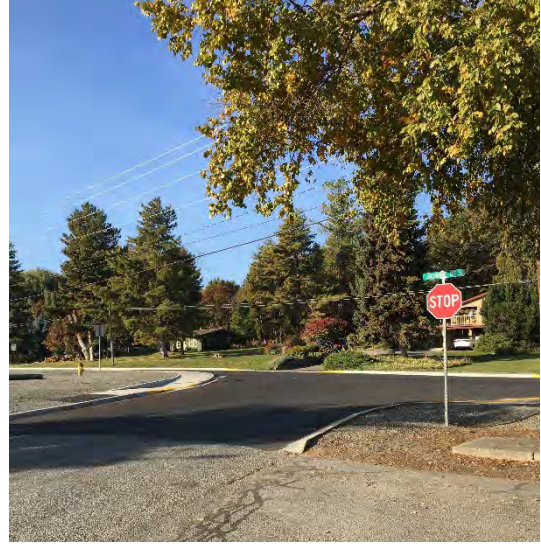


City of Omak

Capital Facilities Plan



November 2021



Prepared by: Highlands Associates

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EXECUTIVE SUMMARY

THE CAPITAL FACILITIES PLAN

This CFP represents one of the most important tools for implementing the City's Comprehensive Plan. Careful application of this plan through capable staff, energetic elected officials, and an interested citizenry will result in efficient and cost-effective services for present and future residents. It is the intent for this document to provide a guide to present and future Councils when developing budgets, and allocating staff time and other resources each year.

The following pages summarize the CFP for the City of Omak for the years 2020 through 2026. Costs represent the best estimates of improvement costs for the year when projects will be undertaken or items acquired. In many cases, it is likely that the costs will be higher or lower depending on the more detailed planning and engineering required for significant construction projects. Also, the rate of inflation may change and other factors arise which will cause costs to change. Therefore, it is recommended that during the annual review and update of the project list, the cost estimates be revised to reflect current conditions.

Whenever possible, notations have been made to identify funding sources and status of such funding. The plan also contains references to activities normally not contained in a CFP, such as when plans should be updated, and the timing of activities related to seeking funding for projects in succeeding years. The list below provides a key to the abbreviations used in the following summary of the CFP to denote funding sources and funding status.

FUNDING SOURCES:

?-	Source Unknown
CE-	City Current Expense Fund
AF-	Airport Fund
ERF-	Equipment Rental Fund
BOND-	City issues Municipal Bonds
PD-	Private Developers
STF-	Street Fund (City Street and Arterial Street Funds)
PWTF -	Public Works Trust Fund
TIB -	Transportation Improvement Board
STP-	Surface Transportation Program
WSDOT-	Washington State Department of Transportation
FAA-	Federal Aviation Administration
CIF -	County Infrastructure Fund
DOH -	Department of Health
DWSRF -	Drinking Water State Revolving Fund
CCWF -	Centennial Clean Water Fund
SRTS -	Safe Routes to Schools
CCT -	Colville Confederated Tribes
RCO -	Recreation and Conservation Office
CB -	State Capital Budget
WF-	Water Fund
SF-	Sewer Fund
STWF-	Storm Water Fund
DON-	Donations
EDA-	Federal Economic Development Administration
OKCO-	Okanogan County

FUNDING STATUS:

F -	Funded (means the City will commit to inclusion of required funding or matching funding in that year's budget)
S -	Seek Funding for following or subsequent years

Please note that many projects which are spread over several years for the purposes of capital facilities planning (airport improvements), may best be accomplished as one project if funding is available. One other aspect of the plan that warrants consideration is the inclusion of references to projects the year prior to the planned construction. The purpose is to provide notice that some effort must be made to secure funding for the project during the years prior to construction. It is also important to note that not all of the dollars allocated to an item in a given year may be expended. In this event, any remaining funds are to be placed in reserve for use the following year.

Interested citizens may obtain a copy of the complete plan by contacting City Hall.

Table 1 – 2021 Capital Facilities Spending Plan

Depart.	Capital Project	Estimated Cost	City Share	Status	Source	Year Planned
Airport						
	Nothing Planned	\$0	\$0	-	-	2021
Fire						
	Replacement Fire Truck	\$608,000	\$608,000	F	CE	2021
	Fire 2021 Total	\$608,000	\$608,000			
City Admin						
	Server Upgrade	\$15,300	\$15,300	F	CE	2021
	City Admin 2021 Total	\$15,300	\$15,300			
Police						
	Server Upgrade	\$15,300	\$15,300	F	CE	2021
	Feasibility Study Police/Fire Facility	\$30,000	\$30,000	F	CE	2021
	Body Cams/Tasers/Software (five years)	\$24,500	\$24,500	F	CE	2021
	Police 2021 Total	\$69,800	\$69,800			
Parks						
	Professional Assessment of Swimming Pool	\$30,000	\$30,000	F	CE	2021
	Julia Maley Park Playground Equipment	\$10,000	\$10,000	F	CE/DON	2021
	Stampede Arena Concourse/Restrooms – <i>Seek Funding</i>	\$0	\$0	F	CE	2021

Depart.	Capital Project	Estimated Cost	City Share	Status	Source	Year Planned
	Parks 2021 Total	\$40,000	\$40,000			
Library						
	Nothing Planned	\$0	\$0	-	-	2021
Solid Waste						
	Nothing Planned	\$0	\$0	-	-	2021
Streets						
	Omake Drive S.R. 215 Intersection – <i>Seek Funding</i>	\$0	\$0	S	STF	2021
	Central Avenue Reconstruction Cedar to Fir – <i>Seek Funding</i>	\$0	\$0	S	STF	2021
	Chip Seal Granite St. from 2 nd Avenue to 4 th Avenue ¹⁸	\$131,000	\$17,685	F	TIB/STF	2021
	Streets 2021 Total	\$131,000	\$17,685			
Water						
	Julia Maley Well, Generator and Filtration - Design	\$600,000	\$60,000	F	DOH/ DWSRF/ USDA/ CDBG/WF	2021
	Okoma Well Inspection	\$67,000	\$67,000	F	WF	2021
	Dewberry Avenue Loop - Design	\$121,500	\$12,150	F	DOH/WF	2021
	Water 2021 Total	\$788,500	\$139,150			
Sewer						
	Nothing Planned	\$0	\$0	-	-	2021

Depart.	Capital Project	Estimated Cost	City Share	Status	Source	Year Planned
Storm Water						
	East Omak Stormwater Improvements	\$750,000	\$140,000	F	CDBG/ STWF	2021
	Replace Log Cabin Lift Station – <i>Seek Funding</i>	\$0	\$0	S	STWF	2021
	Storm Water 2021 Total	\$750,000	\$140,000			
Equipment Rental						
	Replace 1995 Compressor	\$41,876	\$41,876	F	ERF	2021
	Replace 2010 Crown Vic	\$33,598	\$33,598	F	ERF	2021
	Replace 2001 Dodge 1 Ton Dump	\$65,000	\$65,000	F	ERF	2021
	Replace 2006 Ford 4x4	\$44,000	\$44,000	F	ERF	2021
	Replace Toro Vac	\$38,949	\$38,949	F	ERF	2021
	Ford F150 Pickup (Police)	\$58,000	\$58,000	F	ERF/CE	2021
	Ford Interceptor (2021) (Police)	\$44,000	\$44,000	F	ERF/CE	2021
	Equipment Rental 2021 Total	\$325,423	\$325,423			
2021 GRANT TOTALS		\$2,728,026	\$1,355,358			

