360-417-4803

TRANSPORTATION GOALS AND OBJECTIVES:

The goal of the Transportation Improvement Plan is to objectively review all streets, curbing, sidewalks and parking areas for damage and needed repair. The transportation goal is to have well maintained streets and sidewalks, to add sidewalks in annexed areas as needed, and provide bicycle transportation lanes.

The goal of the Transportation Benefit District is to fund transportation improvements that preserve, and maintain the operation of existing transportation infrastructure of the City, consistent with the requirements of RCW 36.73. The funds expended by the district shall preserve, maintain and operate the City's previous investments in the transportation infrastructure, reduce the risk of transportation facility failure, improve safety, and continue with cost effective optimal performance of the City's transportation system.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Utility Reserves	\$ 1,930,200	\$ 342,000	\$ 288,000	\$ 610,000	\$ 175,000	\$ 200,000	\$ 200,000	\$ 200,000
Grants	4,950,200	10,638,800	6,888,700	9,728,000	13,370,000	3,700,000	3,800,000	-
Bonds	-	-	-	-	-	-	-	-
General Fund	175,400	30,000	230,300	64,000	190,000	125,000	30,000	-
Donations/Insurance	-	-	-	900,000	-	-	-	-
Other Funds	3,335,400	3,040,700	1,193,800	2,190,000	2,780,000	1,175,000	1,140,000	240,000
TOTAL	\$ 10,391,200	\$ 14,051,500	\$ 8,600,800	\$ 13,492,000	\$ 16,515,000	\$ 5,200,000	\$ 5,170,000	\$ 440,000

EXPENDITURES	Prior	0	2025	2026	2027	2028	2029	2030
Design	1,876,200	1,682,200	2,762,600	789,700	415,000	845,000	225,000	25,000
Construction	4,600,700	14,507,100	7,324,300	13,067,300	15,825,000	4,655,000	4,595,000	1,165,000
TOTAL	\$ 6,476,900	\$ 16,189,300	\$ 10,086,900	\$ 13,857,000	\$ 16,240,000	\$ 5,500,000	\$ 4,820,000	\$ 1,190,000

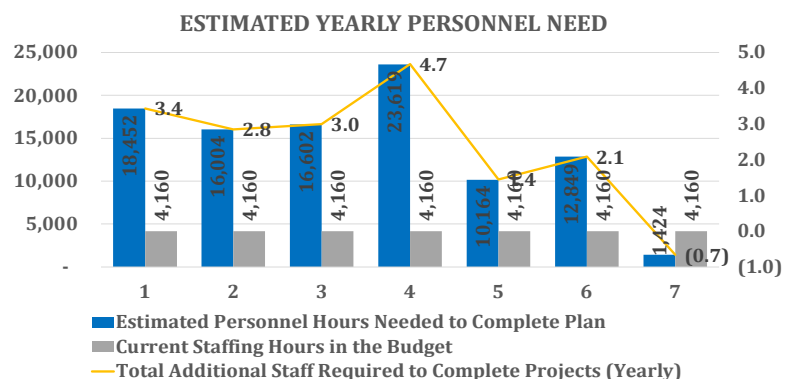
Maintenance includes reductions and additions to depreciation, labor, repairs, software, monthly communication fees, utilities, etc.

CASH FLOW ANALYSIS	2024	2025	2026	2027	2028	2029	2030
Beginning Cash Balance	3,884,458	3,423,758	2,350,858	1,731,658	780,058	846,358	1,345,858
Funding sources:							
Utilities	342,000	288,000	610,000	175,000	200,000	200,000	200,000
Grants	13,734,900	6,888,700	9,728,000	13,370,000	3,700,000	3,800,000	-
Bonds/Interest/Other - Excess Operating Reserve	-	-	-	-	-	-	-
General Fund	30,000	230,300	64,000	190,000	125,000	30,000	-
Donations	-	-	900,000	-	-	-	-
Transportation Benefit District Tax	1,046,400	1,109,200	1,175,800	1,193,400	1,211,300	1,229,500	1,247,900
REET/LTAX	575,300	497,800	760,000	360,000	330,000	60,000	60,000
Spending:							
Project cost	(16,189,300)	(10,086,900)	(13,857,000)	(16,240,000)	(5,500,000)	(4,820,000)	(1,190,000)
Ending Cash Balance	3,423,758	2,350,858	1,731,658	780,058	846,358	1,345,858	1,663,758

Depreciation	1,280,091	1,787,499	2,030,503	2,358,519	2,921,296	3,043,305	3,134,028
Depreciation to Cash Ratio	2.67	1.32	0.85	0.33	0.29	0.44	0.53

OTHER OPERATING COSTS FOR THIS CFP	2024	2025	2026	2027	2028	2029	2030
Labor	1,205,875	875,024	1,002,736	1,059,940	483,566	410,424	95,844
Depreciation	4,700	512,109	755,112	1,083,128	1,645,905	1,767,914	1,858,637
TOTAL OTHER COSTS	\$ 1,210,575	\$ 1,387,133	\$ 1,757,848	\$ 2,143,068	\$ 2,129,471	\$ 2,178,338	\$ 1,954,481

The current capital plan would require an average of 2.5 additional FTE's to complete; however, in years when large projects are included additional staffing will be needed for completion. Other existing staffing of 0.5 FTE per division are allocated to supporting operations, environmental compliance, and development services.



TRANSPORTATION BENEFIT DISTRICT PROJECT LIST

NUMBER	TITLE	PRIORITY	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
						2025	2026	2027	2028	2029	2030
TRANSPORTATION BENEFIT DISTRICT PROJECTS											
TR1118	Revolving Street Improvements	R	344,500	14,500	150,000	30,000	30,000	30,000	30,000	30,000	30,000
TR1120	Complete Streets Revolving Fund	R	900,000	-	-	300,000	200,000	-	200,000	-	200,000
TR0121	Pavement Management Plan	A	200,000	-	200,000	-	-	-	-	-	-
TR0518	I Street Chip Seal (5th to 16th Streets)	A	500,000	329,800	170,200	-	-	-	-	-	-
TR0316	8th Street Chip Seal (A to I Streets)	A	450,000	171,100	278,900	-	-	-	-	-	-
TR0119	8th Street Paving (Lincoln to A Streets) *	1	2,364,000	11,700	2,352,300	-	-	-	-	-	-
TR1799	Truck Route at Hwy 101 Intersection *	2	13,675,000	30,800	338,900	355,300	900,000	2,050,000	-	-	-
TR0420	2023 Pavement Preservation	3	400,000	-	400,000	-	-	-	-	-	-
TR0716	ADA - Peabody Street *	4	370,000	-	-	370,000	-	-	-	-	-
TR0221	Marine Dr Paving (Tumwater to Hill Street) *	5	1,140,200	-	1,140,200	-	-	-	-	-	-
TR0417	Ennis Street Pavement Repair	6	120,000	-	120,000	-	-	-	-	-	-
TR1109	Marine Drive Bulkhead Repairs	7	3,000,000	-	50,000	-	-	-	-	-	-
TR0124	N Street Construction*	8	3,979,000	-	-	250,000	1,029,000	2,700,000	-	-	-
TR0620	2026 Pavement Preservation	9	400,000	-	-	-	400,000	-	-	-	-
TR0915	Park Avenue Paving Overlay (Race to Liberty Streets)	10	700,000	-	-	36,000	664,000	-	-	-	-
TR1416	Hamilton School Walking Routes *	11	1,735,000	15,000	-	220,000	-	1,500,000	-	-	-
TR0324	Marine Drive Paving Hill Street to Mill Bridge*	12	700,000	-	-	-	700,000	-	-	-	-
TR0624	Lauridsen - Tumwater Truck Route to L Street Chip Seal	13	300,000	-	-	300,000	-	-	-	-	-
TR0818	Railroad Ave Overlay	14	580,000	-	-	-	-	65,000	515,000	-	-
TR0219	5th Street Chip Seal ("A" to "M" Streets)	15	585,000	-	-	-	-	585,000	-	-	-
TR0720	18th Street Chip Seal	16	390,000	-	-	-	-	390,000	-	-	-
TR0117	Liberty Street Reconstruction	17	575,000	-	15,000	-	-	560,000	-	-	-
TR0520	2028 Pavement Preservation	18	520,000	-	-	-	-	-	520,000	-	-
TR0223	2029 Pavement Preservation	19	500,000	-	-	-	-	-	-	500,000	-
TR0424	2030 Pavement Preservation	20	500,000	-	-	-	-	-	-	-	500,000
TR0816	ADA - Cherry Street	21	425,000	-	-	-	-	-	25,000	400,000	-
TR0323	Lincoln Street Safety (8th to Lauridsen)*	22	3,300,000	-	-	-	-	-	300,000	3,000,000	-
TR0499	Laurel St/Ahlvers Road Overlay	UF	950,000	-	-	-	-	-	-	-	-
TR1015	Cherry Street Area Chip Seal	UF	950,000	-	-	-	-	-	-	-	-
TR0916	ADA - Oak & Laurel Streets	UF	400,000	-	-	-	-	-	-	-	-
TR1899	Lincoln, Laurel and Lauridsen Intersection	UF	2,000,000	-	-	-	-	-	-	-	-
TR0104	2nd & Valley Streets Pavement	UF	750,000	-	-	-	-	-	-	-	-
TR0308	O Street Improvements	UF	2,000,000	-	-	-	-	-	-	-	-
TR0599	Hill Street Intersection Reconstruction	UF	685,000	-	-	-	-	-	-	-	-
TR0317	Chase Street Vicinity Chip Seal	UF	420,000	-	-	-	-	-	-	-	-
TR0123	Sidewalk for Ennis Street Improvements	UF	225,000	-	-	-	-	-	-	-	-
TR0524	Marine Drive - Tumwater Intersection	UF	2,950,000	-	-	-	-	-	-	-	-
TR0924	Ennis Street Reconstruction	UF	4,000,000	-	-	-	-	-	-	-	-

*These projects are anticipated to be grant funded and if funding is not obtained they will be re-prioritized until funding is available or will be moved to the unfunded section of the CFP.

KEY	
A	Active
R	Revolving
#	Priority Assigned Number
UF	Unfunded



TRANSPORTATION PROJECT LIST

NUMBER	TITLE	PRIORITY	PROJECT TOTAL	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
						2025	2026	2027	2028	2029	2030
TR0405	Alley Paving Revolving Funding	R	2,405,000	100	1,154,900	10,000	440,000	-	400,000	-	400,000
TR0621	Waterfront Trail Repairs	R	803,000	273,100	136,100	93,800	60,000	60,000	60,000	60,000	60,000
TR0321	Speed Feedback Sign Program	R	120,000	-	30,000	30,000	-	30,000	-	30,000	-
TR0209	Race Street Complete Design & Construction Phase I *	A	5,251,800	4,520,200	731,600	-	-	-	-	-	-
TR0918	Downtown Tree/Sidewalk Replacement Phase III	A	500,000	-	500,000	-	-	-	-	-	-
TR0101	Laurel Street Stairs Replacement	A	835,300	40,400	94,900	700,000	-	-	-	-	-
TR0120	Signal Controller Upgrades 1st/Front *	A	5,677,000	532,700	5,144,300	-	-	-	-	-	-
TR1215	City Hall East Parking Lot LID *	A	1,748,600	172,800	1,575,800	-	-	-	-	-	-
TR0222	First/Front Pedestrian Enhancements *	A	1,280,000	-	341,000	939,000	-	-	-	-	-
TR0414	Peabody Creek/Lincoln Street Culvert Repair *	A	4,107,600	104,800	17,800	500,000	3,485,000	-	-	-	-
TR1399	Traffic Signal Interconnect/Preemption	1	860,000	45,800	614,200	100,000	100,000	-	-	-	-
TR0224	Tumwater Bridge Repair	2	125,000	-	125,000	100,000	-	-	-	-	-
TR0821	Facility Assessment	3	10,000	4,700	5,300	-	-	-	-	-	-
TR0715	16th Street Stormwater Retrofit (C to E Streets) *	4	1,990,900	146,600	67,000	1,777,300	-	-	-	-	-
TR0318	8th/10th Street Bike Lanes *	5	1,959,000	-	270,900	1,688,100	-	-	-	-	-
TR1116	School Area Speed Signs (Near Franklin) *	6	50,000	-	50,000	-	-	-	-	-	-
TR0416	1st/2nd/Valley/Oak Green Alley *	7	1,742,200	22,200	-	220,000	-	1,500,000	-	-	-
TR0419	Lauridsen Blvd Reconstruction (L St to City Limits) *	8	1,344,000	-	-	144,000	1,200,000	-	-	-	-
TR0618	Stevens Middle School Walking Routes *	9	930,000	-	15,000	115,000	800,000	-	-	-	-
TR0122	First/Front Paving (Lincoln to Tumwater Street) *	10	3,383,000	-	-	134,000	3,249,000	-	-	-	-
TR0322	Intersection Control Study	11	50,000	-	-	50,000	-	-	-	-	-
TR0220	Traffic Circle Program *	12	1,700,000	-	-	200,000	-	1,500,000	-	-	-
TR0909	Wayfinding & ODT Signage	13	400,000	40,600	-	159,400	-	-	-	-	-
TR1324	Klallam Language Street Signs	14	30,000	-	-	30,000	-	-	-	-	-
TR0421	Valley Street Culvert Crossing *	15	50,000	-	-	50,000	-	-	-	-	-
TR0619	Race Street Complete Construction Phase II *	16	6,120,000	-	200,000	500,000	500,000	4,920,000	-	-	-
TR0919	Traffic Safety Camera Program	17	35,000	-	-	35,000	-	-	-	-	-
TR0819	Sidewalks for Mt Angeles Rd & Porter St *	18	3,000,000	-	-	-	-	-	3,000,000	-	-
TR1224	Race Street Complete Design & Construction Phase III *	19	4,000,000	-	-	-	-	200,000	200,000	200,000	-
TR0721	Gales Addition Connector Planning *	20	600,000	-	-	600,000	-	-	-	-	-
TR0824	Downtown Streets Study	21	50,000	-	-	50,000	-	-	-	-	-
TR1124	Waterfront Trail Renovation & Sustainability Study *	22	1,000,000	-	-	-	-	150,000	250,000	600,000	-
TR0506	Valley Creek Trail Loop	23	100,000	-	-	-	50,000	-	-	-	-
TR1018	Zig Zag at Oak Street	24	600,000	-	-	-	50,000	-	-	-	-
TR0113	Waterfront Redevelopment Phase III	UF	30,000,000	-	-	-	-	-	-	-	-
TR1016	18th Street Bike Accessibility	UF	1,000,000	-	-	-	-	-	-	-	-
TR0212	Caroline Street Slide Repair	UF	375,000	-	-	-	-	-	-	-	-
TR1009	1st, Front & Race Street Crossings	UF	423,000	-	-	-	-	-	-	-	-
TR0516	Nancy Lane Pavement	UF	200,000	-	-	-	-	-	-	-	-
TR0208	Alternate Cross-Town Route Study	UF	220,000	-	-	-	-	-	-	-	-
TR1316	Traffic Control	UF	300,000	-	-	-	-	-	-	-	-
TR0719	First & Front Street Decoupling	UF	Unknown	-	-	-	-	-	-	-	-
TR0521	"I" to "M" Paving and Sidewalk LID	UF	2,000,000	-	-	-	-	-	-	-	-
TR0724	Linberg Road Repavement	UF	500,000	-	-	-	-	-	-	-	-
TR1024	Hill Street - ODT	UF	3,941,000	-	-	-	-	-	-	-	-
TOTAL			145,799,100	6,476,900	16,189,300	10,086,900	13,857,000	16,240,000	5,500,000	4,820,000	1,190,000

*These projects are anticipated to be grant funded and if funding is not obtained they will be re-prioritized until funding is available or will be moved to the unfunded section of the CFP.

KEY	
A	Active
R	Revolving
#	Priority Assigned Number
UF	Unfunded

PROJECTS COMPLETED IN 2023	Actual	Budget
TR0621 Waterfront trail repairs	84,278	120,400
TOTAL COMPLETED PROJECTS	84,278	120,400



TRANSPORTATION BENEFIT DISTRICT PROJECTS

REVOLVING STREET IMPROVEMENTS

TR1118

PROJECT STATUS: REVOLVING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.11844252, -123.43373539
PROJECT MANAGER: ERIC WHEATLEY
ESTIMATED LIFE: 35 YEARS
TYPE: RESTORATION
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

Street related small capital projects throughout the City for asphalt, sidewalks and curbing. Any required design (small projects) will be done in-house.

JUSTIFICATION:

Set aside funds from the Transportation Benefit District (TBD) for improvements and minor repairs.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Transportation Benefit District	134,500	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
TOTAL	\$ 134,500	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	14,500	150,000	30,000	30,000	30,000	30,000	30,000	30,000
TOTAL	\$ 14,500	\$ 150,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$344,500

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: 624

Estimated Personnel Costs for Project: \$42,000



PROJECT STATUS: REVOLVING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: MULTIPLE LOCATIONS
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 35 YEARS
TYPE: PEDESTRIAN / BIKE
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

The focus of this program is to install, or repair sidewalks, curb ramps, bike lanes, and other complete street elements to maintain safety for pedestrians in Port Angeles roadways and meet Council and citizen expectations for complete streets. This is a revolving fund with \$100,000 set aside each year for repairs, or additions to incomplete streets. Fund revenue from street vacations and surplus property sale were not enough to fund the project so moving forward this will be funded by the General Fund.

JUSTIFICATION:

If adequate pedestrian safety measures are not implemented the City will continue to have large numbers of missing sidewalk gaps, ADA accessibility issues and limited designated bike facilities.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund	100,000								
Donations/Insurance Reim.									
Other		100,000	100,000	100,000	100,000	100,000	150,000	150,000	
TOTAL	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 150,000	\$ 150,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			300,000	200,000		200,000		200,000
TOTAL	\$ 0	\$ 0	\$ 300,000	\$ 200,000	\$ 0	\$ 200,000	\$ 0	\$ 200,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$900,000 **Estimated Total Design Cost: \$100,000**
Estimated Personnel Hours for Project: 1,456 **Estimated Personnel Costs for Project: \$98,000**



PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: VARIES
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 20 YEARS
TYPE: MOBILITY
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

This plan will assist the City with identifying street maintenance priorities. The City has a large road network of over 310 lane miles. The project will rate the overall condition of the entire street network and highlight the impacts of various funding levels on pavement condition index (PCI) and deferred maintenance funding shortfalls. A comprehensive preventative maintenance program is a critical component of this plan, maintenance treatments extend the life of good pavements at a much lower cost than overlay and reconstruction treatments.

JUSTIFICATION:

The roads in the City are currently rated at a PCI of 36 on a scale between 100 (very good) and 0 (failed). The intent of this plan is to develop a maintenance strategy and corresponding funding level that will improve the overall condition of the street network.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Transportation Benefit District		200,000						
TOTAL	\$ 0	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		200,000						
TOTAL	\$ 0	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$200,000

Estimated Total Design Cost: \$200,000

Estimated Personnel Hours for Project: 416

Estimated Personnel Costs for Project: \$28,000



PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.1218317, -123.4671465
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 15 YEARS
TYPE: RESTORATION
TRANSPORTATION BENEFIT DISTRICT FUNDED



ABOUT THE PROJECT:

This project involves the pavement repair and chip sealing of I Street from 5th Street to 16th Street. ADA ramp replacements where required will be included. Design in house is completed. Gravel chips are purchased for the project.

JUSTIFICATION:

The chip seal will extend the life of the pavement and reduce the cost to overlay or reconstruct the roadway. Preservation projects keep City streets from falling into poor condition, which cost less to maintain.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund								
REET 2	100,000							
Transportation Benefit District	229,800	170,200						
TOTAL	\$ 329,800	\$ 170,200	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	329,800	170,200						
TOTAL	\$ 329,800	\$ 170,200	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$500,000

Estimated Total Design Cost: \$10,000

Estimated Personnel Hours for Project: 693

Estimated Personnel Costs for Project: \$46,667



PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.123064, -123.463908
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 15 YEARS
TYPE: PRESERVATION
TRANSPORTATION BENEFIT DISTRICT FUNDED



ABOUT THE PROJECT:

The project involves pavement repair and double chip sealing of 8th Street from A to I Street. ADA ramp upgrades will be included where required. Design is complete. Gravel for chip seal is purchased. Planned work with Clallam County.

JUSTIFICATION:

The chip seal will extend the life of the pavement and reduce the cost to overlay or reconstruct the roadway. Preservation projects preserve City streets from falling into poor condition. It costs less to maintain streets in good condition than streets in poor condition.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Transportation Benefit District	171,100	278,900						
TOTAL	\$ 171,100	\$ 278,900	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	171,100	278,900						
TOTAL	\$ 171,100	\$ 278,900	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$450,000

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: 624

Estimated Personnel Costs for Project: \$42,000



PROJECT STATUS: DESIGN
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.114560, -123.442997
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 50 YEARS
TYPE: PRESERVATION
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

This project involves the mill and overlay of 8th Street from Lincoln Street to A Street. Design in house nearly complete. Project dependent on obtaining grant funding. Bike lane striping will be included in this project to connect bike lanes proposed in the Lincoln street safety project to bike lanes currently on the 8th Street Bridges.

JUSTIFICATION:

The overlay will extend the life of the pavement.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants		1,684,000						
Bonds								
General Fund								
Donations/Insurance Reim.								
Transportation Benefit District	11,700	668,300						
TOTAL	\$ 11,700	\$ 2,352,300	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	11,700	2,352,300						
TOTAL	\$ 11,700	\$ 2,352,300	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$2,364,000 Estimated Total Design Cost: \$30,000
Estimated Personnel Hours for Project: 4,044 Estimated Personnel Costs for Project: \$272,211



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.106525074, -123.46596479
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: MOBILITY
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

Improve safety and freight mobility by completion of the US101/SR117 (Truck Route) interchange to allow full movements for freight to travel to and from Port Angeles Harbor to locations east of Port Angeles. The current interchange limits movement from the Port of Port Angeles to locations to the west. The project will add new ramps and channelization to accommodate southbound SR 117 (Truck Route) to eastbound US 101 moves without conflicts. It will also provide some improved channelization for westbound US 101 to northbound SR 117. Design and Construction is dependent upon receiving a grant. Planning and grant application expenses are budgeted using local funds. Construction funding is estimated at \$10.0 million and is unfunded.

JUSTIFICATION:

This intersection needs to provide truck access from all traffic directions in order to allow large trucks to reach the harbor without using the downtown corridor. The Port is planning improvements that will need access improvements as well.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants		119,700	355,300	900,000	2,050,000				
Bonds									
General Fund									
Donations/Insurance Reim.									
Transportation Benefit District	30,800	219,200							
TOTAL	\$ 30,800	\$ 338,900	\$ 355,300	\$ 900,000	\$ 2,050,000	\$ 0	\$ 0	\$ 0	

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	30,800	338,900	355,300	900,000	2,050,000			
TOTAL	\$ 30,800	\$ 338,900	\$ 355,300	\$ 900,000	\$ 2,050,000	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$13,675,000

Estimated Total Design Cost: \$869,700

Estimated Personnel Hours for Project: 3,815

Estimated Personnel Costs for Project: \$256,796



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: VARIOUS LOCATIONS
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 20 YEARS
TYPE: PRESERVATION
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

This project includes patching, chip sealing, and HMA overlay to distressed pavement areas. Includes in-house design.

JUSTIFICATION:

Spot improvements will extend the life of the pavement and reduce the cost of a complete reconstruction of the roadway.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Transportation Benefit District		400,000						
TOTAL	\$ 0	\$ 400,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		400,000						
TOTAL	\$ 0	\$ 400,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$400,000

Estimated Total Design Cost: 20,000

Estimated Personnel Hours for Project: 555

Estimated Personnel Costs for Project: \$37,333



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.1112, -123.433156
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 35 YEARS
TYPE: PEDESTRIAN / BIKE
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

Curb ramps will be installed to provide sidewalk accessibility and meet ADA compliance. Grant funding still needed for the project.

JUSTIFICATION:

Current curb ramps do not meet ADA compliance.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants			300,000					
Bonds								
General Fund								
Donations/Insurance Reim.								
Transportation Benefit District			70,000					
TOTAL	\$ 0	\$ 0	\$ 370,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			370,000					
TOTAL	\$ 0	\$ 0	\$ 370,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$370,000

Estimated Total Design Cost: \$20,000

Estimated Personnel Hours for Project: 770

Estimated Personnel Costs for Project: \$51,800



MARINE DRIVE PAVING (TUMWATER TO HILL STREET)

TR0221

PROJECT STATUS: ACTIVE
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.1215208, -123.436617
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 25 YEARS
TYPE: PRESERVATION
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

This project involves the mill and overlay of Marine Dr from Tumwater Street to Hill Street. Marine Dr is designated as an National Highway System route and is eligible for federal preservation grants. Project has obtained TIB grant funding. The project is scheduled to be completed in summer 2024. In-house design is complete. Construction is underway.

JUSTIFICATION:

The overlay will extend the life of the pavement.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Wastewater Fund		\$ 180,000						
Grants		740,200						
Bonds								
General Fund								
Donations/Insurance Reim.								
Transportation Benefit District		220,000						
TOTAL	\$ 0	\$ 1,140,200	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		1,140,200						
TOTAL	\$ 0	\$ 1,140,200	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,140,200

Estimated Total Design Cost: \$95,000

Estimated Personnel Hours for Project: 2,372

Estimated Personnel Costs for Project: \$159,600



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.1083644, -123.4101987
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 20 YEARS
TYPE: PRESERVATION
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

Square cut pavement patches on Ennis Street between Front and 5th.

JUSTIFICATION:

Patching will extend the life of the pavement and reduce the cost to overlay or reconstruct the roadway. Preservation projects prevent City streets from falling into poor condition. It costs less to maintain streets in good condition than to repair streets in poor condition.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund		90,000						
Donations/Insurance Reim.								
Transportation Benefit District		30,000						
TOTAL	\$ 0	\$ 120,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		120,000						
TOTAL	\$ 0	\$ 120,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$120,000

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: 250

Estimated Personnel Costs for Project: \$16,800



PROJECT STATUS: PRE-PLANNING
CONDITION: FAIR
LATITUDE / LONGITUDE: 48.124866627, -123.453931331
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: RESTORATION



ABOUT THE PROJECT:

The project will start with an alternative analysis to determine the preferred method to repair or replace the wooden bulkhead and repair the walkway adjacent to Marine Drive along the Port Angeles Marina between B and E streets. The bulkhead is failing due to age, storm and water damage. The initial agreement with the Port of Port Angeles, presented to Council in 2013, indicated cost sharing of the match portion with the Port for a STP design/ construction grant. The City proposes to work on the project for the Port of Port Angeles, but the Port will provide the match to STP funds. Due to the high cost of fixing the entire length of the bulkhead, an analysis will compare the benefit/costs of fixing the most deteriorated areas compared to a full scale replacement. Design and construction is unfunded at an estimated \$2.95 million.

JUSTIFICATION:

Erosion could cause the failure of the wall with loss of this section of the Olympic Discovery Trail, impacts to the Marina, and traffic impacts.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund	6,200								
Donations/Insurance Reim.		43,800							
Transportation Benefit District									
TOTAL	\$ 6,200	\$ 43,800	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030	
Capital Costs		50,000							
TOTAL	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030	
Transportation Benefit District									
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	

Estimated Total Project Cost: \$3,000,000

Estimated Total Design Cost: \$500,000

Estimated Personnel Hours for Project: 208

Estimated Personnel Costs for Project: \$14,000



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.127353072, -123.4835171
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 30 YEARS
TYPE: RESTORATION
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

This project involves pavement removal and replacement of N Street from 5th Street to 15th Street including storm conveyance improvements, water quality storm improvements and pedestrian accessible ramps. Cost effective traffic calming measures, including a small traffic circle at the intersection with 10th Street, will be included in the project and also shared use design and striping for improvements. Design to be done in-house.

JUSTIFICATION:

The construction of new pavement is necessary as the life of the existing pavement is at it's end. Restoration of the roadway condition will allow normal safe operating conditions.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants			250,000	1,029,000	2,250,000				
Bonds									
General Fund									
Donations/Insurance Reim.									
Transportation Benefit District					450,000				
TOTAL	\$ 0	\$ 0	\$ 250,000	\$ 1,029,000	\$ 2,700,000	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			250,000	1,029,000	2,700,000			
TOTAL	\$ 0	\$ 0	\$ 250,000	\$ 1,029,000	\$ 2,700,000	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$3,979,000

Estimated Total Design Cost: \$250,000

Estimated Personnel Hours for Project: 3,041

Estimated Personnel Costs for Project: \$68,225



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: VARIOUS LOCATIONS
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 20 YEARS
TYPE: PRESERVATION
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

This project includes patching, chip sealing, and HMA overlay to distressed pavement areas. Includes in-house design.

JUSTIFICATION:

Spot improvements will extend the life of the pavement and reduce the cost of a complete reconstruction of the roadway.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Transportation Benefit District				400,000					
TOTAL	\$ 0	\$ 0	\$ 0	\$ 400,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs				400,000				
TOTAL	\$ 0	\$ 0	\$ 0	\$ 400,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$400,000

Estimated Total Design Cost: 20,000

Estimated Personnel Hours for Project: 555

Estimated Personnel Costs for Project: \$37,333



PARK AVENUE PAVING OVERLAY (RACE TO LIBERTY STREETS)

TR0915

PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.101910004, -123.421006681
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 50 YEARS
TYPE: PRESERVATION
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

This project involves the overlay of asphalt and subgrade repairs on Park Avenue from Race Street to Liberty Street. The design will be done in house.

JUSTIFICATION:

The overlay is needed because the asphalt has gone beyond life expectancy and potholes and rutting have developed.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund				164,000					
Donations/Insurance Reim.									
Transportation Benefit District			36,000	500,000					
TOTAL	\$ 0	\$ 0	\$ 36,000	\$ 664,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			36,000	664,000				
TOTAL	\$ 0	\$ 0	\$ 36,000	\$ 664,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$700,000

Estimated Total Design Cost: \$20,000

Estimated Personnel Hours for Project: 1,456

Estimated Personnel Costs for Project: \$98,000



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.127794, -123.474806
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 35 YEARS
TYPE: PEDESTRIAN / BIKE
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

This project will create safe walking routes for children walking to Hamilton School. Project is dependent on obtaining a Safe Routes to School grant.

JUSTIFICATION:

Improve safety near school.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants			110,000			1,200,000		
Bonds								
General Fund	15,000		110,000			100,000		
Donations/Insurance Reim.								
Transportation Benefit District						200,000		
TOTAL	\$ 15,000	\$ 0	\$ 220,000	\$ 0	\$ 1,500,000	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	15,000		220,000		1,500,000			
TOTAL	\$ 15,000	\$ 0	\$ 220,000	\$ 0	\$ 1,500,000	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,735,000

Estimated Total Design Cost: \$200,000

Estimated Personnel Hours for Project: 3,578

Estimated Personnel Costs for Project: \$240,800



MARINE DRIVE PAVING (HILL STREET TO MILL BRIDGE)

TR0324

PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.135378, -123.459927
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 25 YEARS
TYPE: PRESERVATION
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

This project involves the mill and overlay of Marine Dr from Hill Street to the bridge at the mill. Marine Dr is designated as an National Highway System route and is eligible for federal preservation grants. Project has obtained TIB grant funding. The project is scheduled to be completed in summer 2026. In-house design to be utilized. Project dependent on obtaining TIB grant funding.

JUSTIFICATION:

This overlay will extend the life of the pavement and improve the road surface smoothness.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Wastewater Fund									
Grants				500,000					
Bonds									
General Fund									
Donations/Insurance Reim.									
Transportation Benefit District				200,000					
TOTAL	\$ 0	\$ 0	\$ 0	\$ 700,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs				700,000				
TOTAL	\$ 0	\$ 0	\$ 0	\$ 700,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$700,000

Estimated Total Design Cost: \$25,000

Estimated Personnel Hours for Project: 966

Estimated Personnel Costs for Project: \$40,000



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.1107, -123.4634
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 15 YEARS
TYPE: PRESERVATION
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

The project involves pavement repair and double chip sealing of Lauridsen Street from Tumwater Truck Route to L Street. ADA ramp upgrades will be included where required. Design is to be completed in-house. Gravel for chip seal may be purchased separately.

JUSTIFICATION:

The chip seal will extend the life of the pavement and reduce the cost to overlay or reconstruct the roadway. Preservation projects preserve City streets from falling into poor condition. It costs less to maintain streets in good condition than streets in poor condition.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Transportation Benefit District			300,000					
TOTAL	\$ 0	\$ 0	\$ 300,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			300,000					
TOTAL	\$ 0	\$ 0	\$ 300,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$300,000

Estimated Total Design Cost: 20,000

Estimated Personnel Hours for Project: 447

Estimated Personnel Costs for Project: \$30,000



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.11918, -123.4326137
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: MOBILITY
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

This project involves the overlay of approximately 500 linear feet of asphalt with reinforced mesh on Railroad Ave between Lincoln and Laurel streets. This work is to include overlay of City Pier Parking Lot. Design will be done in house.

JUSTIFICATION:

The overlay is needed because the asphalt has a Pavement Condition Index (PCI) rating of 27 out of 100, has gone beyond life expectancy and potholes and rutting have developed.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund									
REET I							270,000		
Transportation Benefit District						65,000	195,000		
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 65,000	\$ 465,000	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs					65,000	515,000		
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 65,000	\$ 515,000	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$580,000

Estimated Total Design Cost: \$ 65,000

Estimated Personnel Hours for Project: 946

Estimated Personnel Costs for Project: \$ 63,700



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.124419, -123.458457
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 15 YEARS
TYPE: PRESERVATION
TRANSPORTATION BENEFIT DISTRICT FUNDED



ABOUT THE PROJECT:

The project involves the chip seal of asphalt on 5th Street. Design will be done in house.

JUSTIFICATION:

The chip seal will extend the life of the pavement and reduce the cost to overlay or reconstruct the roadway. Preservation projects keep City streets from falling into poor condition, which cost less to maintain.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Transportation Benefit District					585,000				
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 585,000	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs					585,000			
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 585,000	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$585,000

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: 811

Estimated Personnel Costs for Project: \$54,600



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.119279, -123.483910
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 15 YEARS
TYPE: PRESERVATION
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

This project involves the chip sealing of 18th street from I street to the transfer station. Design will be done in house.

JUSTIFICATION:

The chip seal will extend the life of pavement and reduce the cost to overlay or reconstruct the roadway. Preservation projects preserve City streets from falling into poor condition which cost less to maintain.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Transportation Benefit District					390,000				
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 390,000	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs					390,000			
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 390,000	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$390,000

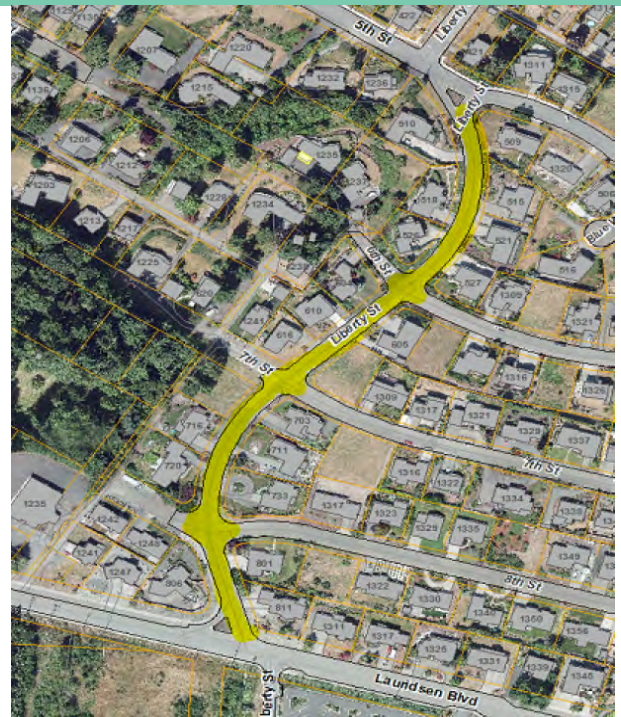
Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: 541

Estimated Personnel Costs for Project: \$36,400



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.1050932, -123.4151604
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 50 YEARS
TYPE: RESTORATION
TRANSPORTATION BENEFIT DISTRICT FUNDED



ABOUT THE PROJECT:

Reconstruction of Liberty Street from 5th Street to Lauridsen Blvd to correct structural failure of the roadway. Replace base, asphalt, and update drainage. A traffic circle will be evaluated for the 6th and Liberty intersection to improve traffic safety. This project will coordinate with project WTo111 - Liberty Watermain replacement.