Table 2 – 2022 Capital Facilities Spending Plan

Depart.	Capital Project	Estimated Cost	City Share	Status	Source	Year Planned
Airport						
	Taxiway reconstruction design and engineering – <i>Seek Funding</i>	\$0	\$0	F	AF	2022
Fire						
	Nothing Planned	\$0	\$0	-	-	2022
City Admin						
	Nothing Planned	\$0	\$0	-	-	2022
Police						
	Nothing Planned	\$0	\$0	-	-	2022
Parks						
	Skate Park	\$418,000	\$41,800	F	RCO/CE	2022
	Stampede Arena Concourse/Restrooms - <i>Design</i>	\$437,000	\$43,750	S	EDA/ USDA/CE/ RCO/CIF	2022
	Parks 2022 Total	\$855,000	\$85,550			
Library						
	Nothing Planned	\$0	\$0	-	-	2022
Solid Waste						
	Nothing Planned	\$0	\$0	-	-	2022
Streets						

Depart.	Capital Project	Estimated Cost	City Share	Status	Source	Year Planned
	Community Center Sidewalks (from community center to S.R. 155/U.S. 97)	\$700,000	\$70,000	F	TIB/STF/ SRTS/ WSDOT	2022
	Engh Road/U.S. 97 Intersection	\$561,000	\$75,735	F	STP/STF	2022
	Omache Drive S.R. 215 Intersection	\$110,000	\$14,850	S	STP/STF	2022
	Central Avenue Reconstruction Cedar to Fir	\$250,000	\$12,500	S	TIB/STF	2022
	Cherry Avenue Overlay and Drainage – <i>Seek Funding</i>	\$0	\$0	F	STF	2022
	East Leg Shumway, East of U.S. 97 – <i>Seek Funding</i>	\$0	\$0	F	STF	2022
	Sandflat Road, Engh Road north to City Limits ²⁰ – <i>Seek Funding</i>	\$0	\$0	F	STF	2022
	Sandflat Road/U.S. 97 Intersection Improvements ¹ - <i>Seek Funding</i>	\$0	\$0	F	STF	2022
	Streets 2022 Total	\$1,621,000	\$173,085			
Water						
	Julia Maley Well, Generator and Filtration - Construction	\$1,400,000	\$140,000	F	DOH/ PWTF/ DWSRF/ USDA/ CDBG/WF	2022

¹ - assumes City 25%, County 50% and developers 25%

Depart.	Capital Project	Estimated Cost	City Share	Status	Source	Year Planned
	Dewberry Avenue Loop - Construction	\$283,500	\$28,350	F	DOH/ PWTF/ DWSRF/ USDA/ CDBG/WF	2022
	Airport Water Reservoir	\$3,200,000	\$320,000	F	CB/DNR/ WF	2022
	Jackson Street Water Main Upsize and 7 th Avenue Water Main Improvements	\$1,138,000	\$113,800	F	CCT/ CDBG/WF	2022
	Okoma Well Rehabilitation	\$400,000	\$40,000	F	DOH/ PWTF/ DWSRF/ USDA/ CDBG/WF	2022
	Riverside Res. Transmission Line Valve Repl.	\$250,000	\$25,000	F	DOH/ PWTF/ DWSRF/ USDA/ CDBG/WF	2022
	Columbia Street Water Main– <i>Seek Funding</i>	\$0	\$0	F	WF	2022
	Granite Street Water Main– <i>Seek Funding</i>	\$0	\$0	F	WF	2022
	Water 2022 Total	\$6,671,500	\$667,150			
Sewer						
	Sewer Line Replacement– <i>Seek Funding</i>	\$0	\$0	F	SF	2022
	Eastside Sewer Manhole Replacement– <i>Seek Funding</i>	\$0	\$0	F	SF	2022

Depart.	Capital Project	Estimated Cost	City Share	Status	Source	Year Planned
	Improvements	\$300,000	\$300,000	F	SF	2022
	Sewer 2022 Total	\$300,000	\$300,000			
Storm Water						
	Replace culverts on Jasmine	\$20,000	\$20,000	F	STWF	2022
	Replace Catch Basins at Juniper and Apple	\$46,000	\$46,000	F	STWF	2022
	Replace Log Cabin Lift Station	\$453,000	\$45,300	S	CDBG/ CCWF/ PWTF/ STWF	2022
	New Cedar System Lift Station– <i>Seek Funding</i>	\$0	\$0	F	STWF	2002
	Replace Catch Basins at Central and Ash– <i>Seek Funding</i>	\$0	\$0	F	STWF	2002
	Storm Water 2022 Total	\$519,000	\$111,300			
Equipment Rental						
	Replace 1892 48 Roller	\$21,742	\$21,742	F	ERF	2022
	Replace 2006 John Deere Mower	\$21,000	\$21,000	F	ERF	2022
	Replace 2006 John Deere Mower	\$21,000	\$21,000	F	ERF	2022
	Replace 2007 Bobcat Utility Vehicle	\$34,554	\$34,554	F	ERF	2022
	Replace 1997 Backhoe	\$244,972	\$244,972	F	ERF	2022
	Replace 1986 Snow Blower	\$101,500	\$101,500	F	ERF	2022
	Replace 2014 Dodge Charger	\$44,152	\$44,152	F	ERF	2022

Depart.	Capital Project	Estimated Cost	City Share	Status	Source	Year Planned
	Replace 2014 Dodge Charger	\$44,152	\$44,152	F	ERF	2022
	Equipment Rental 2022 Total	\$533,072	\$533,072			
2022 GRAND TOTALS		\$10,499,572	\$1,870,157			

Table 3 – 2023 Capital Facilities Spending Plan

Depart.	Capital Project	Estimated Cost	City Share	Status	Source	Year Planned
Airport						
	Taxiway reconstruction - <i>design and engineering</i>	\$228,630	\$11,431	S	FAA/CE/AF	2023
	Runway Pavement Maintenance - <i>Seek Funding</i>	\$0	\$0	F	AF	2023
	Airport 2023 Total	\$228,630	\$11,431			
Fire						
	Nothing Planned	\$0	\$0	-	-	2023
City Admin						
	Nothing Planned	\$0	\$0	-	-	2023
Police						
	Nothing Planned	\$0	\$0	-	-	2023
Parks						
	Stampede Arena Concourse/Restrooms - <i>Construction</i>	\$1,810,250	\$131,250	S	EDA/USDA/CE/RCO/CIF	2023
	Parks 2023 Total	\$1,810,250	\$131,250			
Library						
	Nothing Planned	\$0	\$0	-	-	2023
Solid Waste						
	Nothing Planned	\$0	\$0	-	-	2023

Depart.	Capital Project	Estimated Cost	City Share	Status	Source	Year Planned
Streets						
	Cherry Avenue Overlay and Drainage	\$420,000	\$21,000	S	TIB/STF	2023
	East Leg Shumway, East of U.S. 97	\$1,050,000	\$210,000	S	EDA/TIB/STF/PD/STP	2023
	Sandflat Road, Engh Road north to City Limits ²⁰	\$1,300,000	\$260,000	S	EDA/TIB/STF/PD/STP	2023
	Sandflat Road/U.S. 97 Intersection Improvements ²	\$235,000	\$58,750	S	EDA/TIB/STF/PD/STP/OKCO	2023
	Ash Street Sidewalk ADA Improvements – <i>Seek Funding</i>	\$0	\$0	F	STF	2023
	Safe Pedestrian Crosswalks (East Omak School) – <i>Seek Funding</i>	\$0	\$0	F	STF	2023
	Ross Canyon Reconstruction Phase 2 – <i>Seek Funding</i>	\$0	\$0	F	STF	2023
	Fourth Avenue Reconstruction from Cedar to Jasmine/Granite ¹⁹ – <i>Seek Funding</i>	\$0	\$0	F	STF	2023
	Streets 2023 Total	\$3,005,000	\$549,750			
Water						
	Columbia Street Water Main	\$445,000	\$44,500	S	DOH/PWTF/DWSRF/USDA/CDBG/WF	2023

² - assumes City 25%, County 50% and developers 25%

Depart.	Capital Project	Estimated Cost	City Share	Status	Source	Year Planned
	Granite Street Water Main	\$214,000	\$21,400	S	DOH/ PWTF/ DWSRF/ USDA/ CDBG/WF	2023
	Garfield Street Water Main and Hanford Street Alley Water Main - <i>Seek Funding</i>	\$0	\$0	F	WF	2023
	Water 2023 Total	\$659,000	\$65,900			
Sewer						
	Sewer Line Replacement	\$700,000	\$70,000	S	CCWF/ PWTF/ USDA/ CDBG/SF	2023
	Eastside Sewer Manhole Replacement	\$300,000	\$30,000	S	CCWF/ PWTF/ USDA/ CDBG/SF	2023
	Sewer 2023 Total	\$1,000,000	\$100,000			
Storm Water						
	New Cedar System Lift Station	\$346,000	\$34,600	S	CCWF/ PWTF/ USDA/ CDBG/ STWF	2023

Depart.	Capital Project	Estimated Cost	City Share	Status	Source	Year Planned
	Replace Catch Basins at Central and Ash	\$45,000	\$45,000	S	STWF	2023
	New Elm and Central Storm Drain- <i>Seek Funding</i>	\$0	\$0	F	STWF	2023
	New Storm Drain in Juniper, New Lift Station near Juniper and 5 th - <i>Seek Funding</i>	\$0	\$0	F	STWF	2023
	Storm Water 2023 Total	\$391,000	\$79,600			
Equipment Rental						
	Replace 2012 Ford ¾ Pickup	\$33,012	\$33,012	F	ERF	2023
	Replace 2012 Dodge Avenger	\$32,648	\$32,648	F	ERF	2023
	Replace 2015 Dodge Charger	\$45,374	\$45,374	F	ERF	2023
	Equipment Rental 2023 Total	\$111,034	\$111,034			
2023 GRAND TOTALS		\$7,204,914	\$1,048,965			

Table 4 – 2024 Capital Facilities Spending Plan

Depart.	Capital Project	Estimated Cost	City Share	Status	Source	Year Planned
Airport						
	Runway Pavement Maintenance	\$1,264,520	\$63,226	S	FAA/CE/AF	2024
	Taxiway Reconstruction – <i>Seek Funding</i>	\$0	\$0	F	AF	2024
	Airport 2024 Total	\$1,264,520	\$63,226			
Fire						
	Nothing Planned	\$0	\$0	-	-	2024
City Admin						
	Nothing Planned	\$0	\$0	-	-	2024
Police						
	New/Remodeled Police/Fire Station – <i>Seek Funding</i>	\$0	\$0	-	CE	2024
Parks						
	Nothing Planned	\$0	\$0	-	-	2024
Library						
	Nothing Planned	\$0	\$0	-	-	2024
Solid Waste						
	Nothing Planned	\$0	\$0	-	-	2024
Streets						
	Ash Street Sidewalk ADA Improvements	\$90,000	\$9,000	S	TIB/STF	2024

Depart.	Capital Project	Estimated Cost	City Share	Status	Source	Year Planned
	Safe Pedestrian Crosswalks (East Omak School)	\$1,300,000	\$40,000	S	TIB/CCT/ SRTS/ WSDOT/ STF	2024
	Ross Canyon Reconstruction Phase 2	\$1,000,000	\$50,000	S	TIB/STF	2024
	Fourth Avenue Reconstruction from Cedar to Jasmine/Granite ¹⁹	\$800,000	\$40,000	S	TIB/STF	2024
	Quince Street Extension– <i>Seek Funding</i>	\$0	\$0	F	STF	2024
	Construct New Intersection at Jasmine & S.R. 215– <i>Seek Funding</i>	\$0	\$0	F	STF	2024
	Streets 2024 Total	\$3,190,000	\$139,000			
Water						
	Garfield Street Water Main and Hanford Street Alley Water Main	\$286,000	\$28,600	S	DOH/ PWTF/ DWSRF/ USDA/ CDBG/WF	2024
	Water 2024 Total	\$286,000	\$28,600			
Sewer						
	Nothing Planned	\$0	\$0	-	-	2024
Storm Water						

Depart.	Capital Project	Estimated Cost	City Share	Status	Source	Year Planned
	New Elm and Central Storm Drain	\$140,000	\$14,000	S	CCWF/ PWTF/ USDA/ CDBG/ STWF	2024
	New Storm Drain in Juniper, New Lift Station near Juniper and 5 th	\$280,000	\$28,000	S	CCWF/ PWTF/ USDA/ CDBG/ STWF	2024
	Upper Ross Canyon Improvements (part of second phase Ross Canyon Road improvements) – <i>Seek Funding</i>	\$0	\$0	F	STWF	2024
	Replace 4 th Street Storm Drain, Jasmine to Fir– <i>Seek Funding</i>	\$0	\$0	F	STWF	2024
	Storm Water 2024 Total	\$420,000	\$42,000			
Equipment Rental						
	Replace 1988 Peterbilt Dump Truck	\$194,719	\$194,719	F	ERF	2024
	Replace 2008 Chevy ½ ton	\$34,151	\$34,151	F	ERF	2024
	Replace 2016 Dodge Charger	\$51,655	\$51,655	F	ERF	2024
	Replace 1994 Peterbilt 2500 gal Water Truck	\$83,741	\$83,741	F	ERF	2024
	Replace 2014 Ford F150	\$27,416	\$27,416	F	ERF	2024
	Equipment Rental 2024 Total	\$391,682	\$391,682			
2024 GRAND TOTALS		\$5,552,202	\$664,508			

Table 5 – 2025 Capital Facilities Spending Plan

Depart.	Capital Project	Estimated Cost	City Share	Status	Source	Year Planned
Airport						
	Taxiway Reconstruction - <i>Construction</i>	\$3,120,000	\$156,000	S	FAA/CE/AF	2025
	Internal Hanger Access Road and Hanger site Development – <i>Seek Funding</i>	\$0	\$0	F	AF	2025
	Airport 2025 Total	\$3,120,000	\$156,000			
Fire						
	Nothing Planned	\$0	\$0	-	-	2025
City Admin						
	Nothing Planned	\$0	\$0	-	-	2025
Police						
	New/Remodeled Police/Fire Station - <i>Design</i>	\$250,000	\$25,000	S	USDA/CDBG/CE/BOND	2025
	Police 2026 Total	\$250,000	\$25,000			
Parks						
	Nothing Planned	\$0	\$0	-	-	2025
Library						
	Nothing Planned	\$0	\$0	-	-	2025
Solid Waste						
	Nothing Planned	\$0	\$0	-	-	2025
Streets						

Depart.	Capital Project	Estimated Cost	City Share	Status	Source	Year Planned
	Quince Street Extension	\$500,000	\$100,000	S	PD/STF	2025
	Construct New Intersection at Jasmine & S.R. 215	\$750,000	\$37,500	S	STP/TIB/STF	2025
	Construct Jonathan from Oak to Quince - <i>Seek Funding</i>	\$0	\$0	F	STF	2025
	Shumway Road Improvements ¹⁹ - <i>Seek Funding</i>	\$0	\$0	F	STF	2025
	Streets 2025 Total	\$1,250,000	\$137,500			
Water						
	Nothing Planned	\$0	\$0	-	-	2025
Sewer						
	Nothing Planned	\$0	\$0	-	-	2025
Storm Water						
	Upper Ross Canyon Improvements (part of second phase Ross Canyon Road improvements)	\$356,000	\$35,600	S	CDBG/CCWF/PWTF/STWF	2025
	Replace 4 th Street Storm Drain, Jasmine to Fir	\$125,000	\$12,500	S	CDBG/CCWF/PWTF/STWF	2025
	Replace Storm Drain in Alley West of Fir and South of Apple – <i>Seek Funding</i>	\$0	\$0	F	STWF	2025
	Storm Water 2025 Total	\$481,000	\$48,100			