JUSTIFICATION:

The roadway has experienced structural failure.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund					60,000				
Donations/Insurance Reim.									
Transportation Benefit District		15,000			500,000				
TOTAL	\$ 0	\$ 15,000	\$ 0	\$ 0	\$ 560,000	\$ 0	\$ 0	\$ 0	\$ 0
EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030	
Capital Costs		15,000			560,000				
TOTAL	\$ 0	\$ 15,000	\$ 0	\$ 0	\$ 560,000	\$ 0	\$ 0	\$ 0	
OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030	
Transportation Benefit District									
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	

Estimated Total Project Cost: \$575,000

Estimated Total Design Cost: \$15,000

Estimated Personnel Hours for Project: 1,196

Estimated Personnel Costs for Project: \$80,500



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: VARIOUS LOCATIONS
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 20 YEARS
TYPE: PRESERVATION
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

This project includes patching, chip sealing, and HMA overlay to distressed pavement areas. Includes in-house design.

JUSTIFICATION:

Spot improvements will extend the life of the pavement and reduce the cost of a complete reconstruction of the roadway.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.							520,000		
Transportation Benefit District									
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 520,000	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs						520,000		
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 520,000	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$520,000

Estimated Total Design Cost: \$26,000

Estimated Personnel Hours for Project: 721

Estimated Personnel Costs for Project: \$48,533



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: VARIOUS LOCATIONS
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 20 YEARS
TYPE: PRESERVATION
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

This project includes patching, chip sealing, and HMA overlay to distressed pavement areas. Includes in-house design.

JUSTIFICATION:

Spot improvements will extend the life of the pavement and reduce the cost of a complete reconstruction of the roadway.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Transportation Benefit District								500,000	
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 500,000	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs							500,000	
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 500,000	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$500,000

Estimated Total Design Cost: \$25,000

Estimated Personnel Hours for Project: 693

Estimated Personnel Costs for Project: \$46,667



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: VARIOUS LOCATIONS
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 20 YEARS
TYPE: PRESERVATION
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

This project includes patching, chip sealing, and HMA overlay to distressed pavement areas. Includes in-house design.

JUSTIFICATION:

Spot improvements will extend the life of the pavement and reduce the cost of a complete reconstruction of the roadway.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Transportation Benefit District								500,000
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 500,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs								500,000
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 500,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$500,000

Estimated Total Design Cost: \$25,000

Estimated Personnel Hours for Project: 693

Estimated Personnel Costs for Project: \$46,667



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.117139, -123.440722
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 35 YEARS
TYPE: PEDESTRIAN / BIKE
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

Curb ramps will be installed to provide sidewalk accessibility and meet ADA compliance. Existing ADA sidewalk ramps to be brought into compliance are located from 2nd\3rd alley at Cherry Street south to West 15th Street.

JUSTIFICATION:

Current curb ramps do not meet ADA compliance.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Transportation Benefit District							25,000	400,000	
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 25,000	\$ 400,000	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs						25,000	400,000	
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 25,000	\$ 400,000	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$425,000

Estimated Total Design Cost: \$25,000

Estimated Personnel Hours for Project: 832

Estimated Personnel Costs for Project: \$56,000



PROJECT STATUS: PRE-PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.1165531, -123.433276
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 40 YEARS
TYPE: SAFETY
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

Install pedestrian and traffic safety treatments on Lincoln Street between 8th Street and Lauridsen Boulevard to improve safety, approximately 2,250 feet. Key elements will include curb extensions, median refuge islands, pedestrian activated beacons, lane channelization, and roundabout at Lauridsen. Grant funding through a WSDOT Bicycle and Pedestrian Safety Program. Project included in the Local Road Safety Program 2024 report update.

JUSTIFICATION:

A significant number of collisions involving pedestrians have occurred in this corridor.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants							250,000	3,000,000	
Bonds									
General Fund									
Donations/Insurance Reim.							50,000		
Transportation Benefit District									
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 300,000	\$ 3,000,000	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs						300,000	3,000,000	
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 300,000	\$ 3,000,000	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$3,300,000

Estimated Total Design Cost: \$300,000

Estimated Personnel Hours for Project: 4,548

Estimated Personnel Costs for Project: \$306,133



TRANSPORTATION BENEFIT DISTRICT UNFUNDED CAPITAL PROJECTS

Projects identified as necessary, but that currently do not have a funding source are listed here. Should funding become available these projects will be re-prioritized and moved to an active status. Listing these projects, despite the lack of funding, allows the City to pursue grants and other forms of project revenue. It also allows Council and citizens the opportunity for input on reprioritization of projects.

LAUREL STREET/AHLVERS ROAD OVERLAY

TR0499

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.094521134, -123.441485881
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: RESTORATION
ESTIMATED TOTAL PROJECT COST: \$950,000

ABOUT THE PROJECT:

This project will overlay Ahlvers Road from Peabody to Laurel and will include ditches and walking paths. This project changed from full curbing and overlay to a restoration project in 2016. Prior estimates were \$1.745 million.

JUSTIFICATION:

Restore pavement condition and improve safety for pedestrians.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.112146051, -123.445022106
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 20 YEARS
TYPE: PRESERVATION
ESTIMATED TOTAL PROJECT COST: \$950,000

ABOUT THE PROJECT:

This project involves chip sealing the upper Cherry Street area bounded by 8th Street to 15th Street and from Lincoln Street to the west side of Cherry Street. Design will be done in house.

JUSTIFICATION:

The chip seal will extend the life of the pavement and reduce the cost to overlay or reconstruct the roadway.

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.115986, -123.437817
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 35 YEARS
TYPE: PEDESTRIAN / BIKE
ESTIMATED TOTAL PROJECT COST: \$400,000

ABOUT THE PROJECT:

Curb ramps will be installed to provide sidewalk accessibility and meet ADA compliance.

JUSTIFICATION:

Current curb ramps do not meet ADA compliance.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.10218559, -123.442438602
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: MOBILITY
ESTIMATED TOTAL PROJECT COST: \$2,000,000

ABOUT THE PROJECT:

Improve the intersection at Laurel Street and Lauridsen Boulevard. The City is researching both traffic signal and round-a-bout options. A study and design work were completed prior to 2016 at a cost of \$100,516.

JUSTIFICATION:

In 2012, a study concluded this intersection can be changed for better traffic flow and Washington State Department of Transportation (WSDOT) agreed. Money exists from a developer and is being held PRD. Without improvement this street can become a hazardous intersection.

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.120352320, -123.44058036
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: RESTORATION
ESTIMATED TOTAL PROJECT COST: \$750,000

ABOUT THE PROJECT:

Reconstruction of Valley Street from 1st Street to 6th Street to correct structural failure of the roadway and culvert.

JUSTIFICATION:

The roadway has experienced structural failure along the east side as well as under the roadway and in the culvert.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.126666162, -123.492413519
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: RESTORATION
ESTIMATED TOTAL PROJECT COST: \$2,000,000

ABOUT THE PROJECT:

Pave "O" Street, add curbs, gutters, drainage, and utilities to the current gravel road. Right-of-way would also need to be purchased at approximately \$490,000.

JUSTIFICATION:

This is an incomplete arterial road by City Standards.

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.128664998, -123.46289205
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: MOBILITY
ESTIMATED TOTAL PROJECT COST: \$685,000

ABOUT THE PROJECT:

Realignment of Hill Street to 4th Street, and Hill Street to Marine Drive.

JUSTIFICATION:

The intersection occurs at the top of a hill (4th and Hill Street) which makes line of sight a problem at this location, this project will enhance safety at this intersection.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.1126732, -123.433784
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 20 YEARS
TYPE: PRESERVATION
ESTIMATED TOTAL PROJECT COST: \$420,000

ABOUT THE PROJECT:

This project involves the chip sealing of Chase Street and crossing streets between 4th and 8th streets.

JUSTIFICATION:

The chip seal will extend the life of the pavement and reduce the cost to overlay or reconstruct the roadway. Preservation projects preserve City streets from falling into poor condition. It costs less to maintain streets in good condition than to repair bad.

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.102666, -123.412289
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: MOBILITY
ESTIMATED TOTAL PROJECT COST: \$225,000

ABOUT THE PROJECT:

Provide sidewalk on the west side of Ennis Street from East Lauridsen Blvd to East 8th Street. This addition of approximately 270 LF of 6-foot wide, curb-tight sidewalk where there is no pedestrian walk. Five (5) ramps would be required and striping at 3 locations to complete the connectivity of the walks. Right-of-way purchase not needed.

JUSTIFICATION:

This connection of existing sidewalks, from the northeast corner of the Peninsula College parking lot at East Lauridsen Blvd and East 8th Street to the north along Ennis Street, would provide for approximately 750 linear feet of continuous pedestrian access within the right of way.



PROJECT STATUS: UNFUNDED**PRESENT CONDITION:** POOR**LATITUDE / LONGITUDE:** 48.135378, -123.459927**PROJECT MANAGER:** JONATHAN BOEHME**ESTIMATED LIFE:** 40 YEARS**TYPE:** MOBILITY**ESTIMATED TOTAL PROJECT COST:** \$2,950,000**ABOUT THE PROJECT:**

This project involves the redesign of the intersection of Marine Drive and Tumwater Truck Route. Marine Drive is designated as a National Highway System Route and is eligible for federal grants. Project dependent on obtaining grant funding.

JUSTIFICATION:

This project to be performed in conjunction with port of Port Angeles planned improvements.

PROJECT STATUS: UNFUNDED**PRESENT CONDITION:** POOR**LATITUDE / LONGITUDE:** 48.1092, -123.4099**PROJECT MANAGER:** JONATHAN BOEHME**ESTIMATED LIFE:** 40 YEARS**TYPE:** MOBILITY**ESTIMATED TOTAL PROJECT COST:** \$4,000,000**ABOUT THE PROJECT:**

This project involves the redesign of Ennis Street from 1st Street to Lauridsen Street. This is to be a complete street design with pavement, bicycle lanes, stormwater facilities, sidewalks, and street trees. Project dependent on obtaining grant funding.

JUSTIFICATION:

This project to be performed in conjunction with other planned improvements.



TRANSPORTATION PROJECTS

ALLEY PAVING REVOLVING FUND

TR0405

PROJECT STATUS: REVOLVING
CONDITION: POOR
LATITUDE / LONGITUDE: 48.112243, -123.427812
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: RESTORATION



ABOUT THE PROJECT:

This project involves paving of alleys and exists as a revolving fund. The funds are transferred in from the Solid Waste Collection Division, for use on future alley projects. Funding in 2024 \$750,000 to 6/7 Alley between Francis and Washington and 4/5 Alley between Francis and Eunice, and to Front/First Alley between Race and Washington and Front Georgiana Alley between Race and Washington. Other years have not been defined and will add to the alley paving revolving funds.

JUSTIFICATION:

The Solid Waste packer trucks cause extra wear and tear that breaks down the alleyway while performing trash pickup activities. Due to the additional wear incurred the Solid Waste Fund is providing funding for replacement of damaged alleyways.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Solid Waste Fund	\$ 1,155,000	\$ 150,000	\$ 150,000	\$ 175,000	\$ 175,000	\$ 200,000	\$ 200,000	\$ 200,000
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Other								
TOTAL	\$ 1,155,000	\$ 150,000	\$ 150,000	\$ 175,000	\$ 175,000	\$ 200,000	\$ 200,000	\$ 200,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	100	1,154,900	10,000	440,000		400,000		400,000
TOTAL	\$ 100	\$ 1,154,900	\$ 10,000	\$ 440,000	\$ 0	\$ 400,000	\$ 0	\$ 400,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$2,405,000

Estimated Total Design Cost: \$30,000

Estimated Personnel Hours for Project: 2,177

Estimated Personnel Costs for Project: \$146,533



PROJECT STATUS: REVOLVING

CONDITION: POOR

LATITUDE / LONGITUDE: 48.1117043, -123.4189687

PROJECT MANAGER: JONATHAN BOEHME/COREY DELIKAT

ESTIMATED LIFE: 30 YEARS

TYPE: SAFETY / PEDESTRIAN / BIKE

ABOUT THE PROJECT:

Winter storms continue to deplete the shoring armor and create undermining within the Waterfront Trail from the City Pier to Morse Creek. This project is to secure funding on an annual basis so that the City can contract maintenance from year to year as needed.

JUSTIFICATION:

As we experienced in 2019, 2020, & 2021 not funding this project could result in failure of additional sections of the trail.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund	9,200								
Donations/Insurance Reim.									
REET 2	300,000	100,000	93,800	60,000	60,000	60,000	60,000	60,000	60,000
TOTAL	\$ 309,200	\$ 100,000	\$ 93,800	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	273,100	136,100	93,800	60,000	60,000	60,000	60,000	60,000
TOTAL	\$ 273,100	\$ 136,100	\$ 93,800	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$803,000

Estimated Total Design Cost: \$30,000

Estimated Personnel Hours for Project: 602

Estimated Personnel Costs for Project: \$40,525



PROJECT STATUS: REVOLVING
CONDITION: FAIR
LATITUDE / LONGITUDE: VARIOUS
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 20 YEARS
TYPE: SAFETY

ABOUT THE PROJECT:

The project will install and maintain solar powered electronic speed signs at priority locations in the City.

JUSTIFICATION:

To improve safety on arterial streets.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund			30,000			30,000		30,000
Donations/Insurance Reim.								
REET	30,000							
TOTAL	\$ 30,000	\$ 0	\$ 30,000	\$ 0	\$ 30,000	\$ 0	\$ 30,000	\$ 0
EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		30,000	30,000		30,000		30,000	
TOTAL	\$ 0	\$ 30,000	\$ 30,000	\$ 0	\$ 30,000	\$ 0	\$ 30,000	\$ 0
OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$120,000

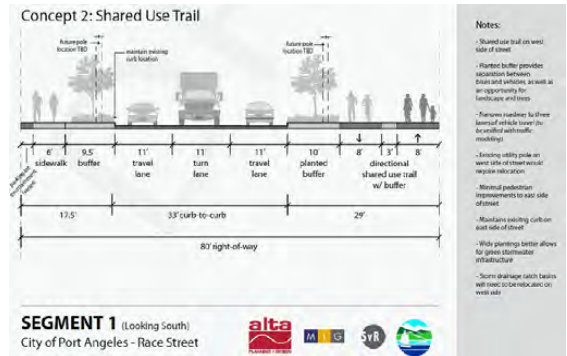
Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: 374

Estimated Personnel Costs for Project: \$25,200



PROJECT STATUS: ACTIVE
CONDITION: FAIR
LATITUDE / LONGITUDE: 48.109905298, -123.421770572
PROJECT MANAGER:
 SHANNEN CARTMEL/JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: CIVIC IMPROVEMENT



ABOUT THE PROJECT:

Improvements include the installation of a shared-use trail, pedestrian safety enhancements, plantings and pavement restoration along Race Street between the project extents of Front Street south to the Olympic National Park Visitor and Wilderness Information Center. City Council approved a Federal Lands Access Program (FLAP) design grant on 10/20/2015. A FLAP construction grant has also been secured for \$2.0 million. The City also received \$113,000 in Highway Improvement (HIP) Funds and \$68,000 in Surface Transformation Program Funds (STP) Design and \$500,000 in STP Funds for construction. Also \$485,000 in funding for construction from the Federal Transportation Alternatives program (TA) and \$364,500 from the Washington State Recreation and Conservation Office Washington Wildlife Recreation Program Trails (RCO WWRP Trails) grant for construction to cover the matches of the previously mentioned federally dispersed funds. An additional \$550,000 has been awarded through STP. The total cost of Phase 1 Construction is \$5.45 million. The project will be constructed in phases, with the first phase between 8th Street and Olympic National Park Visitor Center.

JUSTIFICATION:

The Race Street Corridor is an important gateway for the City of Port Angeles and Olympic National Park, and one of the City's most active arterials. The initial phase of a three-phase project will link Olympic National Park Visitor Center and the Waterfront and Olympic Discovery Trail to facilitate cyclists traveling in this corridor.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants	4,156,500	731,600							
Bonds									
General Fund									
Donations/Insurance Reim.									
REET	363,700								
TOTAL	\$ 4,520,200	\$ 731,600	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030	
Capital Costs	4,520,200	731,600							
TOTAL	\$ 4,520,200	\$ 731,600	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030	
Other									
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	

Estimated Total Project Cost: \$5,251,800

Estimated Total Design Cost: \$750,000

Estimated Personnel Hours for Project: 1,917

Estimated Personnel Costs for Project: \$129,044



PROJECT STATUS: ACTIVE
CONDITION: POOR
LATITUDE / LONGITUDE: MULTIPLE LOCATIONS
PROJECT MANAGER: JONATHAN BOEHME/COREY DELIKAT
ESTIMATED LIFE: 35 YEARS
TYPE: RESTORATION

ABOUT THE PROJECT:

In 2016-17, the City completed Phase I of the Downtown Tree & Sidewalk Replacement Program. The focus of this program is to replace out grown trees, fix tree wells, curb ramps and portions of the downtown sidewalks. This project is to continue these repairs throughout the downtown area.

JUSTIFICATION:

If not completed, the City will continue to have infrastructure issues along the Downtown corridor.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
REET	500,000							
TOTAL	\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		500,000						
TOTAL	\$ 0	\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$500,000

Estimated Total Design Cost: \$20,000

Estimated Personnel Hours for Project: 1,040

Estimated Personnel Costs for Project: \$70,000



PROJECT STATUS: ACTIVE
CONDITION: POOR
LATITUDE / LONGITUDE: 48.118644252, -123.43373539
PROJECT MANAGER: JONATHAN BOEHME/COREY DELIKAT
ESTIMATED LIFE: 35 YEARS
TYPE: CIVIC IMPROVEMENT

ABOUT THE PROJECT:

Replacement of stairs at Laurel Street from the top of the bluff to downtown with easy to maintain materials. Design will take place in 2023-2024 with construction in 2025.

JUSTIFICATION:

The condition of the stairs is poor, causing costly maintenance and repairs. To prevent future closure of the stairs a replacement is needed.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
REET	735,000	100,300							
TOTAL	\$ 735,000	\$ 100,300	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	40,400	94,900	700,000					
TOTAL	\$ 40,400	\$ 94,900	\$ 700,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$835,300

Estimated Total Design Cost: \$100,000

Estimated Personnel Hours for Project: 1,728

Estimated Personnel Costs for Project: \$116,340



PROJECT STATUS: ACTIVE
CONDITION: FAIR
LATITUDE / LONGITUDE: 48.118685, -123.431363
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 40 YEARS
TYPE: SAFETY

ABOUT THE PROJECT:

The project will install new signal control equipment and implement lead pedestrian intervals on 1st and Front Street. The City has received HSIP grant funding. Project design is completed and construction is underway.