Depart.	Capital Project	Estimated Cost	City Share	Status	Source	Year Planned
Equipment Rental						
	Replace 1994 Peterbilt 2500 gal Water Truck	\$83,741	\$83,741	F	ERF	2025
	Replace 2004 Chevy Dump Truck	\$42,805	\$42,805	F	ERF	2025
	Replace 2014 Ford F150	\$27,416	\$27,416	F	ERF	2025
	Equipment Rental 2025 Total	\$153,962	\$153,962			
2025 GRAND TOTALS		\$5,254,962	\$520,562			

Table 6 – 2026 Capital Facilities Spending Plan

Depart.	Capital Project	Estimated Cost³	City Share	Status	Source	Year Planned
Airport						
	Internal Hanger Access Road and Hanger site Development	\$1,695,390	\$169,539	S	FAA/CE/AF	2026
	Airport 2026 Total	\$1,695,390	\$169,539			
Fire						
	Nothing Planned	\$0	\$0	-	-	2026
City Admin						
	Nothing Planned	\$0	\$0	-	-	2026
Police						
	New/Remodeled Police/Fire Station - Construction	\$5,000,000	\$500,000	-	USDA/CDBG/CE/BOND	2026
	Police 2026 Total	\$5,000,000	\$500,000			2026
Parks						
	Nothing Planned	\$0	\$0	-	-	2026
Library						
	Nothing Planned	\$0	\$0	-	-	2026
Solid Waste						
	Nothing Planned	\$0	\$0	-	-	2026
Streets						

³ - estimated costs are have been adjusted for an annual inflation factor of 2.49%

Depart.	Capital Project	Estimated Cost³	City Share	Status	Source	Year Planned
	Construct Jonathan from Oak to Quince	\$175,000	\$17,500	S	TIB/ PD/STF	2026
	Shumway Road Improvements ¹⁹	\$4,750,000	\$237,500	S	TIB/STP/ STF	2026
	Streets 2026 Total	\$4,925,000	\$255,000			
Water						
	Nothing Planned	\$0	\$0	-	-	2026
Sewer						
	Nothing Planned	\$0	\$0	-	-	2026
Storm Water						
	Replace Storm Drain in Alley West of Fir and South of Apple	\$105,000	\$10,500	S	CDBG/ CCWF/ PWTF/ STWF	2026
	Storm Water 2026 Total	\$105,000	\$10,500			
Equipment Rental						
	Replace 2000 Cat 928 Loader	\$227,179	\$227,179	F	ERF	2026
	Replace 2015 Ford F150 2x4	\$30,063	\$30,063	F	ERF	2026
	Replace 1990 Hyster Forklift	\$5,919	\$5,919	F	ERF	2026
	Replace 2018 Dodge Charger	\$52,885	\$52,885	F	ERF	2026
	Replace Sewer Rodder	\$32,620	\$32,620	F	ERF	2026
	Equipment Rental 2026 Total	\$348,666	\$348,666			

Depart.	Capital Project	Estimated Cost³	City Share	Status	Source	Year Planned
2026 GRAND TOTALS		\$12,074,056	\$1,283,705			

Capital Improvement Maps

The following pages contain maps of portions of the City with the capital projects from the preceding tables illustrated with icons for each department (e.g. water, streets) and color coded by year. The intent is to graphically depict the various capital projects in order to determine if there are conflicts in the timing and location of improvements and visualize the level of potential impact to a neighborhood given the number of projects.

Projects shown on the maps are limited to those that have a specific location and physical impact. Equipment replacement, airport, most police, fire and administration acquisitions, and sewer projects with no defined location are not included on the maps.

A review of the maps reveals there are several areas and years where storm water and street projects conflict. For example, on the Southwest Quarter map, a street project is planned for 2024 on West Fourth Avenue with a storm water project in the same location planned for 2025. It is important that as planning moves forward and funding is sought for the projects, timelines for projects in conflict be adjusted to eliminate digging up of streets recently resurfaced or reconstructed.

Following is a list of conflicting projects found in the following maps:

SW Quarter:

- Fourth Avenue – Street 2024, Stormwater 2025
- Ash and Central – Stormwater 2023, Streets 2024

NW Quarter:

- Ross Canyon Road – Street 2024, Stormwater 2025
- Central Avenue - Street 2022, Stormwater 2024

N Quarter:

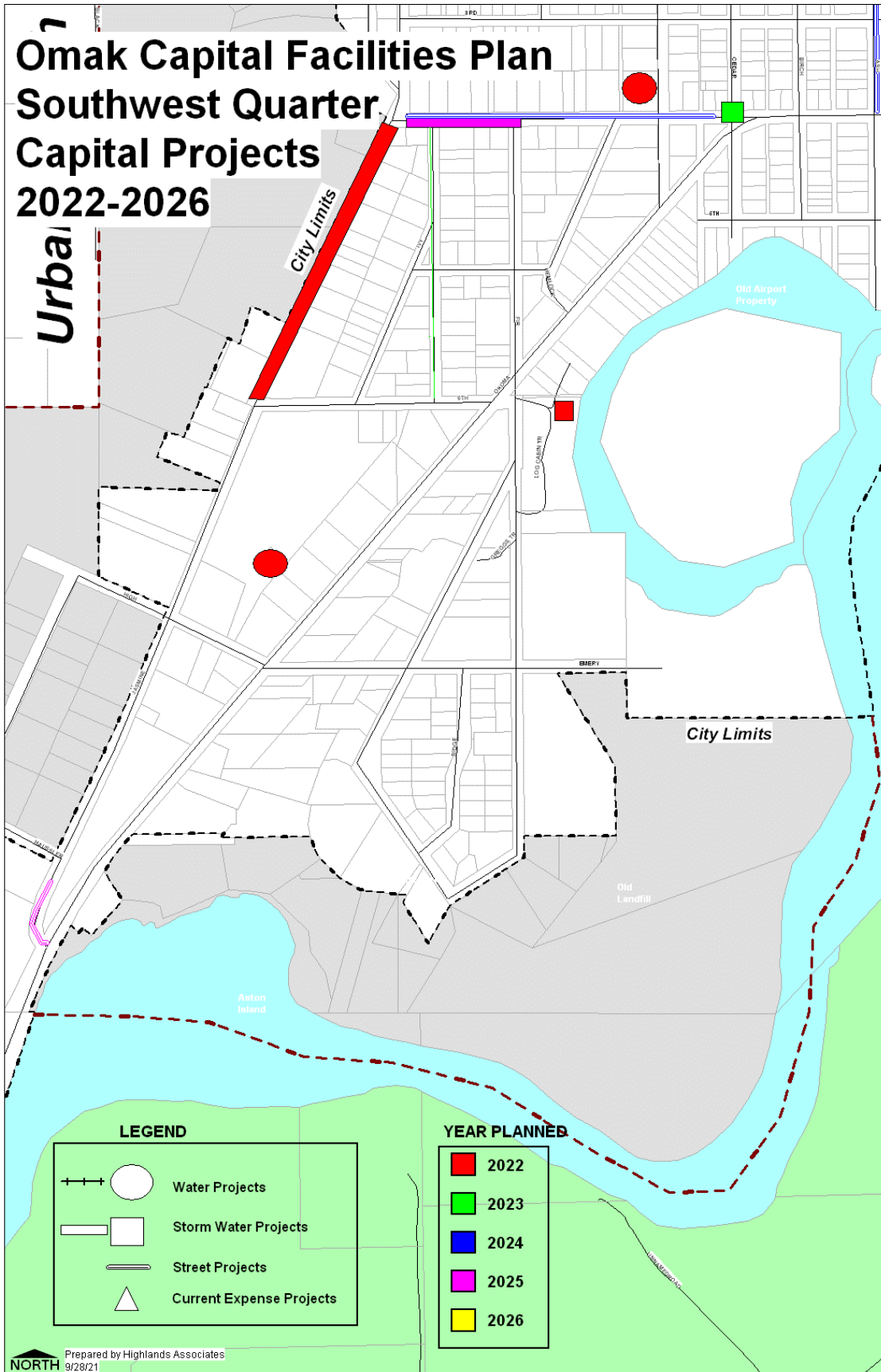
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NE Quarter:

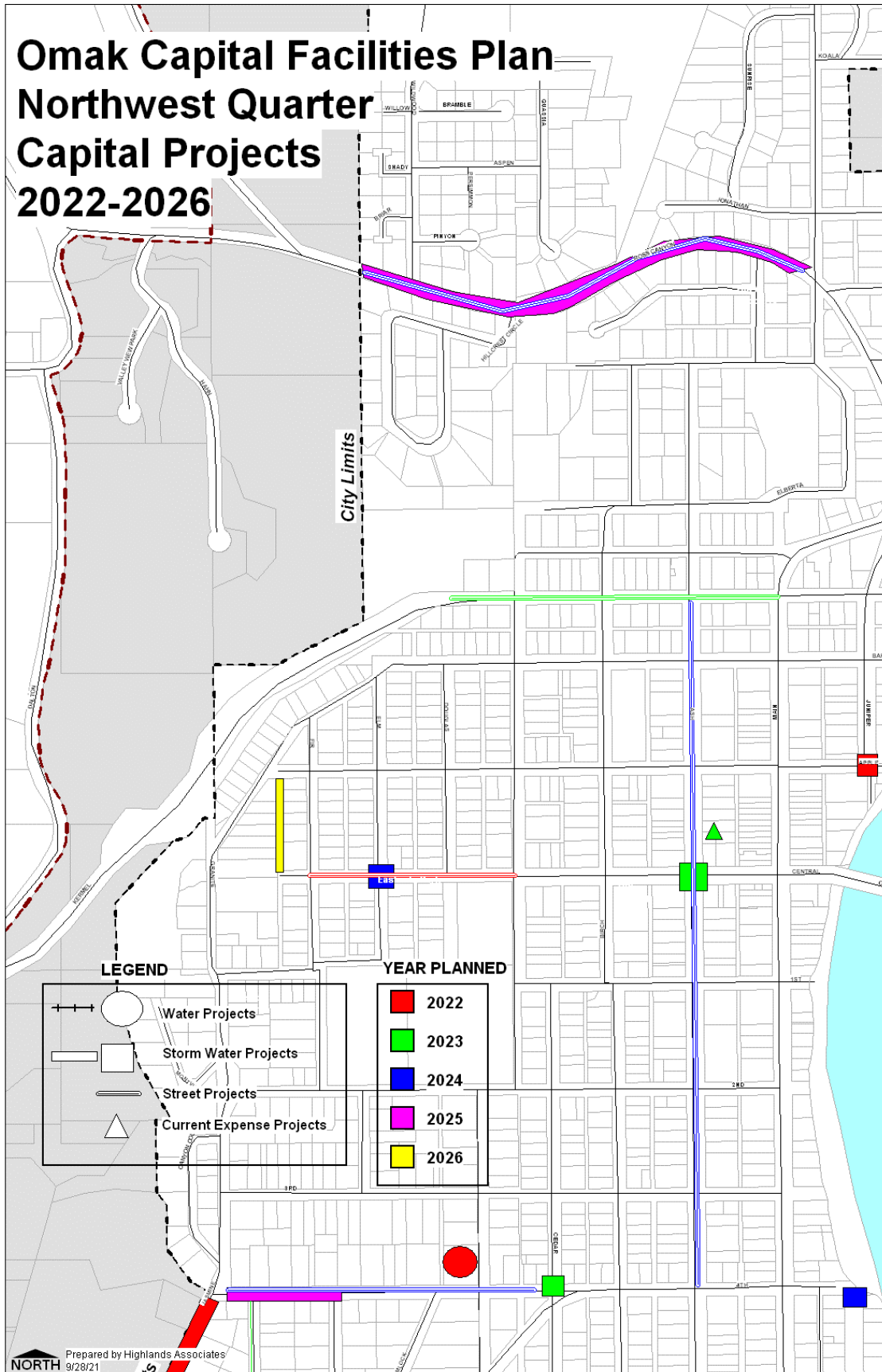
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SE Quarter:

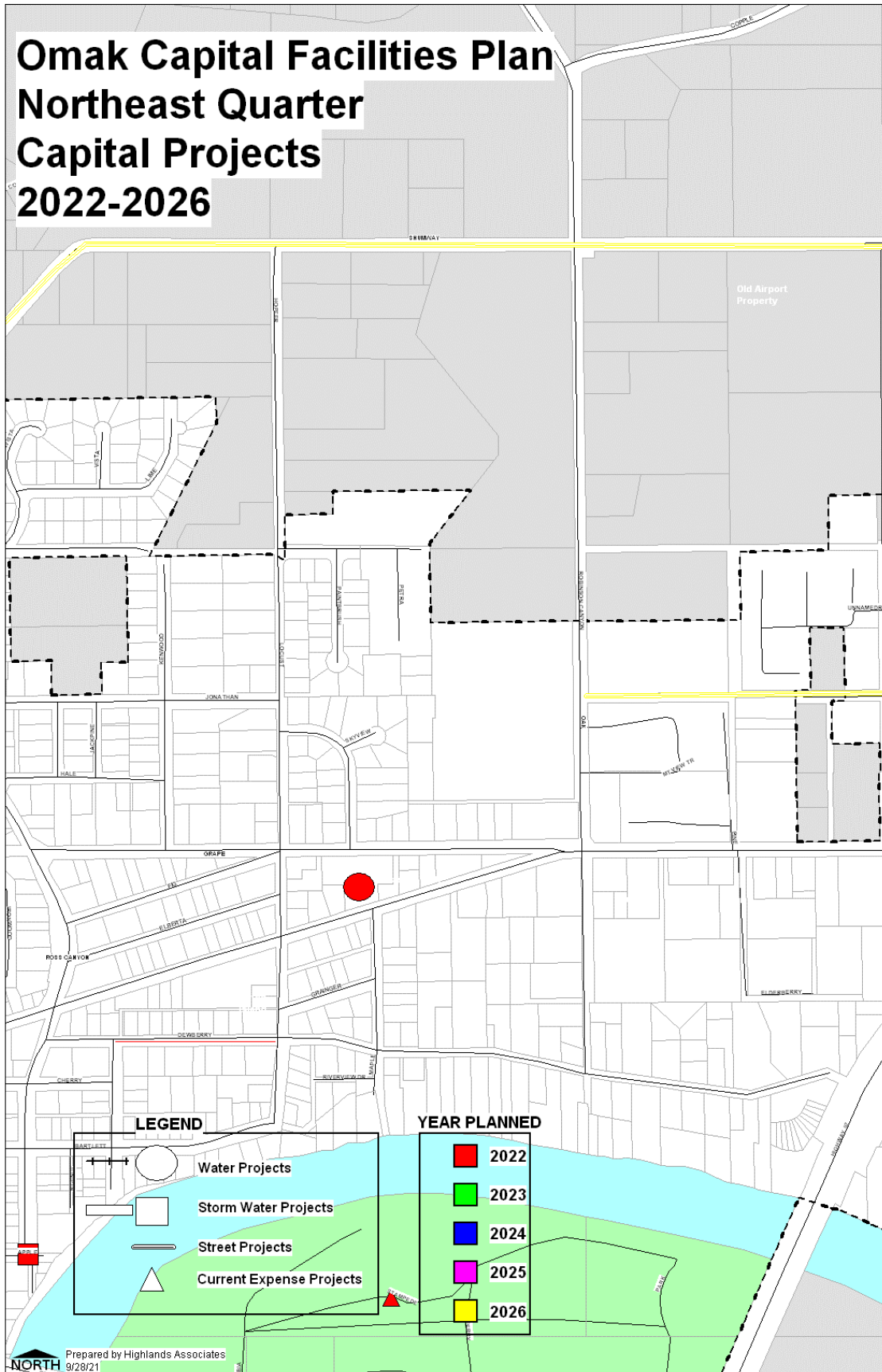
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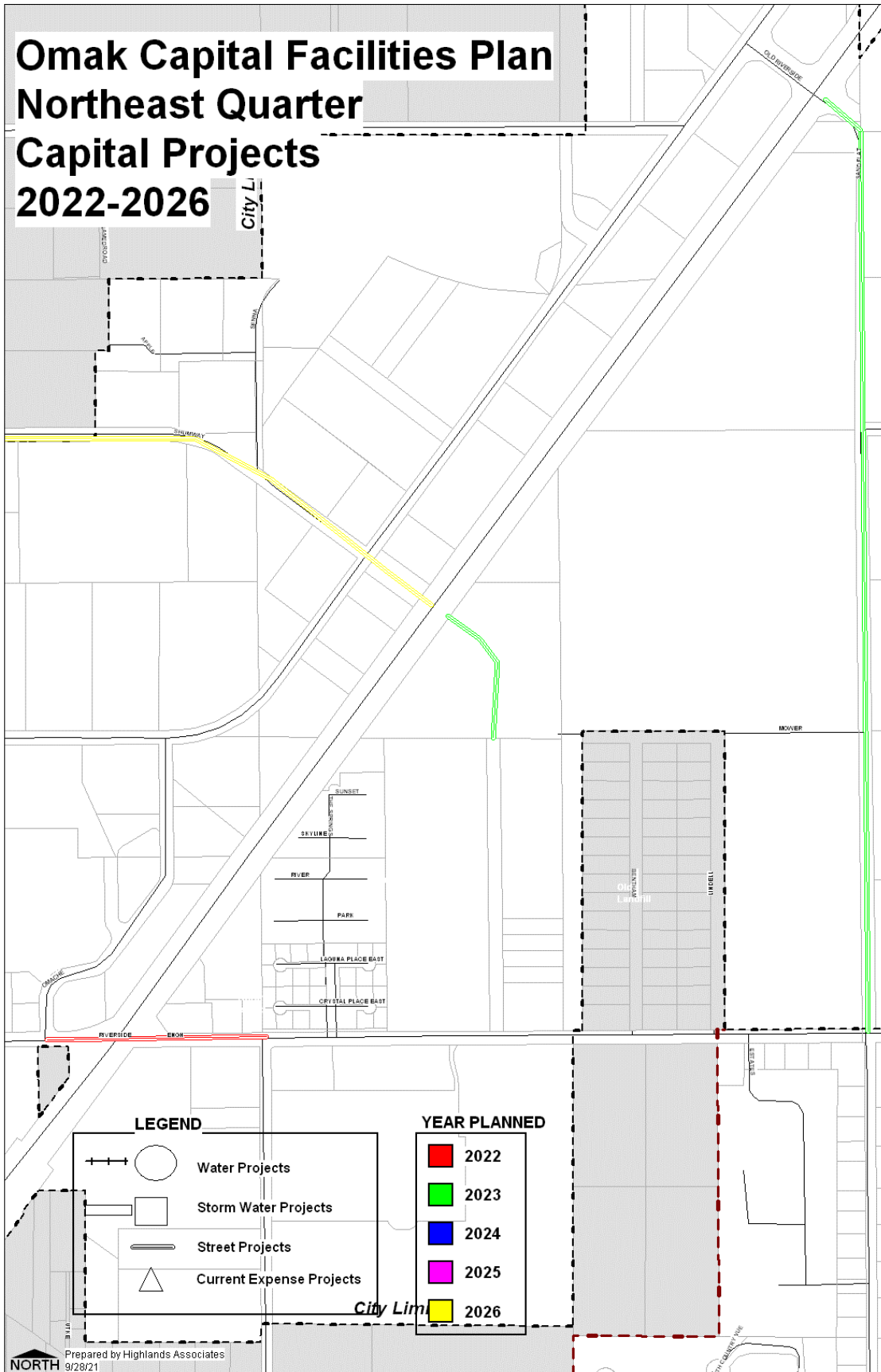
Omak Capital Facilities Plan Northwest Quarter Capital Projects 2022-2026



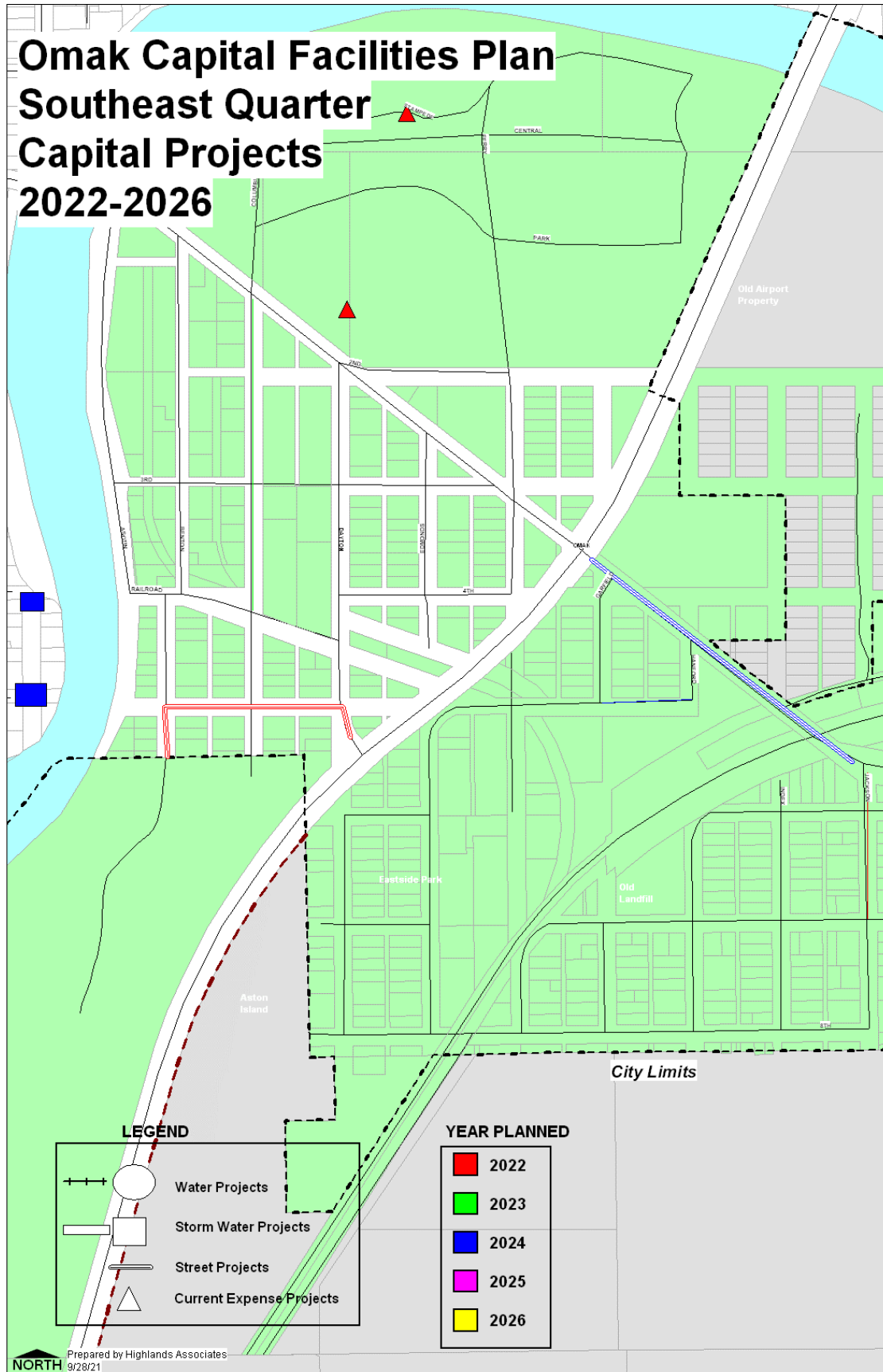
Omak Capital Facilities Plan Northeast Quarter Capital Projects 2022-2026



Prepared by Highlands Associates
NORTH 9/28/21



Omak Capital Facilities Plan Southeast Quarter Capital Projects 2022-2026



Recommendations

This section contains recommendations for implementation of a six-year spending plan as well as recommendations related to capital facilities planning in general. This section is organized into two sub-sections, the first contains general recommendations, and the second recommendation is for each infrastructure item.