JUSTIFICATION:

To improve traffic flow and safety along the corridor. This project is supported by the City's Local Road Safety Plan.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants	530,200	5,124,300							
Bonds									
General Fund									
Donations/Insurance Reim.									
REET	22,500								
TOTAL	\$ 552,700	\$ 5,124,300	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	532,700	5,144,300						
TOTAL	\$ 532,700	\$ 5,144,300	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$5,677,000 Estimated Total Design Cost: \$ 600,000

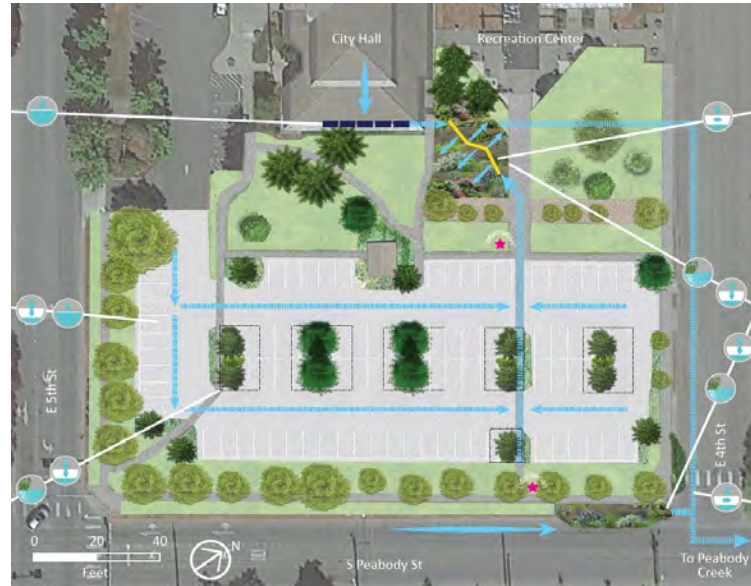
Estimated Personnel Hours for Project: 3,208 Estimated Personnel Costs for Project: \$215,902



PROJECT STATUS: ACTIVE
CONDITION: FAIR
LATITUDE / LONGITUDE: 48.1122430, -123.427812
PROJECT MANAGER: VINCE MCINTYRE
ESTIMATED LIFE: 50 YEARS
TYPE: RESTORATION

ABOUT THE PROJECT:

This project will use LID techniques to manage stormwater on-site and restore the parking surface. In 2019, the City received a zero-match grant from Ecology to perform the design. In 2022, the City received a \$1.005M construction grant from Ecology that required a 15% match from the City. Additional funding was granted to fund the project now to be scheduled for summer 2024. Bruch & Bruch Construction, Inc. are contracted to perform the work.



JUSTIFICATION:

The current east lot at City Hall is wash boarding. The lot does not have any stormwater controls installed to prevent pollution from entering Peabody Creek. The lot is used by multiple events throughout the year and should be maintained for safety reasons.

Herrera Environmental Consultants was retained in 2020 to develop the 90% design and meet the water quality grant requirements for Ecology. The design was completed in 2021 and consists of using a rock ballast reservoir below previous pavement to detain runoff and control flow rates and bioretention to provide treatment.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Stormwater Fund	\$ 120,700	1,409,700						
Grants	116,900							
Bonds								
General Fund								
Donations/Insurance Reim.								
REET 2	101,300							
TOTAL	\$ 338,900	\$ 1,409,700	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	172,800	1,575,800						
TOTAL	\$ 172,800	\$ 1,575,800	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,748,600

Estimated Total Design Cost: \$128,000

Estimated Personnel Hours for Project: 1,671

Estimated Personnel Costs for Project: \$112,467



PROJECT STATUS: ACTIVE
CONDITION: FAIR
LATITUDE / LONGITUDE: 48.118685, -123.431363
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 30 YEARS
TYPE: SAFETY

ABOUT THE PROJECT:

This project will conduct a crossing study along the corridors of E 1st St, Front St, and Marine Dr. The crossing study will be utilized to identify locations to receive and implement enhanced crossing treatments. Treatments include but not limited to rectangular rapid flashing beacons (RRFBs), curb extension, advanced signage, channelization. A total of eight intersections are assumed to be part of the scope of the project, but additional crossings may be added if resources allow, following the site study.

Existing curb ramps within the identified crossing locations of the project to receive enhanced treatment that are not ADA compliant will be brought up to compliance. The City has obtained a HISP grant.

JUSTIFICATION:

This project addresses safety concerns for pedestrians along these corridors with a history of noted crashes as well as future risk of crashes at marked and unmarked crossings. 1st and Front Streets are high volume corridors with a mixture of vehicle types from passenger vehicles to heavy trucks. In addition, the corridor serves Clallam Transit. This project is supported by the City's Local Road Safety Plan.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants		321,000	939,000					
Bonds								
General Fund								
Donations/Insurance Reim.								
REET	20,000							
TOTAL	\$ 20,000	\$ 321,000	\$ 939,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		341,000	939,000					
TOTAL	\$ 0	\$ 341,000	\$ 939,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,280,000 Estimated Total Design Cost: \$ 220,000
Estimated Personnel Hours for Project: 2,662 Estimated Personnel Costs for Project: \$179,200



PROJECT STATUS: ACTIVE
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.118031141, -123.431623936
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: RESTORATION



ABOUT THE PROJECT:

Repair of the culvert which carries Peabody Creek under Lincoln Street. This project will repair the invert of the culvert, stabilize adjacent soil and include rehabilitation of the culvert with a shotcrete liner. This project is dependent on receiving funding from Washington State Department of Transportation for their percentage of ownership of the culvert; the City will apply for a Transportation Improvement Board (TIB) grant to fund 85% of the City cost. WSDOT is currently exploring alternative designs for culvert replacement and receiving feedback from Stakeholders.

JUSTIFICATION:

The culvert could fail with a high potential for property damage and loss of a portion of the highly traveled Lincoln Street.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Stormwater Fund	\$ 622,600			\$ 435,000					
Grants				3,050,000					
Bonds									
General Fund									
Donations/Insurance Reim.									
Transportation Benefit District									
TOTAL	\$ 622,600	\$ 0	\$ 0	\$ 3,485,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	104,800	17,800	500,000	3,485,000				
TOTAL	\$ 104,800	\$ 17,800	\$ 500,000	\$ 3,485,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$4,107,600

Estimated Total Design Cost: \$622,000

Estimated Personnel Hours for Project: 5,562

Estimated Personnel Costs for Project: \$347,351



PROJECT STATUS: PLANNING
CONDITION: FAIR
LATITUDE / LONGITUDE: VARIOUS LOCATIONS
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 25 YEARS
TYPE: MOBILITY

ABOUT THE PROJECT:

The project will upgrade the signal controls south of 1st street.

JUSTIFICATION:

Currently, within the City, there are three different signal controller types. Many of the signal controllers have exceeded their life expectancy and are in need of replacement. Upgrading these to a similar type allows them to be interconnected to achieve signal progression.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
REET 2	360,000	300,000	100,000	100,000					
TOTAL	\$ 360,000	\$ 300,000	\$ 100,000	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	45,800	614,200	100,000	100,000				
TOTAL	\$ 45,800	\$ 614,200	\$ 100,000	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$860,000

Estimated Total Design Cost: \$ 60,000

Estimated Personnel Hours for Project: 1,733

Estimated Personnel Costs for Project: \$116,662



PROJECT STATUS: PLANNING
CONDITION: FAIR
LATITUDE / LONGITUDE: 48.12958793, -123.466565608
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: PRESERVATION

ABOUT THE PROJECT:

This project will repair the damage to the drainage that is causing the bridge girder to be damaged.

JUSTIFICATION:

Provide needed repairs now before the problem becomes more expensive to repair. If left unrepaired and the stormwater issues may cause the need for a girder to be replaced.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Stormwater Fund			\$ 50,000						
Grants									
Bonds									
General Fund			50,000						
Donations/Insurance Reim.									
REET		25,000							
TOTAL	\$ 0	\$ 25,000	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		25,000	100,000					
TOTAL	\$ 0	\$ 25,000	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$125,000

Estimated Total Design Cost: \$25,000

Estimated Personnel Hours for Project: 149

Estimated Personnel Costs for Project: \$10,000



PROJECT STATUS: PLANNING
CONDITION: FAIR
LATITUDE / LONGITUDE:
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: N/A



ABOUT THE PROJECT:

Perform a topographic survey and utilization review of the Public Works Corp Yard to evaluate upgrade alternatives and optimize the use of the facility. This project represents the Transportation funds contribution to the overall effort. Equal contributions from each utility including Solid Waste (SW0221), Stormwater (DR0121), Wastewater (WW0121), and from the Water fund (WT0321) in the amount of \$10,000 to equal a total amount of \$50,000.

JUSTIFICATION:

Public Works must continue delivering essential services to the community in an efficient and timely manner while also meeting all regulatory minimum standards. The Corp Yard is approximately 40 years old and operational needs have evolved since its inception. This comprehensive review effort will provide management with the necessary information to assess current utilization, optimize ongoing logistics and use of the site, and will include future needs assessment to begin the planning for necessary upgrades to meet the needs of the community.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund	1,000	9,000							
Donations/Insurance Reim.									
Other									
TOTAL	\$ 1,000	\$ 9,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	4,700	5,300						
TOTAL	\$ 4,700	\$ 5,300	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$10,000

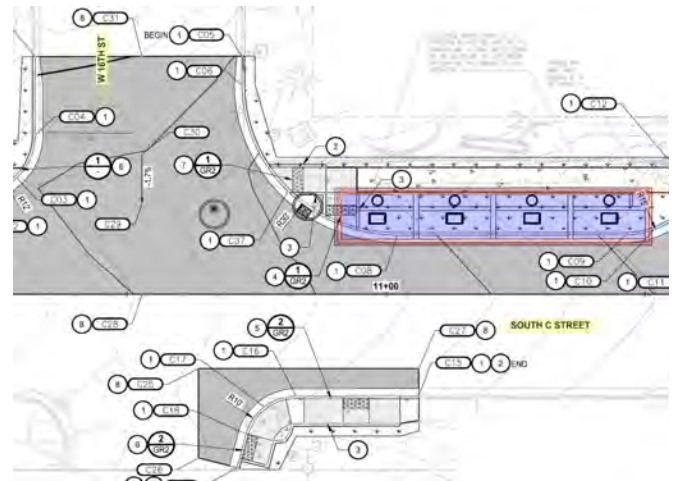
Estimated Total Design Cost: \$10,000

Estimated Personnel Hours for Project: 21

Estimated Personnel Costs for Project: \$1,400



PROJECT STATUS: DESIGN
CONDITION: FAIR
LATITUDE / LONGITUDE: 48.113367, -123.463338
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 40 YEARS
TYPE: RESTORATION



ABOUT THE PROJECT:

This project will use retrofit techniques to add treatment to existing stormwater infrastructure between "C" and "E" Streets. Department of Ecology (ECY) offered the City a grant with no match requirements for project design. Parametrix was retained in 2020 to assist the City in developing the design. Design was completed in 2022. In early 2023 Ecology preliminarily awarded the project a \$1.49M construction grant requiring a 10% match from the City, but the grant was amended.

JUSTIFICATION:

Stormwater in the basin runs to Tumwater Creek, a 303d listed for water quality impairment. Stormwater from this arterial roadway is unmanaged and tributary to Tumwater Creek.

During design, due to site constraints, the project extent was narrowed from "C" Street - "L" Street down to just the eastern half of 16th Street and LID was replaced with retrofit stormwater media filters installed into the existing collection and conveyance system at "C," "D," and "E" Street intersections. The image above is a plan view of the proposed treatment facility at C & 16th Street that would provide treatment to approximately 17 acres of tributary area before conveyance to Tumwater Creek.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Stormwater Fund		\$ 12,000	\$ 88,000						
Grants	146,600	67,000	1,667,300						
Bonds									
General Fund									
Donations/Insurance Reim.									
REET 2	10,000								
TOTAL	\$ 156,600	\$ 79,000	\$ 1,755,300	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	146,600	67,000	1,777,300					
TOTAL	\$ 146,600	\$ 67,000	\$ 1,777,300	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,990,900

Estimated Total Design Cost: \$67,000

Estimated Personnel Hours for Project: 1,308

Estimated Personnel Costs for Project: \$88,000



PROJECT STATUS: DESIGN
CONDITION: FAIR
LATITUDE / LONGITUDE: 48.1218317, -123.4671465
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 50 YEARS
TYPE: PEDESTRIAN / BIKE

ABOUT THE PROJECT:

Bike lanes and shared route from 10th and "I" to 8th and "A" using existing road network. Project has obtained grant funding through a WSDOT Bike & Pedestrian Grant. Project is scheduled for design in 2024 and construction in 2025.

JUSTIFICATION:

Complete the multi-modal gap in east/west travel between 8th Street Bridges and ODT to improve safety for bicyclists.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants		240,900	1,688,100					
Bonds								
General Fund								
Donations/Insurance Reim.								
REET 2		30,000						
TOTAL	\$ 0	\$ 270,900	\$ 1,688,100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		270,900	1,688,100					
TOTAL	\$ 0	\$ 270,900	\$ 1,688,100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,959,000 **Estimated Total Design Cost: \$270,900**
Estimated Personnel Hours for Project: 2,950 **Estimated Personnel Costs for Project: \$30,000**



PROJECT STATUS: PLANNING
CONDITION: FAIR
LATITUDE / LONGITUDE: 48.103628, -123.423178
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 50 YEARS
TYPE: SAFETY

ABOUT THE PROJECT:

The project will install electronic speed signs near Franklin Elementary School.

JUSTIFICATION:

Improve safety near school.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
REET 2		50,000						
TOTAL	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		50,000						
TOTAL	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$50,000

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: 104

Estimated Personnel Costs for Project: \$7,000



PROJECT STATUS: PLANNING
CONDITION: POOR
LATITUDE / LONGITUDE: 48.120439, -123.438569
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: RESTORATION



ABOUT THE PROJECT:

Repair pavement and stormwater connections in this alley. Alley paving funds will be used for match to the Stormwater LID grant. Project dependent on obtaining grant funding.

JUSTIFICATION:

The pavement has failed in this alley and inadequate stormwater connections contribute to wet weather combined sewer overflow events.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Stormwater Fund	\$ 31,900							
Grants			110,000		1,500,000			
Bonds								
General Fund			100,300					
Donations/Insurance Reim.								
Other								
TOTAL	\$ 31,900	\$ 0	\$ 210,300	\$ 0	\$ 1,500,000	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	22,200		220,000		1,500,000			
TOTAL	\$ 22,200	\$ 0	\$ 220,000	\$ 0	\$ 1,500,000	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,742,200

Estimated Total Design Cost: 31,900

Estimated Personnel Hours for Project: 2,328

Estimated Personnel Costs for Project: \$156,716



PROJECT STATUS: PLANNING
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.1126732, -123.433784
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 30 YEARS
TYPE: RESTORATION
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

Reconstruction of Lauridsen Blvd from L Street to City limits to correct structural failure of the roadway. Replace base, asphalt, update drainage. Construction will depend on a grant with a match from TBD.

JUSTIFICATION:

The roadway is experiencing structural failure.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund				700,000				
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
REET			144,000	500,000				
TOTAL	\$ 0	\$ 0	\$ 144,000	\$ 1,200,000	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			144,000	1,200,000				
TOTAL	\$ 0	\$ 0	\$ 144,000	\$ 1,200,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,344,000 **Estimated Total Design Cost: \$120,000**
Estimated Personnel Hours for Project: 2,796 **Estimated Personnel Costs for Project: \$188,160**



PROJECT STATUS: PLANNING
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.1163286, -123.4618428
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 35 YEARS
TYPE: SAFETY
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

Install sidewalks and curb ramps on designated school walking routes near Stevens Middle School, subject to Safe Route to School grant funding.

JUSTIFICATION:

Increase the number of children walking and biking to school safely.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants			55,000	700,000				
Bonds								
General Fund								
Donations/Insurance Reim.								
REET 2	15,000		60,000	100,000				
TOTAL	\$ 15,000	\$ 0	\$ 115,000	\$ 800,000	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		15,000	115,000	800,000				
TOTAL	\$ 0	\$ 15,000	\$ 115,000	\$ 800,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$930,000

Estimated Total Design Cost: \$130,000

Estimated Personnel Hours for Project: 1,934

Estimated Personnel Costs for Project: \$130,200



FIRST/FRONT PAVING (LINCOLN TO TUMWATER STREET)

TR0122

PROJECT STATUS: DESIGN
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.1198350, -123.4355330
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 25 YEARS
TYPE: PRESERVATION
TRANSPORTATION BENEFIT DISTRICT FUNDED

ABOUT THE PROJECT:

This project involves the mill and overlay of First and Front from Lincoln Street to Tumwater Street. First and Front are designated as a National Highway System route and eligible for federal preservation and state Transportation Improvement Board APP grants. This project obtained grant funding from the WSDOT NHS Asset Management Program.

JUSTIFICATION:

The overlay will extend the life of the pavement.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants			134,000	2,349,000					
Bonds									
General Fund				900,000					
Donations/Insurance Reim.									
Transportation Benefit District									
TOTAL	\$ 0	\$ 0	\$ 134,000	\$ 3,249,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			134,000	3,249,000				
TOTAL	\$ 0	\$ 0	\$ 134,000	\$ 3,249,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$3,383,000 **Estimated Total Design Cost: \$134,000**
Estimated Personnel Hours for Project: 2080 **Estimated Personnel Costs for Project: \$140,000**



PROJECT STATUS: PLANNING
CONDITION: FAIR
LATITUDE / LONGITUDE: CITY WIDE
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 10 YEARS
TYPE: SAFETY

ABOUT THE PROJECT:

The City has a number of uncontrolled intersections. This study will provide recommendations on methods to improve safety at those intersections, estimate initial capital costs to implement the preferred plan, long term maintenance costs and required additional operational staff to implement. Funding scenarios will be prepared for the preferred alternatives. The study results will be used to scope and implement the unfunded project TR1316 Traffic Control.

JUSTIFICATION:

Employ traffic control devices at uncontrolled intersections to reduce the number and severity of accidents.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
REET 2			50,000					
TOTAL	\$ 0	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			50,000					
TOTAL	\$ 0	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$50,000

Estimated Total Design Cost: \$50,000

Estimated Personnel Hours for Project: 208

Estimated Personnel Costs for Project: \$14,000



PROJECT STATUS: PLANNING
CONDITION: FAIR
LATITUDE / LONGITUDE: 48.115501, -123.439462
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 50 YEARS
TYPE: SAFETY

ABOUT THE PROJECT:

The project will install mini-roundabouts at 4 way unsignalized intersections on priority corridors located one block off City arterials. Initial locations include south Laurel, 6th street, and east 2nd street. Project is dependent on receiving grant funding.

JUSTIFICATION:

A crash analysis has shown a pattern of accidents in these types of intersections. This project will increase safety and provide traffic calming on these residential streets. Funding for this project depends on receiving a grant. Project is identified in the City's Local Road Safety Plan.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants			180,000		1,400,000			
Bonds								
General Fund			20,000		100,000			
Donations/Insurance Reim.								
Other								
TOTAL	\$ 0	\$ 0	\$ 200,000	\$ 0	\$ 1,500,000	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			200,000		1,500,000			
TOTAL	\$ 0	\$ 0	\$ 200,000	\$ 0	\$ 1,500,000	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,700,000

Estimated Total Design Cost: \$ 200,000

Estimated Personnel Hours for Project: 3,328

Estimated Personnel Costs for Project: \$ 224,000



PROJECT STATUS: DESIGN
CONDITION: FAIR
LATITUDE / LONGITUDE: 48.1122430, -123.4278120
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 20 YEARS
TYPE: CIVIC IMPROVEMENT

ABOUT THE PROJECT:

Specific to the wayfinding efforts, the following items will occur within the first year: update the sign design pallet, increase the variety of sign types within the plan, improve materials for long-term maintenance, and initial installation at defined key locations. The second year would be to complete installation of the plan. Specific to the heritage tourism signage efforts, the following items will occur within the first year: Identify sites, design and number of signs. The second year would be installation of the plan and introduction of a mobile tour component. Ongoing operating costs of sign plan will be funded through Lodging Tax. \$200,000 is unfunded at this time and will come forward for lodging tax consideration in future years.

JUSTIFICATION:

Directional signage in the City takes on many forms with no consistency and this results in confusion and frustration by its users. The City can promote tourism by distributing information for the purpose of welcoming and supporting the visitors to the community. An updated Wayfinding Plan will eliminate that inconsistency. The current Wayfinding Plan was created in 2012 and never fully implemented. Prototypes of the original plan identified problems with design and maintenance. Existing interpretive signs along the ODT need to be replaced because they are either aged or vandalized.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Lodging Tax	200,000								
TOTAL	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs	40,600		159,400					
TOTAL	\$ 40,600	\$ 0	\$ 159,400	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$400,000

Estimated Total Design Cost: \$62,000

Estimated Personnel Hours for Project: 332

Estimated Personnel Costs for Project: \$22,316



PROJECT STATUS: DESIGN
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: MULTIPLE
PROJECT MANAGER: ABBI FOUNTAIN
ESTIMATED LIFE: 20 YEARS
TYPE: CIVIC IMPROVEMENT

ABOUT THE PROJECT:

This project is needed to enhance the diversity and inclusion in Port Angeles. The goal of the project is to add signage to the current street signs noting the street name in the Klallam language. Unfortunately, the City does not have the capacity to complete the project in house due to lack of staff and software. The previous project used a local vendor to manufacture the signs. It is reasonable to expect the City's street crew or sign shop will be able to install the signs. Once it is determined which street signs will have the added Klallam Language signage, this project could take 12-24 months to be completed.

JUSTIFICATION:

A similar project to rename West End Park to Pebble Beach Park in both English and the Klallam Language was approved by City Council in 2019. In addition to renaming the Park, Front Street, Oak Street and Railroad Avenue street signs had the Klallam Language added. The City's Diversity, Equity & Inclusion (DEI) committee would like to continue the Klallam Language signage project to the rest of the streets in the City starting with the downtown corridor. The Klallam Language is the language of the people of the Lower Elwha Klallam Tribe, the Port Gamble S'Klallam Tribe and the Jamestown S'Klallam Tribe. Many members of these tribes reside, work, recreate and do business in the Port Angeles area. This is the first step of many the City will be taking toward promoting an inclusive Port Angeles community and ensuring the tribal histories are represented.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund			30,000						
Donations/Insurance Reim.									
Other									
TOTAL	\$ 0	\$ 0	\$ 30,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			30,000					
TOTAL	\$ 0	\$ 0	\$ 30,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$30,000

Estimated Total Design Cost: \$ 0

Estimated Personnel Hours for Project: 0

Estimated Personnel Costs for Project: \$ 0



PROJECT STATUS: PRE-PLANNING
CONDITION: FAIR
LATITUDE / LONGITUDE: 48.114320 / -123.445981
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: RESTORATION



ABOUT THE PROJECT:

The project will start with an alternative analysis to determine the preferred method to address the failing bridge, alternatives to consider include bridge replacement, and property acquisition and bridge removal. Should replacement be warranted, the project will remove and replace the expired and antiquated Valley Creek Bridge with a new concrete box culvert designed to meet modern fish-passage requirements. The bridge provides sole access to properties and residences on the east side of Valley Creek. It is unknown if this project could qualify for grant funding as a fish passage project. A review of potential grant opportunities is proposed in the near future.

JUSTIFICATION:

The existing culvert is unable to adequately convey Valley Creek's seasonal high-water flow. During a back-water event, water is pushed between the culvert and the bridge deck undermining the roadbed and destabilizing the bridge supports. Annual maintenance and repair work performed by Operations Staff can only temporarily extend the life of the facility. Bridge failure would cut-off access to four single family homes residing on the east side of the Creek. An additional environmental benefit would be achieved as the expended and outdated culvert would be removed or if determined in the alternative analysis be replaced with a box culvert designed to meet all modern fish-passage minimum standards.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
REET 2			50,000						
TOTAL	\$ 0	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			50,000					
TOTAL	\$ 0	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$50,000

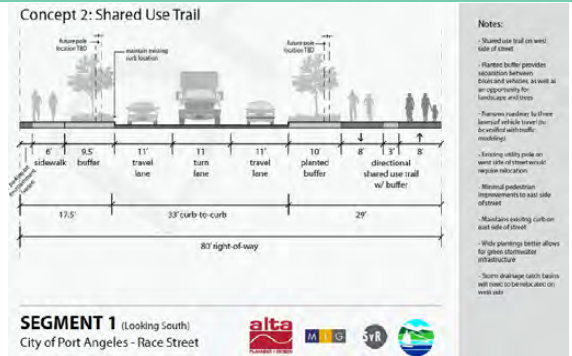
Estimated Total Design Cost: \$50,000

Estimated Personnel Hours for Project:

Estimated Personnel Costs for Project: \$



PROJECT STATUS: DESIGN
CONDITION: FAIR
LATITUDE / LONGITUDE: 48.109905298, -123.421770572
PROJECT MANAGER:
 SHANNEN CARTMEL/JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: CIVIC IMPROVEMENT



ABOUT THE PROJECT:

Improvements include the installation of a shared-use trail, pedestrian safety enhancements, plantings and pavement restoration along Race Street between the project extents of Front Street south to the Olympic National Park Visitor and Wilderness Information Center. A Federal Lands Access Program (FLAP) design grant was used in phase 1. A FLAP construction grant has also been secured for phase 2 in the amount of \$2.0 million. Other grants are under consideration: Surface Transformation Program Funds (STP) for design and Washington State Recreation and Conservation Office Washington Wildlife Recreation Program Trails (RCO WWRP Trails) grant for construction to cover the matches of the previously mentioned federally dispersed funds. Additional funds to complete the project through grants is necessary and anticipated. The total cost of Phase 2 Design and Construction is about \$6 million. The project will be constructed in phases, with the first phase being completed in 2023, phase 2 being completed in 2025 and phase 3 being completed in 2027. Phase 3 construction is currently unfunded and estimated to be about \$3 million. Design funded with RAISE grant.

JUSTIFICATION:

The Race Street Corridor is an important gateway for the City of Port Angeles and Olympic National Park, and one of the City's most active arterials. The second phase of a three-phase project will continue work on link between Olympic National Park Visitor Center and the Waterfront and Olympic Discovery Trail to facilitate cyclists traveling in this corridor.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants		200,000	500,000	500,000	4,620,000				
Bonds									
General Fund									
Donations/Insurance Reim.									
REET					300,000				
TOTAL	\$ 0	\$ 200,000	\$ 500,000	\$ 500,000	\$ 4,920,000	\$ 0	\$ 0	\$ 0	

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		200,000	500,000	500,000	4,920,000			
TOTAL	\$ 0	\$ 200,000	\$ 500,000	\$ 500,000	\$ 4,920,000	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$6,120,000

Estimated Total Design Cost: \$1,200,000

Estimated Personnel Hours for Project: 9,999

Estimated Personnel Costs for Project: \$288,400



PROJECT STATUS: PLANNING
CONDITION: FAIR
LATITUDE / LONGITUDE: VARIOUS LOCATIONS
PROJECT MANAGER: JONATHAN BOEHME/BRIAN SMITH
ESTIMATED LIFE: 20 YEARS
TYPE: SAFETY

ABOUT THE PROJECT:

Implement a traffic safety camera program which includes cameras in school zones and certain intersections. The first phase of the project in 2025 will include the City installing flashing school beacons around Franklin Elementary and entering into an agreement with a Traffic Camera firm to provide cameras and enforcement functions. It's anticipated that revenues derived from this initial deployment would fund additional school zone systems and red light cameras. Potential school zone deployments include: Jefferson Elementary, Hamilton Elementary, Port Angeles High School, and Stevens Middle School. Potential additional red light camera locations include: Race Street at Lauridsen Blvd, and Hwy 101 at Golf Course.

JUSTIFICATION:

Improve traffic and school zone safety and compliance with traffic laws.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund	35,000								
Donations/Insurance Reim.									
Other									
TOTAL	\$ 35,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			35,000					
TOTAL	\$ 0	\$ 0	\$ 35,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$35,000

Estimated Total Design Cost: NONE

Estimated Personnel Hours for Project: 346

Estimated Personnel Costs for Project: \$9,800



PROJECT STATUS: PRE-PLANNING
CONDITION: POOR
LATITUDE / LONGITUDE: 48.09969 -123.419083
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: PEDESTRIAN / BIKE

ABOUT THE PROJECT:

Sidewalks along Porter Street and Mt Angeles Road do not currently exist. These are walking routes to Peninsula College, Franklin Elementary School, the Boys & Girls Club and Port Angeles High School. Install sidewalks, with curb ramps and asphalt on designated school walking routes from Eckert North to Park Ave on both Porter Street and Mt Angeles Road. Subject to Safe Route to School grant funding and complete streets funding. Estimated at a cost of \$300,000 per block (estimate), approximately \$3.0 million in total costs.

JUSTIFICATION:

Increase safety for all when accessing schools and the city.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds							3,000,000		
General Fund									
Donations/Insurance Reim.									
REET									
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,000,000	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs						3,000,000		
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,000,000	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$3,000,000

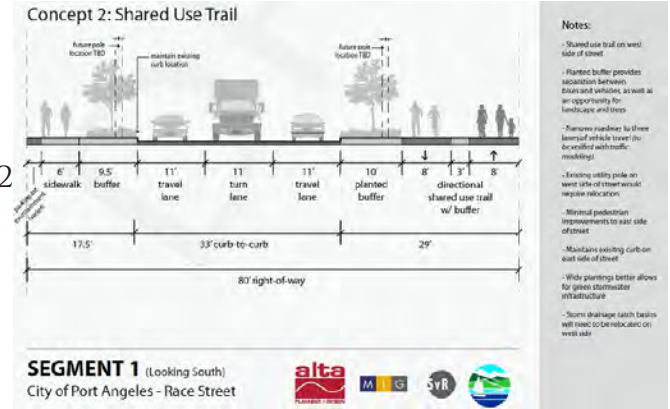
Estimated Total Design Cost: \$300,000

Estimated Personnel Hours for Project: 4,160

Estimated Personnel Costs for Project: \$280,000



PROJECT STATUS: PRE-PLANNING
CONDITION: FAIR
LATITUDE / LONGITUDE: 48.109905298, -123.421770572
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: CIVIC IMPROVEMENT



ABOUT THE PROJECT:

Improvements include the installation of a shared-use trail, pedestrian safety enhancements, plantings and pavement restoration along Race Street between the project extents of Front Street north to the Olympic Discovery Trail. A Federal Lands Access Program (FLAP) design grant was used in phase 1. A FLAP construction grant has also been secured for phase 2 in the amount of \$2.0 million. The project will be constructed in phases, with the first phase being completed in 2024, phase 2 being completed in 2027 and phase 3 unknown. Phase 3 construction is currently unfunded and estimated to be about \$3 million. Phase 3 has preliminary design funding with a RAISE grant in the amount of \$600,000. Final design is unfunded.

JUSTIFICATION:

The Race Street Corridor is an important gateway for the City of Port Angeles and Olympic National Park, and one of the City's most active arterials. The third phase of a three-phase project will continue work on link between Olympic National Park Visitor Center and the Waterfront and Olympic Discovery Trail to facilitate cyclists traveling in this corridor.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves									
Utilities Fund									
Grants					200,000	200,000	200,000		
Bonds									
General Fund									
Donations/Insurance Reim.									
REET									
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 200,000	\$ 200,000	\$ 200,000		\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs					200,000	200,000	200,000	
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 200,000	\$ 200,000	\$ 200,000	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$4,000,000

Estimated Total Design Cost: \$1,000,000

Estimated Personnel Hours for Project: 9,999

Estimated Personnel Costs for Project: \$288,400



PROJECT STATUS: PLANNING
CONDITION: FAIR
LATITUDE / LONGITUDE: UNKNOWN
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 50 YEARS
TYPE: PEDESTRIAN / BIKE

ABOUT THE PROJECT:

The City has identified a need for a plan for an additional alternate route for the Olympic Discovery Trail in the event of a large and lengthy closure of the waterfront portion of the trail. This project is just to explore the options and needs for such an alternate route and allow for connection from the Gales Addition to the trail. RAISE grant to be used to fund the project design.

JUSTIFICATION:

The addition of an alternate multipurpose trail will allow continued access along the peninsula.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants			600,000					
Bonds								
General Fund								
Donations/Insurance Reim.								
REET								
TOTAL	\$ 0	\$ 0	\$ 600,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			600,000					
TOTAL	\$ 0	\$ 0	\$ 600,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$600,000

Estimated Total Design Cost: \$25,000

Estimated Personnel Hours for Project: 223

Estimated Personnel Costs for Project: \$15,000



PROJECT STATUS: PRE-PLANNING
CONDITION: FAIR
LATITUDE / LONGITUDE: 48.1207, -123.4319
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 20 YEARS
TYPE: RESTORATION

ABOUT THE PROJECT:

The project will study options for modifying downtown street and alley lane directions, number of lanes, and limiting vehicle access or creating pedestrian malls, in order to facilitate improve access, mobility, safety, parking, community gathering spaces, and economic development.

JUSTIFICATION:

Study for improved access and mobility on the downtown waterfront.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants									
Bonds									
General Fund									
Donations/Insurance Reim.									
Transportation Benefit District			50,000						
TOTAL	\$ 0	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs			50,000					
TOTAL	\$ 0	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Transportation Benefit District								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$50,000

Estimated Total Design Cost: \$50,000

Estimated Personnel Hours for Project:

Estimated Personnel Costs for Project: \$15,000



PROJECT STATUS: PRE-PLANNING
CONDITION: FAIR
LATITUDE / LONGITUDE: 48.121020, -123.432420
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 50 YEARS
TYPE: PEDESTRIAN / BIKE

ABOUT THE PROJECT:

The City has identified a need for waterfront trail improvements. This project is to study the sustainable improvement options along the downtown waterfront Olympic Discovery Trail. RAISE grant to be used to fund the project study and improvements.

JUSTIFICATION:

The improvement of the waterfront trail in a sustainable way is vitally important to this community mobility lifeblood.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN						
			2025	2026	2027	2028	2029	2030	
Reserves Utilities Fund									
Grants					150,000	250,000	600,000		
Bonds									
General Fund									
Donations/Insurance Reim.									
REET									
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 150,000	\$ 250,000	\$ 600,000	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs					150,000	250,000	600,000	
TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 150,000	\$ 250,000	\$ 600,000	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$1,000,000 Estimated Total Design Cost: \$150,000
Estimated Personnel Hours for Project: 11,000 Estimated Personnel Costs for Project: \$15,000



PROJECT STATUS: PRE-PLANNING
CONDITION: POOR
LATITUDE / LONGITUDE: 48.113217680, -123.446798801
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: PEDESTRIAN / BIKE

ABOUT THE PROJECT:

Construction of a trail extending south from the Waterfront Trail utilizing Valley and Peabody Creek corridors. These would be connected with two or more cross over opportunities, possibly at Park Avenue or Old Mill Road.

JUSTIFICATION:

Provide additional nature trails within the City. Additional funding has not been identified.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.								
Transportation Benefit District				50,000				
TOTAL	\$ 0	\$ 0	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs				50,000				
TOTAL	\$ 0	\$ 0	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$100,000

Estimated Total Design Cost: \$50,000

Estimated Personnel Hours for Project:

Estimated Personnel Costs for Project: \$



PROJECT STATUS: PRE-PLANNING
CONDITION: POOR
LATITUDE / LONGITUDE: MULTIPLE LOCATIONS
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 50 YEARS
TYPE: CIVIC IMPROVEMENT

ABOUT THE PROJECT:

Replacement of Zig-Zag Ramp at Oak Street from the top of the bluff to downtown with easy to maintain materials.

JUSTIFICATION:

The condition of the zig-zag is questionable, which will increase costly maintenance and repairs.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN					
			2025	2026	2027	2028	2029	2030
Reserves Utilities Fund								
Grants								
Bonds								
General Fund								
Donations/Insurance Reim.				50,000				
Transportation Benefit District								
TOTAL	\$ 0	\$ 0	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs				50,000				
TOTAL	\$ 0	\$ 0	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Total Project Cost: \$600,000

Estimated Total Design Cost: \$50,000

Estimated Personnel Hours for Project:

Estimated Personnel Costs for Project: \$



TRANSPORTATION UNFUNDED CAPITAL PROJECTS

Projects identified as necessary, but that currently do not have a funding source are listed here. Should funding become available these projects will be re-prioritized and moved to an active status. Listing these projects, despite the lack of funding, allows the City to pursue grants and other forms of project revenue. It also allows Council and citizens the opportunity for input on reprioritization of projects.