GENERAL RECOMMENDATIONS:

- That every effort be made to implement the Six Year Spending Plan as as summarized in this Executive Summary.
- That the plan be reviewed on an annual basis as part of the City's budgeting process.
- That the CFP be updated as needed to reflect amendments to the Airport Layout Plan, Six-Year Street Plan, Comprehensive Land Use, Water, Sewer, Park, and Storm Drainage Plans.
- That the schedule of proposed improvements be used as a guide for future planning. If funding is identified to complete all needed improvements in any particular area (e.g. water or waste water), the fact that the plan has spread the improvements over a period of years should not be used to reduce the scope of the project, rather the plan should be revised to reflect the availability of funding.
- That the financial capacity sections of Parts 4 and 5 be reviewed annually, and revised as needed to reflect current conditions.
- That effort be made to identify and work towards funding of capital projects well in advance of the proposed construction year.
- That the City periodically review the level of service information contained in this plan to ensure that it accurately reflects not only the desires of the community, but the City's ability to pay for the service.
- That the possibility of establishing funds similar to the Equipment Rental Fund for other departments continue to be explored (e.g. fire vehicles and administrative services equipment). The viability of this method of collecting reserves for schedule equipment replacement should be determined prior to implantation.

SPECIFIC RECOMMENDATIONS:

This sub-section presents a series of recommendations and comments for each of the infrastructure areas presented in Part 4.

Airport: The City intends to continue upgrades to the Airport as a means to encourage economic development, maintain viability of the facility for general aviation and remove barriers to development. Specific projects include: ongoing maintenance of runway and taxi areas, perimeter fencing; the Water Department's well and reservoir; and, hanger expansion.

- Work with the County, Tribes, and state and federal agencies to develop funding strategy geared towards upgrading the airport.
- Design all funds from fire leases and aviation fuel sales to airport operations and improvements.

Fire Department: The City's Fire Department is generally in excellent condition in terms of equipment and staffing. The 2021 budget included purchase of a new truck for the Department. The plan calls for continued improvements with the focus on a new or expanded facility.

- Continue evaluating need for Assistant Chief and working with Fire District on funding for new or expanded facility.

Administrative Services: Administrative Services have identified few capital needs in the life of this plan. Recommendations include:

- Continue efforts to upgrade computer servers and telecommunications systems as needed.

Police Department: The City's Police Department has finally come close to operating with a full complement of patrol, officers and administrative staff. All police vehicles are now funded through the Equipment Rental Fund which allows for replacement on a scheduled basis and the 2021 budget provided for cameras, software, tasers and other vital capital needs.

- Continue efforts to upgrade equipment and replace vehicles as needed with the focus on a new or expanded facility.

Parks: The City should not need additional park lands into the foreseeable future, except for small neighborhood parks developed as part of new housing projects, but does face the need to continue upgrades recreational equipment (playground equipment etc...), playfields, development of trails and opportunities within the life of this plan. The largest need is redevelopment of Eastside Park including: completion of the multi-purpose events concourse, restrooms and related improvements adjoining the new arena, construction of the RCO funded Skate Park

and development of the levee for a public use trail with trailheads at dead end rights-of-way.

- Maintain existing parks, and work towards implementation of the City of Omak Park Plan.

Library: The Library has no capital projects planned in the life of this plan.

- Continue with maintenance and improvements to facility.

Solid Waste: As described in this plan, the City's Solid Waste Program, a contracted service, will have minimal impact on the City's capital budget.

- Maintain contract service.

Streets: The street system is generally in good condition, although many portions of the community lack curbs and gutters. Sidewalks while primarily limited to the central business district and a few arterials, have been expanding into residential areas and the eastside of the city. Several projects have been carried over from the previous CFP and include improvements to the intersection of Engh/Riverside/97, which has been funded, improvements to the Central Avenue Bridge and construction of a separate pedestrian bridge, Ross Canyon Road Phase 2, construction of the east leg of the Shumway/97 intersection and connection of Jonathon Street from Oak Street to Quince.

- Coordinate street projects with water, sewer and storm drainage projects in order to maximize local, state and federal resources.
- Work closely with private developers and Housing Authority on street improvements adjoining or access their properties.

Water: The city's focus over the life of this plan is to continue improvements to water sources and the distribution system. A priority of the next few years is the construction of a reservoir at the Airport and improvements in East Omak to serve the Tribes planned development of the former mill site.

- Coordinate with Tribes on system improvements required to serve its planned development.
- Continue efforts maintain quality water and efficient system operations.

Sewer System: The majority of the City's sewer collection system has been replaced or upgraded over the last decade with significant improvements to the treatment plant as well. Over the life of this plan, improvements are primarily geared towards completion of the collection system replacement/upgrade project. However, issues with the waste water coming into the City from the Twelve Tribes Casino may result in the need to undertake a project to correct the problems. The scope, scale and cost of such a project and how it is paid for are not know at this time.

- Continue efforts maintain quality and efficient system operations.
 - Coordinate with Tribes on system improvements required to serve its existing planned development.

Storm Drainage System: The City adopted a Comprehensive Storm Water Management Plan in 2009. While several of the priority projects have been completed, including a large project in East Omak in 2021, improvements to the Storm Drainage System have lagged behind higher priority water and sewer projects.

- Continue to pursue construction of the improvements contained in the Storm Water Management Plan.
- Continue efforts to enforce best management practices under the Eastern Washington Storm Water Management Manual to address runoff from new and upgraded existing developments, and protect critical aquifer recharge areas.