WATERFRONT REDEVELOPMENT PHASE III

TR0113

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.121773286, -123.434915540
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 100 YEARS
TYPE: CIVIC IMPROVEMENT
ESTIMATED TOTAL PROJECT COST: \$30,000,000

ABOUT THE PROJECT:

Part of the Waterfront and Transportation Improvement plan included reconfiguring the eastern portion of Railroad Avenue to match the existing Waterfront Development project. This project includes expansion of the Hollywood Beach Area, continuation of the Olympic Discovery Trail, and upgrading the City Pier.

JUSTIFICATION:

Per the Comprehensive Plan, this will provide a beautiful entrance to our City, along with improved beaches and walking trails.

18TH STREET BIKE ACCESSIBILITY

TR1016

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.121888, -123.490203
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: PEDESTRIAN / BIKE
ESTIMATED TOTAL PROJECT COST: \$1,000,000

ABOUT THE PROJECT:

This project will construct a shared use path along 18th Street from Lincoln Park to Milwaukee Drive and the Olympic Discovery Trail.

JUSTIFICATION:

Improve bike and pedestrian safety and connect Lincoln Park to Olympic Discovery Trail.



CAROLINE STREET SLIDE REPAIR

TR0212

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.115164554, -123.411934595
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: RESTORATION
ESTIMATED TOTAL PROJECT COST: \$375,000



ABOUT THE PROJECT:

Purchase land for new roadway and abandon existing Caroline and Eunice Streets due to unsafe hillsides. The costs include further geotechnical investigation, permitting, design and purchasing property for a new roadway.

JUSTIFICATION:

Heavy rains caused the slope instability. Continued slope failure from natural processes will ultimately make the roadway unusable. Funding has not been identified.

1ST, FRONT & RACE STREET CROSSINGS

TR1009

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.113464094, -123.418543340
PROJECT MANAGER: SHANNEN CARTMEL
ESTIMATED LIFE: 80 YEARS
TYPE: PEDESTRIAN / BIKE
ESTIMATED TOTAL PROJECT COST: \$423,000

ABOUT THE PROJECT:

Create pedestrian oriented crossings at First and Front Streets where it intersects with Race Street. Design was completed during the WTIP planning in 2012 and expensed in 2013.

JUSTIFICATION:

The improvements would allow for safer pedestrian crossing and create a more attractive streetscape.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.101986, -123.403181
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: RESTORATION
ESTIMATED TOTAL PROJECT COST: \$200,000

ABOUT THE PROJECT:

The project will rebuild Nancy Lane.

JUSTIFICATION:

Pavement has failed and potholes and rutting have developed.

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.103560747, -123.42000246
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: MOBILITY
ESTIMATED TOTAL PROJECT COST: \$220,000

ABOUT THE PROJECT:

Hire a qualified traffic engineer to conduct a transportation study to evaluate and determine appropriate alternatives for both short and long term crosstown routes. \$220,000 is currently unfunded for design costs only. In 2014-2015, the WTIP study spent \$64,072 in preliminary review of the project which was expensed in 2015. In 2019, a crossing of White Creek was added as an alternative for consideration.

JUSTIFICATION:

The following issues have been identified as areas of critical concern that justify the need for additional cross town routes: trucks downtown, urban development limit, moving local traffic, safety at Deer Park, safety at Morse Creek, emergency & natural disasters, and eastside bottleneck. Presently only one route exists due to bluff and creek crossings.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: MULTIPLE LOCATIONS
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 50 YEARS
TYPE: SAFETY
ESTIMATED TOTAL PROJECT COST: \$300,000

ABOUT THE PROJECT:

This project will install stop signs, yield signs or traffic circles at uncontrolled intersections.

JUSTIFICATION:

Provide traffic control at uncontrolled intersections to reduce the number and severity of accidents.

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: 48.113087, -123.418365
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: CIVIC IMPROVEMENT
ESTIMATED TOTAL PROJECT COST: UNKNOWN

ABOUT THE PROJECT:

Perform traffic study and public outreach regarding the proposed decoupling of the 1st and Front Street one-way couplets to return each street to a two-way operation and designate 1st Street as State Route 101. This change will create a safer environment for non-motorized and pedestrian traffic attempting to cross the street; reduce barriers for pedestrians; provide better access for businesses and homes located along the decoupled corridor; and initiate the redevelopment of Front Street as a collector arterial with parking, bicycle lanes and land uses geared more toward pedestrian activities and mixed density housing. The project will need to consider traffic impacts to vehicular movement through the city and may require additional capacity projects to mitigate the effects of the decoupling. Consideration should also include analysis of resultant City street maintenance costs.

JUSTIFICATION:

This change will create a safer environment and reduce barriers for non-motorized and pedestrian traffic and provide better access for businesses and homes located along the decoupled corridor; and initiate the redevelopment of Front Street.



PROJECT STATUS: UNFUNDED
PRESENT CONDITION: FAIR
LATITUDE / LONGITUDE: MULTIPLE LOCATIONS
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 50 YEARS
TYPE: RESTORATION
ESTIMATED TOTAL PROJECT COST: \$2,000,000

ABOUT THE PROJECT:

Create a local improvement district to pave gravel roads between I St and M Street and 10th and 12th Streets. Scope of work will include suburban street standard with HMA, sidewalk, ditches.

JUSTIFICATION:

These blocks have gravel surfacing which leads to dust in the summer and potholes in the winter.

PROJECT STATUS: UNFUNDED
PRESENT CONDITION: POOR
LATITUDE / LONGITUDE: 48.101986, -123.403181
PROJECT MANAGER: JONATHAN BOEHME
ESTIMATED LIFE: 80 YEARS
TYPE: RESTORATION
ESTIMATED TOTAL PROJECT COST: \$500,000

ABOUT THE PROJECT:

The project will rebuild 2000 feet of Lindberg Road. Will need water quality facilities.

JUSTIFICATION:

Pavement has failed and potholes and rutting have developed.



PROJECT STATUS: UNFUNDED

PRESENT CONDITION: FAIR

LATITUDE / LONGITUDE: 48.1295 -123.4666

PROJECT MANAGER: JONATHAN BOEHME

ESTIMATED LIFE: 80 YEARS

TYPE: PEDESTRIAN / BIKE

ESTIMATED TOTAL PROJECT COST: \$3,941,000

ABOUT THE PROJECT:

This project completes final design and construction of the Port Angeles portion of the Olympic Discovery Trail (ODT) and allow trail users to safely ascend up and down Hill Street on a newly developed trail that follows the historic Milwaukee railroad grade. This would include portions of Marine Drive to Crown Park, a new trail head and parking area.

JUSTIFICATION:

This project will complete the Olympic Discovery Trail within the City Limits. The majority of the project area currently has no pedestrian or bicycle facilities or facilities that are inadequate and unsafe for use.



CITY OF PORT ANGELES



2025 - 2030
CAPITAL FACILITIES PLAN &
TRANSPORTATION IMPROVEMENT PLAN



2023 COMPLETED PROJECTS



2023 COMPLETED PROJECTS - GOVERNMENTAL PROJECTS

GENERAL GOVERNMENT CAPITAL PROJECTS

PROJECTS COMPLETED IN 2023		Actual	Budget
FD0318	Emergency Mgmt Pods	14,688	137,800
FD0415	Fire Department Turn-Out Gear	3,877	-
FD0615	Fire Hoses	12,058	14,000
PD0116	Mobile Data Trans	12,743	39,600
PD0119	Computer Aided Dispatch	37,974	-
PD0120	Police Taser Replacement	27,156	25,200
PD0122	Police Radio Replacement	21,572	20,000
PD0123	PenCom ROIP Project	452,707	430,000
PD0307	Police Regional Training & Gun Range Facility	6,840	59,900
PD0322	Pencom 911 Phone Equipment	11,425	-
PK0220	Synthetic Field Turf @ Volunteer Field	700,133	714,000
PK0802	Neighborhood Park Development	85,686	-
PK0819	City Pier Railing Replacement	780,453	724,200
TOTAL COMPLETED PROJECTS		2,167,312	2,164,700

EQUIPMENT SERVICES

PROJECTS COMPLETED IN 2023		Actual	Budget
Equip Svc		33,678	261,500
Police		420,729	324,500
Fire		37,873	56,000
Parks		-	22,800
Street		305,889	607,200
Electric		46,007	86,600
Water		269,743	311,800
Solid Waste		658,188	3,544,500
TOTAL COMPLETED PROJECTS		1,772,107	5,214,900

TRANSPORTATION PROJECTS

PROJECTS COMPLETED IN 2023		Actual	Budget
TR0621	Waterfront trail repairs	84,278	120,400
TOTAL COMPLETED PROJECTS		84,278	120,400

MEDIC 1

PROJECTS COMPLETED IN 2023		Actual	Budget
None			
TOTAL COMPLETED PROJECTS		-	-



2023 COMPLETED PROJECTS - UTILITY PROJECTS

WATER PROJECTS		
PROJECTS COMPLETED IN 2023	Actual	Budget
None		
TOTAL COMPLETED PROJECTS	-	-

WASTEWATER PROJECTS		
PROJECTS COMPLETED IN 2023	Actual	Budget
CAPWW Wastewater Treatment Equipment	47,268	50,000
WW0420 WWTP Potable Water Air-Gap	169,693	198,200
TOTAL COMPLETED PROJECTS	216,961	248,200

INFORMATION TECHNOLOGY PROJECTS		
PROJECTS COMPLETED IN 2023	Actual	Budget
IT0514 Data Storage Array Systems	220,065	214,000
IT0623 IT Pure Storage Upgrade	174,322	174,000
TOTAL COMPLETED PROJECTS	394,387	388,000

SOLID WASTE PROJECTS		
PROJECTS COMPLETED IN 2023	Actual	Budget
None		
TOTAL COMPLETED PROJECTS	-	-

STORMWATER PROJECTS		
PROJECTS COMPLETED IN 2023	Actual	Budget
None		
TOTAL COMPLETED PROJECTS	-	-

TOTAL COMPLETED GOVERNMENTAL AND UTILITY PROJECTS	4,899,761	8,436,200
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CITY OF PORT ANGELES



2025 - 2030
CAPITAL FACILITIES PLAN &
TRANSPORTATION IMPROVEMENT PLAN



LINK TO CITY OF PORT ANGELES' COMPREHENSIVE PLAN & STRATEGIC PLAN



LINK TO THE COMPREHENSIVE PLAN AND STRATEGIC PLAN

As part of the City's strategic planning process, the City Council adopted a Mission Statement to guide the community towards its preferred future. The statement reads:

The City of Port Angeles is vibrant and prospering, nurturing a balance of innovation and tradition to create an environmentally, economically, and fiscally sustainable community, accepting and cherishing its social diversity, small-town character and natural setting.

The capital projects are compatible with the goals of the Comprehensive Land Use Plan, which is a general guide to location, character and land use, including the supporting infrastructure and public facilities.

In the following table you can reference the strategic goals achieved by completion of the project, and the comprehensive goal, and in some cases the comprehensive objective. The items being met are listed in the attached strategic plan approved by Council in 2021, and the comprehensive goals listed below:

- G-4A – To develop a coordinated, multimodal transportation system, which serves all areas of the city and all types of users in a safe, economical and efficient manner.
- G-4B – To improve circulation patterns across and within the community, and to achieve the desired urban design of the City.
- G-5D – To provide utility services in an efficient and cost-effective manner.
- G-9A – To create and maintain a balanced and stable local economy with full employment and emphasis on strengthening the community's traditional natural resource related industries as well as diversifying the overall economic base.
- G-10A – To acquire, develop, renovate, and maintain a system of parks, recreational facilities, and open spaces to ensure that the contributions of natural resources and recreation to human well-being are maintained and recognized as a value.
- G-10B – To enhance the quality of life in the community by providing facilities, services and programs that offer positive opportunities for building healthy, safe, and productive lives.
- G-10D – To provide a sustainable park system that meets the needs of the broadest segment of the population as possible by managing the city's available fiscal resources in a responsible manner.
- P4A.01 – Pedestrian, bicycle, and other non-motorized paths, bike racks, storage facilities, drinking fountains, and benches should be an integral part of the circulation system.
- P4A.02 – The safety of non-motorized modes of transportation shall be a primary consideration in the circulation system. Adequate sidewalks, crosswalks and handicapped access shall be provided in relation to all new subdivisions, and required for all development projects where sidewalks do not exist.
- P4A.03 – The collector arterial streets and local access streets should serve primarily local traffic with special emphasis on safety for pedestrian, bicycle, and non-motorized traffic.
- P4A.06 – The City should encourage development of low-carbon-impact transportation infrastructure.
- P4A.09 – The City should work to aid development of the Olympic Discovery Trail which passes through and along key parts of its park, street, pedestrian, and non-motorized transportation systems and facilities.



- P-4A.10 – The City should work to aid development of the Olympic Discovery Trail which passes through and along key parts of its park, street, pedestrian, and non-motorized transportation systems and facilities.
- P-4B.01 – Traffic flow modifications such as signalization, signing, parking restrictions, channelization, and one-way couplets should be made before physical alterations are made to existing streets.
- P-4B.06 – Alternate local cross-town route improvements should be given a high priority in capital facility planning.
- P-4B.18 – The development of the City’s comprehensive service and facilities plan for streets, bikeways, pedestrian walkways, and the overall transportation system, and regional transportation plans should all be consistent. These plans, as adopted and hereafter amended, are incorporated herein.
- P-4B.23 – The City should include the development of Race Street intersections with Front and First Streets as architecturally significant National Park gateway in its plans for improvements to the Race Street corridor.
- P-5D.04 – The City should promote and encourage energy conservation, renewable energy, distributed energy generation, improved distribution efficiencies, and recycling efforts throughout the community. The City’s own practices should serve as a model.
- P-10B.04 – The City should manage park facilities in a manner that will ensure public safety, keep the parks free of misuse to the greatest extent possible and result in a sustainable and resilient park system.

OBJECTIVES MET:

- O-4.01 Design and develop the following segments of the Olympic Discovery Trail:
 - o Marine Drive to 10th Street
 - o City Pier along Railroad Avenue to Laurel Street
 - o Other segments as funding and opportunity provide, coordinated with the City’s park, street and trail systems.
- O-4.02 – Identify funding and implementation strategies for the Valley Creek Loop Trail connecting the Valley and Peabody Creek corridors with the Foothills Trail system.
- O-4.03 – Review and update the City’s Urban Services Standards and Guidelines, including direction for transportation facility improvement that:
 - o Including bike path development and maintenance, signage, and storage.
 - o Assess cost/benefits of bicycle-friendly infrastructure.
- O-4.06 – Develop a “Complete Streets” program for Port Angeles, helping identify travelways to accommodate all modes of transportation as appropriate for the needs and conditions of each neighborhood or district.
- O-4.04 – Review and update the City’s Urban Services Standards and Guidelines, including:
 - o Street trees
 - o Art and creative community-oriented beautification efforts
 - o Pedestrian and bicycle amenities
 - o Sidewalks on both sides of streets
- O-4.08 – In coordination with the County, RTPPO, and state and federal agencies, study a future U.S. Highway 101 corridor alignment including evaluation of the Heart of the Hills Parkway and Coastal Corridor concepts. (Route along Lauridsen Blvd. east of Race Street will not be considered).



CITY OF PORT ANGELES' STRATEGIC PLAN

IMPLEMENTATION PRINCIPLES

Environment

Budget

Equity

Relationships



STRATEGIC FOCUS AREAS

Community Resilience

Citywide Resource Optimization

Housing

Infrastructure Development, Maintenance, and Connectivity

Strategic Focus Area	Goals	Measures	Impacted Groups
Community Resilience	<ul style="list-style-type: none"> Increase community engagement outreach with the public and local businesses. 	<ul style="list-style-type: none"> Neighborhood Association proposal is presented to Council by 12/31/2024 for action. Evaluate community response to efforts to establish baseline number of communications by 6/30/2025. Determine innovations to improve communication effectiveness by 6/30/2026. Evaluate National Night Out program and present to Council by 12/31/2026 	<p>Internal City Departments:</p> <ul style="list-style-type: none"> All City Departments <p>External Impacted Groups:</p> <ul style="list-style-type: none"> Service organizations Advocacy groups Local businesses Government agencies Private citizens Vulnerable populations
	<ul style="list-style-type: none"> Reinforce environmental stewardship by leading change and investing in achievable solutions in alignment with the Climate Action Plan. 	<ul style="list-style-type: none"> Identify Legislative priorities for Elwha Watershed Protection by 12/31/2024. Integrate environmental stewardship policy considerations to be incorporated into Council memos by 6/30/2025. Address equitable sustainable long-term stewardship of city properties in Elwha River Valley. 	
	<ul style="list-style-type: none"> Improve public safety and peace of mind in our community while promoting policies that create efficient practices. 	<ul style="list-style-type: none"> Increase # of users of City Emergency notification system to 90% or higher by 12/31/2026. Include public safety funding/revenue sources in Legislative priorities annually. Reduce unfunded mandates/barriers for state funding through annual adoption of legislative priorities. 	
	<ul style="list-style-type: none"> Expand application of disaster preparedness and emergency response practices. 	<ul style="list-style-type: none"> Solidify extreme weather preparedness plan by 6/30/2025. Complete capital improvements to senior center, fire hall, and Vern Burton for emergency facility use by 12/31/2026. Effective March 31, 2025, ensure battery backup systems are incorporated in all new municipal buildings and renovations to existing buildings. Update and deliver the Comprehensive Emergency Management Plan to Council by 12/31/2025. 	
	<ul style="list-style-type: none"> Develop plans to maintain economic stability for unexpected events. 	<ul style="list-style-type: none"> Review reserve fund policy and emergency fund capability by 06/30/2025 Develop new policy and approve by 06/30/2026 Evaluate needs and measures based on past events and case studies complete by 12/31/2026 to include resident impacts and business impacts. 	
	<ul style="list-style-type: none"> Improve community health and wellness or community resilience 	<ul style="list-style-type: none"> Develop a community health and wellness plan by 12/31/2025. Communicate policy and plan with community partners and residents by 12/31/2026. Define measures for increased public health and wellness indicators by 12/31/2026. Explore new partnerships with local sport and activity-based organization to promote wellness – ongoing. Invest in upgrades to youth field facilities ex: Girls Softball Fields and Soccer fields. 	





Strategic Focus Area	Goals	Measures	Impacted Groups
Citywide Resource Optimization	<ul style="list-style-type: none"> Maintain fiscal health 	<ul style="list-style-type: none"> Maintain fund balance requirements – ongoing. Maintain affordability index – ongoing. 	Internal City Departments: <ul style="list-style-type: none"> All City Departments External Impacted Groups: <ul style="list-style-type: none"> Washington State Community partners (advocacy support) Community colleges and professional associations
	<ul style="list-style-type: none"> Grow staff capacity 	<ul style="list-style-type: none"> Identify programs and services where staff capacity must be enhanced to implement Strategic Plan by 12/31/2025. Develop succession planning strategies for Council, Boards and Staff by 12/31/2026 including recruitment and staff retention. Increase # of completed continuing education courses, certifications, or endorsements by 12/31/2026. 	
	<ul style="list-style-type: none"> Maximize grant funding/Support for State Funding 	<ul style="list-style-type: none"> Seek grant funds with the goal of 50% of the Capital Budget to be funded through grants. Report annually on dollars leveraged through community partnerships. Report annually on dollars contributed towards community partnerships. 	
	<ul style="list-style-type: none"> Promote policies that create efficient practices 	<ul style="list-style-type: none"> Perform gap analysis on policies and practices by 12/31/2026. 	
	<ul style="list-style-type: none"> Advocate for adequate and non-regressive state revenue 	<ul style="list-style-type: none"> Increase the City's advocacy capacity to address priority issues including funding for Hwy 101/Truck Route interchange 	
	<ul style="list-style-type: none"> Stabilize utility resources for changing environments 	<ul style="list-style-type: none"> Evaluate water storage and/or source alternatives to the Elwha River by 12/31/2026. Evaluate & develop a phased in path for using alternative energy sources for Electric Utility annually. Develop funding-ready community solar project by 12/31/2026 Identify City owned properties and infrastructure endangered by changing environments by 12/31/2026. 	

Strategic Focus Area	Goals	Measures	Impacted Groups
Housing	<ul style="list-style-type: none"> Complete comprehensive plan that meets housing needs of PA Update the City Housing Action Plan from 2019. 	<ul style="list-style-type: none"> Comprehensive plan updated by 6/30/2025 Housing Action Plan Update by December 2025. 	Internal City Departments: <ul style="list-style-type: none"> Community & Economic Development Public Works & Utilities Legal Department Fire Department Finance Department City Manager's Office External Impacted Groups <ul style="list-style-type: none"> Low-income residents Workforce Tenants Advocacy groups Service organizations Government agencies Community colleges and other educational organizations Builders and developers
	<ul style="list-style-type: none"> Continue multi-family housing pilot project in Capital Facilities Plan 	<ul style="list-style-type: none"> Pilot project plan finished (site/layout) by 9/30/2026 	
	<ul style="list-style-type: none"> Recruit, attract, or facilitate new construction of an apartment complex by private developer 	<ul style="list-style-type: none"> Build local contractor/building knowledge - ongoing Apartment complex in process with plan for completion by 9/30/2026 Establish business license ordinance identifying number of local contractors by 12/31/2025 	
	<ul style="list-style-type: none"> Incentivize Development and Vacant Land Conversion <ul style="list-style-type: none"> Implement fair and adequate base for buildings served by Utilities 	<ul style="list-style-type: none"> Vacant housing base rate into COSA by 12/31/2024 Identify number of Vacant business spaces by 12/31/2025 and annually thereafter Establish underdeveloped parcel fee by 12/31/2026 Establish Unoccupied residence fee by 12/31/2026 	

Strategic Focus Area	Goals	Measures	Impacted Groups
Infrastructure Development, Maintenance, and Connectivity	<ul style="list-style-type: none"> Ensure adequate wastewater capacity is available for housing and commercial opportunities. 	<ul style="list-style-type: none"> 100% A Street Basin design complete by January 2026 100% A Street Basin construction funded by 12/31/2026 Fund top 20% failure rated sewer by 12/31/2026 	Internal City Departments: <ul style="list-style-type: none"> Public Works & Utilities Parks & Recreation Community & Economic Development External Impacted Groups: <ul style="list-style-type: none"> Government agencies Trade associations Users of sidewalks and stairs
	<ul style="list-style-type: none"> Improve connectivity between neighborhoods 	<ul style="list-style-type: none"> Identify priority areas for sidewalk expansion - ongoing Update School Walking Routes Map in Comprehensive Plan 6/30/2025 Explore policies to improve connectivity between neighborhoods – by 6/30/2025 	
	<ul style="list-style-type: none"> Improve pedestrian access to downtown 	<ul style="list-style-type: none"> Laurel Street stairs project funded 12/31/2025 Laurel Street stairs project completed 6/30/2026 Develop a snow plan for improving sidewalk safety and maintaining access in high use areas such as Laurel Street Stairs, Oak Street Ramp, and Eighth Street Bridges by 12/2025 	



PROJECT CROSS REFERENCE TO THE COMPREHENSIVE PLAN AND STRATEGIC PLAN

PROJECT NUMBER	PROJECT DESCRIPTION GOVERNMENTAL	PROJECT TYPE	LINK TO COMPREHENSIVE PLAN	COMPREHENSIVE OBJECTIVE LISTING	LINK TO STRATEGIC PLAN FOCUS AREA
GENERAL GOVERNMENT/FACILITIES					
GG0303	NICE Funds	Economic Dev		G-9A	SFA #4
GG1113	Facility Security Projects	Facility		-	SFA #4
GG0123	Housing Pipeline Pilot Project	Feasibility		G-10B	SFA #3, SFA #4
GG0119	Ennis Creek Fish Barrier Removal	Transportation		-	SFA #2, SFA #4
GG0121	Broadband Improvement Feasibility Study	Feasibility		-	SFA #4
GG0516	Senior Center Fire Detection System	Facility		-	SFA #4
GG0416	City Hall Fire Detection System	Facility		-	SFA #4
GG0916	Valley Creek Restoration Phase III	Civic Improvement		-	SFA #2, SFA #4
GG0124	Relocation of Critical Infrastructure	Civic Improvement		-	SFA #4
GG0224	Website Re-Design			-	SFA #4
GG0324	Water, Wastewater, Stormwater Capacity Improvem	Civic Improvement		-	SFA #4
PUBLIC SAFETY					
FD0415	Fire Department Turn-Out Gear	Public Safety		-	SFA #4
FD0218	Self Contained Breathing Apparatus	Public Safety		-	SFA #4
CAPP	Pencom Capital	Public Safety		-	SFA #4
PD0307	Police Regional Training & Gun Range Facility	Public Safety		-	SFA #4
PD0116	Mobile Data Terminal Replacements	Public Safety		-	SFA #4
PD0122	Police Radio Replacement	Public Safety		-	SFA #4
PD0223	Police Body Worn Cameras	Public Safety		-	SFA #2, SFA #4
FD0124	Mobile Data Terminal Replacements	Public Safety		-	SFA #4
FD0224	PAFD Portable Radio Replacements	Public Safety		-	SFA #4
PD0120	Police Taser Replacements	Public Safety		-	SFA #4
PD0121	EOC/911 Dispatch (PenCom center)	Public Safety		-	SFA #2, SFA #4
FD0318	Emergency Management Pods	Public Safety		-	SFA #4
FD0315	Fire Station Garage Door Replacement	Facility		-	SFA #4
FD0121	Westside Fire Station	Public Safety		-	SFA #4
FD0120	Fire Station Front Driveway Repair	Facility		-	SFA #4
FD0216	Fire Training Facility	Public Safety		-	SFA #4
FD0316	Senior Center EOC Generator (Secondary City EOC)	Public Safety		-	SFA #1, SFA #4
FD0416	Radio Transmitter Generator (I & 10th Streets)	Public Safety		-	SFA #4
FD0123	SCBA Refill Compressor System	Public Safety		-	SFA #4
PARKS AND RECREATION					
PK0216	Facility Improvement Revolving Fund	Facility		-	SFA #4
PK0418	Civic Field Upgrades	Facility/Parks		-	SFA #1, SFA #2, SFA #4
PK0223	Aluminum Bleacher Upgrades	Parks		G-10A; G-10B	SFA #1, SFA #4
PK0719	Parks Maintenance Building	Facility/Parks		-	SFA #4
PK0519	City Pier Erosion Stabilization & Sidewalk Repair (Pe	Transportation		P-10B.04	SFA #4
PK0316	Locomotive #4 Refurbishment	Civic Improvement		-	SFA #4
PK0320	HVAC Upgrades at City Facilities	Facility		-	SFA #1, SFA #2, SFA #4
PK0423	City Pier Observation Tower Repair	Civic Improvement		-	SFA #4
PK0122	Erickson Playfield Tennis Court Improvement	Parks		G-10A; G-10B	SFA #1, SFA #4
PK0222	OVC Columbarium Expansion	Facility		-	SFA #4
PK0123	Elks Pickleball Court Improvements	Parks		G-10A; G-10B	SFA #1, SFA #4
PK0420	Ediz Hook Boat Launch Repairs	Facility/Parks		-	SFA #2, SFA #4
PK0323	Senior Center Front Door Replacement	Facility		-	SFA #4
PK0319	City Pier Inspection Repairs	Transportation		P-10B.04	SFA #4
PK0406	Shane & Elks Field Lighting	Parks		G-10A; G-10B	SFA #1, SFA #4
PK0802	Neighborhood Park Development	Parks		G-10A; G-10B	SFA #1, SFA #4
PK0124	Ocean View Cemetery Bank Erosion	Parks		G-10A; G-10B	SFA #4
PK0224	City Parks Urban Forest Tree Assessment	Parks		-	SFA #4
PROJECT DESCRIPTION ELECTRIC					
PROJECT NUMBER	PROJECT DESCRIPTION ELECTRIC	PROJECT TYPE	LINK TO COMPREHENSIVE PLAN	COMPREHENSIVE OBJECTIVE LISTING	LINK TO STRATEGIC PLAN FOCUS AREA
MEDIC 1					
CAPM1	Medic I Equipment	Public Safety			SFA #4
FD0118	Defibrillator Equipment	Public Safety			SFA #4



PROJECT NUMBER	PROJECT DESCRIPTION ELECTRIC	PROJECT TYPE	LINK TO COMPREHENSIVE PLAN	COMPREHENSIVE OBJECTIVE LISTING	LINK TO STRATEGIC PLAN FOCUS AREA
ELECTRIC					
CLCAP	Maintenance Capital Contribution	-		G-5D	- SFA #4
CL0414	Construct New Light Operations Building	-		G-5D	- SFA #4
CL0216	City/PUD Service Area Capital Needs	-		G-5D	- SFA #4
CL0123	Overhead Reconductoring - 2024	-		G-5D	- SFA #4
CL0719	Underground Cable Replacement - 2024	-		G-5D	- SFA #4
CL1124	Decant Facility at Transfer Station	-		G-5D	- SFA #4
CL0623	Community Solar Study	-		G-5D	- SFA #2, SFA #4
CL0322	Electric Vehicle Charging Station	-		G-5D	- SFA #2, SFA #4
CL0222	Advanced Metering & Outage Management	-		G-5D	- SFA #4
CL0624	Traffic Signal LED Conversion	-		G-5D	- SFA #4
CL0724	West Airport Hangar Cable Replacement	-		G-5D	- SFA #4
CL0824	East Airport Cable Replacement	-		G-5D	- SFA #4
CL0223	Overhead Reconductoring - 2025	-		G-5D	- SFA #4
CL1019	Underground Cable Replacement - 2025	-		G-5D	- SFA #4
CL0120	"F" Street Transformer Replacement	-		G-5D	- SFA #4
CL0320	"F" Street Load Tap Changer Replacement	-		G-5D	- SFA #4
CL0124	SPCC Civil Engineering for Substations	-		G-5D	- SFA #4
CL0224	Substation SPCC Containment Installation	-		G-5D	- SFA #4
CL0323	Overhead Reconductoring - 2026	-		G-5D	- SFA #4
CL0221	Underground Cable Replacement - 2026	-		G-5D	- SFA #4
CL0816	College Street Substation Switchgear	-		G-5D	- SFA #4
CL0121	Overhead Reconductoring - 2027	-		G-5D	- SFA #4
CL0321	Underground Cable Replacement - 2027	-		G-5D	- SFA #4
CL0524	Overhead Reconductoring - 2028	-		G-5D	- SFA #4
CL0122	Underground Cable Replacement - 2028	-		G-5D	- SFA #4
CL0423	Overhead Reconductoring - 2029	-		G-5D	- SFA #4
CL0523	Underground Cable Replacement - 2029	-		G-5D	- SFA #4
CL0202	Feeder Tie Hwy 101, Porter to Golf Course Rd	-		G-5D	- SFA #4
CL0520	Substation Seismic Bracing	-		G-5D	- SFA #4
CL0324	Ediz Hook Overhead to Underground	-		G-5D	- SFA #4
CL0924	Underground Cable Replacement - 2030	-		G-5D	- SFA #4
CL1024	Overhead Reconductoring - 2030	-		G-5D	- SFA #4
CL0424	Dry Creek - West End UGA Substation	-		G-5D	- SFA #4



PROJECT NUMBER	PROJECT DESCRIPTION WATER	PROJECT TYPE	LINK TO COMPREHENSIVE PLAN	COMPREHENSIVE OBJECTIVE LISTING	LINK TO STRATEGIC PLAN FOCUS AREA
WATER					
CAPWT	General Water Equipment	-	G-5D	-	SFA #4
WT0419	Decant Facility at Transfer Station - Water Soils Deca	-	G-5D	-	SFA #4
WT0218	Reservoir Instrumentation Upgrades	-	G-5D	-	SFA #4
WT0321	Facility Assessment	-	G-5D	-	SFA #4
WT0221	Race Street Water Main Replacement South	-	G-5D	-	SFA #4
WT0420	Ennis Creek Water Main Relocate	-	G-5D	-	SFA #4
WT0519	Water Treatment Plant Repairs	-	G-5D	-	SFA #4
WT0121	White Creek & 3rd Street Main Crossing	-	G-5D	-	SFA #4
WT0320	Morse Creek Transmission Main Eval/Design	-	G-5D	-	SFA #4
WT0123	11th Street ROW Tumwater Creek Crossing	-	G-5D	-	SFA #4
WT0223	14th Street ROW Tumwater Creek Crossing	-	G-5D	-	SFA #4
WT0619	Peabody Reservoir Inlet Pipe Replacement	-	G-5D	-	SFA #4
WT0421	Race Street Water Main Replacement North	-	G-5D	-	SFA #4
WT0219	Peabody Heights Floating Cover Replacement	-	G-5D	-	SFA #4
WT0124	Transmission Main Replacement WTP to D Street	-	G-5D	-	SFA #4
WT0111	Liberty Street Water Main	-	G-5D	-	SFA #4
WT0319	Ground Water Resiliency Program	-	G-5D	-	SFA #4
WT0412	West 4th Street Water Main	-	G-5D	-	SFA #4
WT0224	Ranney Well WTP Transmission Main Replacement	-	G-5D	-	SFA #4
WT0612	3rd & Vine Street Main	-	G-5D	-	SFA #4
WT0512	East 4th Street Water Main	-	G-5D	-	SFA #4
WT0212	East 6th Street Water Main	-	G-5D	-	SFA #4
WT0120	Water System SCADA Upgrade	-	G-5D	-	SFA #4
WT0717	Race/Caroline Street Fire Flow	-	G-5D	-	SFA #4
WT0112	10th Street Water Main	-	G-5D	-	SFA #4
WT0116	Marine Drive Main Replacement Phase II	-	G-5D	-	SFA #4
WT0117	Mill Creek Reservoir Expansion	-	G-5D	-	SFA #4
WT0119	McDougal Pressure Subzone	-	G-5D	-	SFA #4
WT0217	Airport/Edgewood Drive Water Main Extension	-	G-5D	-	SFA #4
WT0314	Tumwater Truck Route Commercial Fire Flow (LID)	-	G-5D	-	SFA #4
WT0317	Scribner Booster Station Upgrade	-	G-5D	-	SFA #4
WT0318	Viewcrest/Laurel Intertie/PRV	-	G-5D	-	SFA #4
WT0417	1st/Laurel Street Fire Flow	-	G-5D	-	SFA #4
WT0418	10th/11th Alley Water Main Replacement	-	G-5D	-	SFA #4
WT0517	6th/Laurel and 5th Street Fire Flow	-	G-5D	-	SFA #4
WT0617	Porter Street Zone PRV Improvements	-	G-5D	-	SFA #4
WT0817	St Andrews Place Fire Flow Loop	-	G-5D	-	SFA #4
WT0917	East First Street Fire Flow	-	G-5D	-	SFA #4
WT1017	18th Street Fire Flow	-	G-5D	-	SFA #4
WT1117	Lauridsen Blvd/Tumwater Fire Flow	-	G-5D	-	SFA #4
WT0423	Advanced Metering Management	-	G-5D	-	SFA #4
WT0523	Wastewater Utility Infrastructure - EOC/911 Center	-	G-5D	-	SFA #4
WT0324	Morse Creek Transmission Main Construction	-	G-5D	-	SFA #4
WT0524	Inlet Valve to Jones Street Reservoir	-	G-5D	-	SFA #4
INDUSTRIAL WATER LINE PROJECTS					
WT0222	Elwha - Effluent Distribution Structure Bypass	-	G-5D	-	SFA #4
WT0122	Elwha - Fish Screen Facility Improvements	-	G-5D	-	SFA #4
WT0424	Elwha - River Ranney Reach Habitat Restoration	-	G-5D	-	SFA #4
WT0522	Elwha - Facility Surplus	-	G-5D	-	SFA #4
WT0624	Analysis of the Industrial Water Line Site	-	G-5D	-	SFA #4
WT0422	Elwha - Temporary Diversion Pumping Facility/Bulk	-	G-5D	-	SFA #4
WT0322	Elwha - Surface Water Intake Improvements	-	G-5D	-	SFA #4
WT0622	Elwha - Screen House Project	-	G-5D	-	SFA #4



PROJECT NUMBER	PROJECT DESCRIPTION WASTEWATER	PROJECT TYPE	LINK TO COMPREHENSIVE PLAN	COMPREHENSIVE OBJECTIVE LISTING	LINK TO STRATEGIC PLAN FOCUS AREA
WASTEWATER					
CAPWW	General Wastewater Equipment	-	G-5D	-	SFA #4
WW0319	Wastewater Comprehensive Plan	-	G-5D	-	SFA #4
WW0519	Decant Facility at Transfer Station-Wastewater Soils	-	G-5D	-	SFA #4
WW0220	West 4th Street Capacity Improvement	-	G-5D	-	SFA #4
WW0121	Facility Assessment	-	G-5D	-	SFA #4
WW0520	Sanitary Force Main Relocate (Lees Creek)	-	G-5D	-	SFA #4
WW0122	Anaerobic Digester Roof Improvements	-	G-5D	-	SFA #4
WW0523	WWTP UST Tank Replacement	-	G-5D	-	SFA #4
WW0419	WWTP HVAC Replacement	-	G-5D	-	SFA #4
WW0518	Francis Street Sewer Trestle Repair	-	G-5D	-	SFA #4
WW0124	WWTP Gas Flare System Replacement	-	G-5D	-	SFA #4
WW0222	"A" Street Improvements	-	G-5D	-	SFA #2, SFA #4
WW0516	WWTP Boiler Replacement	-	G-5D	-	SFA #4
WW0320	WWTP Septic Truck Pad Repair	-	G-5D	-	SFA #4
WW0415	Pump Station #5 Rehabilitation	-	G-5D	-	SFA #4
WW0915	Pump Station #6 Improvements	-	G-5D	-	SFA #4
WW0110	Aeration Blower Replacement	-	G-5D	-	SFA #4
WW0217	Ennis Creek Force Main Removal	-	G-5D	-	SFA #4
WW0608	Waste Activated Sludge Thickening WWTP	-	G-5D	-	SFA #4
WW1115	1st & 2nd Streets Alley Sewer Separation	-	G-5D	-	SFA #4
WW1315	Pine Hill Sewer Separation	-	G-5D	-	SFA #4
WW0119	Biosolid Pyrolysis	-	G-5D	-	SFA #4
WW0322	Gravity Thickener Rehabilitation	-	G-5D	-	SFA #4
WW0422	Headworks Improvements	-	G-5D	-	SFA #4
WW0522	Pump Station #15 & Improvements	-	G-5D	-	SFA #4
WW0622	Pump Station #10 Improvements	-	G-5D	-	SFA #4
WW0722	Pump Station #8 Improvements	-	G-5D	-	SFA #4
WW0822	Gravity Thickener Redundancy	-	G-5D	-	SFA #4
WW0922	Access Road & Septage Receiving Improvements	-	G-5D	-	SFA #4
WW1022	Nutrient Reduction Sidestream Treatment Upgrades	-	G-5D	-	SFA #4
WW0123	Front/Georgiana Capacity Improvement	-	G-5D	-	SFA #4
WW0223	New Sewer Washington Street (Park to 8th)	-	G-5D	-	SFA #4
WW0423	WWTP Knife Gate Valve Installations	-	G-5D	-	SFA #4
WW0623	Wastewater Utility Infrastructure for the EOC/911 C	-	G-5D	-	SFA #4
COMBINED SEWER OVERFLOW (CSO)					
WW0120	Pump Station #3 Force Main Replacement	-	G-5D	-	SFA #4
WW0918	2025 Neighborhood Sewer Rehabilitation	-	G-5D	-	SFA #4
WW1018	2026 Neighborhood Sewer Rehabilitation	-	G-5D	-	SFA #4
WW0715	Oak Street Sewer Separation	-	G-5D	-	SFA #4
WW0815	Laurel Street Sewer Separation	-	G-5D	-	SFA #4
WW1118	2027 Neighborhood Sewer Rehabilitation	-	G-5D	-	SFA #4
WW0224	2030 Neighborhood Sewer Rehabilitation	-	G-5D	-	SFA #4
WW0117	Francis Street Pigging Bypass	-	G-5D	-	SFA #4
WW0316	CSO 6 and 7 Reconstruction	-	G-5D	-	SFA #4



PROJECT NUMBER	PROJECT DESCRIPTION SOLID WASTE	PROJECT TYPE	LINK TO COMPREHENSIVE PLAN	COMPREHENSIVE OBJECTIVE LISTING	LINK TO STRATEGIC PLAN FOCUS AREA
SOLID WASTE					
SW0112	Decant Facility at Transfer Station	-	G-5D	-	SFA #2, SFA #4
SW0221	Facility Assessment	-	G-5D	-	SFA #4
SW0124	West Stormwater Pond Repair	-	G-5D	-	SFA #4
SW0121	Landfill Access Road Repair	-	G-5D	-	SFA #4
SW0122	Landfill Automated Facility Gate	-	G-5D	-	SFA #4
SW0120	Landfill Pump Station 17 Repair	-	G-5D	-	SFA #4
SW0223	Landfill Cover System Repairs	-	G-5D	-	SFA #4
SW0321	Landfill Access Road Repair - Phase 2	-	G-5D	-	SFA #4
SW0218	Landfill Security Fencing	-	G-5D	-	SFA #4
SW0123	Recycle Processing Center	-	G-5D	-	SFA #4
SW0423	MRWF Building Conversion - Office Space	-	G-5D	-	SFA #4
SW0224	Food Waste Composting Facility	-	G-5D	-	SFA #4

PROJECT NUMBER	PROJECT DESCRIPTION STORMWATER	PROJECT TYPE	LINK TO COMPREHENSIVE PLAN	COMPREHENSIVE OBJECTIVE LISTING	LINK TO STRATEGIC PLAN FOCUS AREA
STORMWATER					
DR0123	Land Acquisition Program for Water Quality	-	G-5D	-	SFA #2, SFA #4
DR0213	H Street Stormwater Outfall	-	G-5D	-	SFA #4
DR0120	Decant Facility at Transfer Station-Stormwater Soils	-	G-5D	-	SFA #4
DR0804	Lincoln Park/Big Boy Pond Study	-	G-5D	-	SFA #4
DR0121	Facility Assessment	-	G-5D	-	SFA #4
DR0322	Park Ave. Outfall to Peabody Creek	-	G-5D	-	SFA #4
DR0215	Francis Street Outfall Repair	-	G-5D	-	SFA #4
DR0404	Stormwater at Canyon Edge & Ahlvers	-	G-5D	-	SFA #4
DR0122	18th St. Culvert & Outfall Improvement	-	G-5D	-	SFA #4
DR0222	Chase Street Stormwater Improvements	-	G-5D	-	SFA #4
DR0115	Liberty to Georgiana Streets Stormwater Improve.	-	G-5D	-	SFA #4
DR0117	Peabody Street Water Quality Project	-	G-5D	-	SFA #2, SFA #4
DR0304	Stormwater at Laurel Street & US 101	-	G-5D	-	SFA #2, SFA #4
DR0324	Valley Creek Stormwater Park	-	G-5D	-	SFA #4
DR0219	Outfall to Creek Improvement Program	-	G-5D	-	SFA #4
DR0112	Valley Creek Culvert & Outfall	-	G-5D	-	SFA #2, SFA #4
DR0124	Lincoln Park - Big Boy Pond Phase II	-	G-5D	-	SFA #4

PROJECT NUMBER	PROJECT DESCRIPTION INFORMATION TECHNOLOGY	PROJECT TYPE	LINK TO COMPREHENSIVE PLAN	COMPREHENSIVE OBJECTIVE LISTING	LINK TO STRATEGIC PLAN FOCUS AREA
INFORMATION TECHNOLOGY (IT)					
IT0714	Data Backup Systems Replacement	-	G-5D	-	SFA #4
IT0514	Data Storage Array Systems	-	G-5D	-	SFA #4
IT0319	Network Refresh	-	G-5D	-	SFA #4
IT0618	Virtual Server Replacements	-	G-5D	-	SFA #4
IT0214	Records Management System	-	G-5D	-	SFA #4
IT0323	SCADA Server Replacements	-	G-5D	-	SFA #4
IT1018	UPS Replacement - Disaster Recovery Data Center	-	G-5D	-	SFA #4
IT0124	Primary Data Backup Systems Replacement	-	G-5D	-	SFA #4
IT0416	Cemetery Software	-	G-5D	-	SFA #4
IT0119	Wireless Bridge	-	G-5D	-	SFA #4
IT0716	ERP Road Map & Replacement	-	G-5D; G-10D	-	SFA #2, SFA #4
IT0320	ESRI Migration to Arc Pro	-	G-5D	-	SFA #4
IT0324	Primary Data Backup Tape Storage Safe	-	G-5D	-	SFA #4
IT0224	Primary Data Center Fiber Switch Replacement	-	-	-	SFA #2, SFA #4
IT0123	Intrusion Detection and Prevention	-	G-5D	-	SFA #4
IT0423	Building Access Control and Cameras	-	G-5D	-	SFA #4
IT0523	City Owned Fiber Optics	-	G-5D	-	SFA #4
IT0424	Audio/Video Equipment Refresh	-	G-5D	-	SFA #4



PROJECT NUMBER	PROJECT DESCRIPTION TRANSPORTATION	PROJECT TYPE	LINK TO COMPREHENSIVE PLAN	COMPREHENSIVE OBJECTIVE LISTING	LINK TO STRATEGIC PLAN FOCUS AREA
TRANSPORTATION BENEFIT DISTRICT PROJECTS					
TR1118	Revolving Street Improvements	Restoration	G4	-	SFA #4
TR1120	Complete Streets Revolving Fund	Pedestrian / Bike	G4A; P-4B.23	-	SFA #4
TR0121	Pavement Management Plan	Mobility	-	-	SFA #4
TR0518	I Street Chip Seal (5th to 16th Streets)	Restoration	G4	-	SFA #4
TR0316	8th Street Chip Seal (A to I Streets)	Preservation	G4	-	SFA #4
TR0119	8th Street Paving (Lincoln to A Streets) *	Preservation	G4	-	SFA #2, SFA #4
TR1799	Truck Route at Hwy 101 Intersection *	Mobility	G4	0-4.08	SFA #2, SFA #4
TR0420	2023 Pavement Preservation	Preservation	G4	-	SFA #4
TR0716	ADA - Peabody Street *	Pedestrian / Bike	G4A; P-4A.03; P-4A.02; P-4A.09	-	SFA #2, SFA #4
TR0221	Marine Dr Paving (Tumwater to Hill Street) *	Preservation	G4	-	SFA #2, SFA #4
TR0417	Ennis Street Pavement Repair	Preservation	G4	-	SFA #4
TR1109	Marine Drive Bulkhead Repairs	Restoration	G4	-	SFA #4
TR0124	N Street Construction*	Restoration	G4	-	SFA #2, SFA #4
TR0620	2026 Pavement Preservation	Preservation	G4	-	SFA #4
TR0915	Park Avenue Paving Overlay (Race to Liberty Streets)	Preservation	G4	-	SFA #4
TR1416	Hamilton School Walking Routes *	Pedestrian / Bike	G4A; P-4A.01	0-4.03	SFA #2, SFA #4
TR0324	Marine Drive Paving Hill Street to Mill Bridge*	Preservation	G4	-	SFA #2, SFA #4
TR0624	Lauridsen - Tumwater Truck Route to L Street Chip Seal	Preservation	G4	-	SFA #4
TR0818	Railroad Ave Overlay	Mobility	G4A	-	SFA #4
TR0219	5th Street Chip Seal ("A" to "M" Streets)	Preservation	G4	-	SFA #4
TR0720	18th Street Chip Seal	Preservation	G4	-	SFA #4
TR0117	Liberty Street Reconstruction	Restoration	G4	-	SFA #4
TR0520	2028 Pavement Preservation	Preservation	G4	-	SFA #4
TR0223	2029 Pavement Preservation	Preservation	G4	-	SFA #4
TR0424	2030 Pavement Preservation	Pedestrian / Bike	G4	-	SFA #4
TR0816	ADA - Cherry Street	Pedestrian / Bike	G4	0-4.03	SFA #4
TR0323	Lincoln Street Safety (8th to Lauridsen)*	Safety	G4A; P-4A.03; P-4A.02	0-4.04	SFA #2, SFA #4
TR0499	Laurel St/Ahlvers Road Overlay	Restoration	G4	-	SFA #4
TR1015	Cherry Street Area Chip Seal	Preservation	G4	-	SFA #4
TR0916	ADA - Oak & Laurel Streets	Pedestrian / Bike	G4A; P-4A.03	0-4.03	SFA #4
TR1899	Lincoln, Laurel and Lauridsen Intersection	Mobility	G4	-	SFA #4
TR0104	2nd & Valley Streets Pavement	Restoration	G4	-	SFA #4
TR0308	O Street Improvements	Restoration	G4	-	SFA #4
TR0599	Hill Street Intersection Reconstruction	Mobility	G4	-	SFA #4
TR0317	Chase Street Vicinity Chip Seal	Preservation	G4	-	SFA #4
TR0123	Sidewalk for Ennis Street Improvements	Pedestrian / Bike	G4A; P-4A.03	0-4.03	SFA #4
TR0524	Marine Drive - Tumwater Intersection	Mobility	G4	-	SFA #4
TR0924	Ennis Street Reconstruction	Mobility	G4	-	SFA #4



PROJECT NUMBER	PROJECT DESCRIPTION TRANSPORTATION	PROJECT TYPE	LINK TO COMPREHENSIVE PLAN	COMPREHENSIVE OBJECTIVE LISTING	LINK TO STRATEGIC PLAN FOCUS AREA
TRANSPORTATION PROJECTS					
TR0405	Alley Paving Revolving Funding	Restoration		G4 -	SFA #4
TR0621	Waterfront Trail Repairs	Transportation		G4 -	SFA #4
TR0321	Speed Feedback Sign Program	Safety		- -	SFA #4
TR0209	Race Street Complete Design & Construction Phase I	Civic Improvement	G4A; P-4B.23	-	SFA #2, SFA #4
TR0918	Downtown Tree/Sidewalk Replacement Phase III	Pedestrian / Bike		G4 0-4.04	SFA #4
TR0101	Laurel Street Stairs Replacement	Civic Improvement	G4A; P-4A.01	0-4.03	SFA #4
TR0120	Signal Controller Upgrades 1st/Front *	Safety		G4 -	SFA #2, SFA #4
TR1215	City Hall East Parking Lot LID *	Restoration		G4 -	SFA #2, SFA #4
TR0222	First/Front Pedestrian Enhancements *	Pedestrian / Bike		- -	SFA #2, SFA #4
TR0414	Peabody Creek/Lincoln Street Culvert Repair *	Restoration		G4 -	SFA #2, SFA #4
TR1399	Traffic Signal Interconnect/Preemption	Mobility	G4A; P-4A.03	-	SFA #4
TR0224	Tumwater Bridge Repair	Preservation		G4 -	SFA #4
TR0821	Facility Assessment	Preservation		- -	SFA #4
TR0715	16th Street Stormwater Retrofit (C to E Streets) *	Restoration		G4 -	SFA #2, SFA #4
TR0318	8th/10th Street Bike Lanes *	Pedestrian / Bike	G4A; P-4A.01	0-4.03; 0-4.04	SFA #2, SFA #4
TR1116	School Area Speed Signs (Near Franklin) *	Safety	G4A; P-4A.03	-	SFA #4
TR0416	1st/2nd/Valley/Oak Green Alley *	Restoration		G4 -	SFA #2, SFA #4
TR0419	Lauridsen Blvd Reconstruction (L St to City Limits) *	Restoration		G4 -	SFA #2, SFA #4
TR0618	Stevens Middle School Walking Routes *	Safety	G4A; P-4A.03; P-4A.02	0-4.04	SFA #2, SFA #4
TR0122	First/Front Paving (Lincoln to Tumwater Street) *	Preservation		G4 -	SFA #2, SFA #4
TR0322	Intersection Control Study	Safety		- -	SFA #4
TR0220	Traffic Circle Program *	Safety		G4 -	SFA #2, SFA #4
TR0909	Wayfinding & ODT Signage	Civic Improvement	G4B; P-4B.01	0-4-.03; 0-4.06	SFA #4
TR1324	Klallam Language Street Signs	Civic Improvement		- -	SFA #4
TR0421	Valley Street Culvert Crossing *	Restoration	G4A; P-4B.23	-	SFA #4
TR0619	Race Street Complete Construction Phase II *	Civic Improvement		G4 -	SFA #2, SFA #4
TR0919	Traffic Safety Camera Program	Safety		G4 -	SFA #4
TR0819	Sidewalks for Mt Angeles Rd & Porter St *	Safety/Pedestrian / Bike	G4A; P-4A.02; P-4A.09	-	SFA #2, SFA #4
TR1224	Race Street Complete Design & Construction Phase I	Civic Improvement	G4A; P-4B.23	-	SFA #2, SFA #4
TR0721	Gales Addition Connector Planning *	Transportation		G4 -	SFA #2, SFA #4
TR0824	Downtown Streets Study	Pedestrian / Bike	G4A; P-4B.23	-	SFA #4
TR1124	Waterfront Trail Renovation & Sustainability Study	Civic Improvement		- -	SFA #2, SFA #4
TR0506	Valley Creek Trail Loop	Pedestrian / Bike	G4A; P-4A.03	0-4-.02; 0-4.03	SFA #4
TR1018	Zig Zag at Oak Street	Civic Improvement		G4 -	SFA #4
TR0113	Waterfront Redevelopment Phase III	Civic Improvement	G4B; P-4B.18	0-4.01	SFA #4
TR1016	18th Street Bike Accessibility	Pedestrian / Bike	G4A; P-4A.01	0-4.03	SFA #4
TR0212	Caroline Street Slide Repair	Restoration		G4 -	SFA #4
TR1009	1st, Front & Race Street Crossings	Pedestrian / Bike	G4A; P-4A.03	0-4.03	SFA #4
TR0516	Nancy Lane Pavement	Restoration		G4 -	SFA #4
TR0208	Alternate Cross-Town Route Study	Mobility	G4B; P-4B.06	0-4.08	SFA #2, SFA #4
TR1316	Traffic Control	Safety	G4A; P-4A.03	-	SFA #4
TR0719	First & Front Street Decoupling	Civic Improvement		G4 -	SFA #4
TR0521	"I" to "M" Paving and Sidewalk LID	Restoration		G4 -	SFA #4
TR0724	Linberg Road Repavement	Restoration		- -	SFA #4
TR1024	Hill Street - ODT	Pedestrian / Bike		- -	SFA #4