PART 1

INTRODUCTION & BACKGROUND

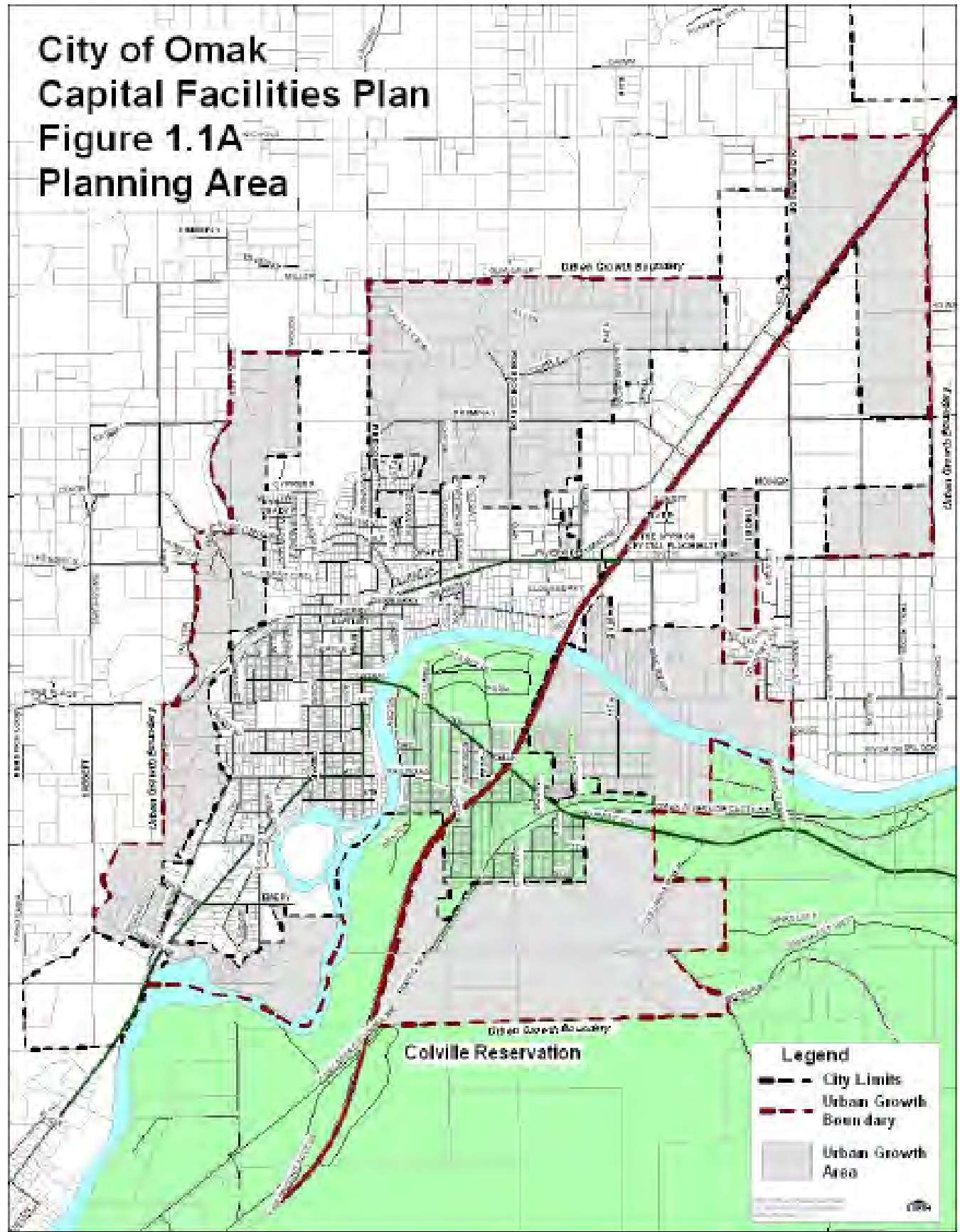
INTRODUCTION

The City of Omak is located in the north central portion of Washington State, approximately in the center of Okanogan County. The City is situated on the floor of the Okanogan River valley and straddles the river, which forms the western boundary of the Colville Indian Reservation. Immediately south of Omak is the City of Okanogan, the county seat of Okanogan County. The city limits of the two communities became contiguous in the late 1990's with the annexation of Shellrock Point. With a population of 4,940¹, Omak is the largest community in Okanogan County, and serves as the County's commercial center.

The total area within the city limits is approximately 1,928 acres. Additionally, the 2013 Greater Omak Area Comprehensive Plan designated an Urban Growth Area encompassing approximately 1,863.76 additional acres, for a total planning area of 3,791.76 acres. After remaining fairly static in terms of land area for a number of years, the City began expanding its boundaries through owner-initiated annexations during the mid-1990's. The most recent annexation was an approximately 5 acre parcel purchased and annexed by the Housing Authority of Okanogan County for a multi-family housing development. Figures 1.1A and 1.1B show the present corporate limits, adopted Urban Growth Area.

While this Capital Facilities Plan (CFP) is primarily concerned with capital improvement projects and acquisitions required for serving the needs of residents within the existing corporate limits, an effort has been made to identify future demands resulting from projected growth within the Urban Growth Area. Such planning must take place if the City is to provide adequate infrastructure as this area is developed.

¹ - April 1, 2019 OFM Population Estimate





PURPOSE & GOALS OF CAPITAL FACILITIES PLAN

The purpose of this CFP is to implement the City of Omak Comprehensive Plan (as it exists or hereinafter amended). The CFP provides a "road map" for capital spending that the Mayor, Council, and staff can follow to ensure the goals and objectives of the Comprehensive Plan are met. The CFP also provides an opportunity for the City to engage its citizens in a dialog regarding capital spending needs and priorities.

The CFP is not intended to be static, but rather the subject of annual review to allow for adjustments needed to keep pace with changing financial conditions, growth patterns, and community desires.

In order to carry out these purposes, the following goals and objectives are adopted as part of this plan:

Goal 1 - To maintain a comprehensive schedule of capital improvements for all infrastructure systems, and to update this schedule as improvements are made, and new capital needs arise.

Objective 1.1 The Capital Facilities Plan shall be updated annually prior to the City budget process. The updated plan shall be reviewed by the City Council as part of its regular budget review, and shall be the subject of appropriate public hearings.

Objective 1.2 The entire CFP shall be comprehensively updated every five years and submitted to the City Council and the public for consideration. This update shall include revised population and growth projections based on the best available information.

Objective 1.3 All City staff shall participate in the annual review of the six year CFP, and all changes to the CFP budget shall be reviewed by all City departments.

Objective 1.4 The Mayor or designee shall be responsible for maintaining the CFP Project List, in cooperation with other city staff. The City Administrator shall be responsible for maintaining and updating financial information and the financing plan.

Rationale: *In order to be a useful tool, the annual project and spending lists will need to be updated. Such updates should reflect the needs and expertise of city staff, elected officials, and citizens. The population growth estimates in this plan will need to be regularly revised in the light of actual experience to remain useful.*

Goal 2 - To ensure that the CFP reflects the capital needs required for implementation of the City of Omak Comprehensive Plan.

Objective 2.1 Projects which are required to carry out the Comprehensive Plan shall be included in the Capital Facilities Plan.

Objective 2.2 Projects which are inconsistent with the comprehensive plan shall be included in the City's CFP only after the comprehensive plan has been amended and consistency achieved.

Objective 2.3 Projects shall be funded only when incorporated into the City budget as adopted by the City Council.

Rationale: *The Growth Management Act and good planning practice require that the CFP be consistent with the Comprehensive Land Use Plan of which it will be a part. A major purpose of the CFP is to assess the actual capital needs of the City's land use policies, including future development of the Urban Growth Area.*

Goal 3 - To ensure that required capital improvements are made concurrent with development, and that adequate financing for priority capital improvements is available.

Objective 3.1 Capital improvements for all new development proposals shall be evaluated for consistency with the CFP. Development proposals shall be allowed to proceed only on a finding that adequate public facilities can be made available prior to occupancy.

Objective 3.2 If probable funding for capital improvements falls short of meeting existing needs as documented in the Capital Facilities Plan and capital spending plan, the City Council will formally re-assess its land use plans and Urban Growth Area boundaries. If adequate funding for expected capital needs cannot be found, land use plans and Urban Growth Area boundaries will be amended to meet available financing (RCW 36.70A.070 as amended).

Rationale: *A key requirement of the Growth Management Act is that capital facilities be provided concurrently with new development.*

STATUTORY REQUIREMENTS

The CFP is an overall plan for major public facility projects regardless of enabling ordinances or funding mechanisms. State mandated programs, although not under direct local control, still require yearly updating. For example, the Six Year Street Improvement Plan (SIP) requires annual review and is adopted separately. However, the SIP receives its policy direction from the CFP, and as such, is an element of the CFP.

Another important component of capital planning in Washington State is the Growth Management Act of 1990 (Chapter 17, Washington Laws, 1990, 1st Ex. Sess. as amended). While Okanogan County has chosen not to plan under GMA, there are compelling reasons for Omak to conform to GMA requirements for capital planning. For one, a GMA-style CFP is a requirement for most state funding sources. Additionally, the explicit link between the CFP, the Comprehensive Plan, and the City's financial capabilities is a sound basis for budgeting capital outlays. Lastly, should Okanogan County chose or be required to plan under GMA, the presence of a CFP which meets

GMA requirements should mean less work for the City in meeting GMA requirements.

Other requirements of the Growth Management Act mandate forecasts of future needs for capital facilities, and the use of quantifiable level of service standards. As a result, public facilities in the CFP must be based on quantifiable, objective measures of capacity, such as tons of solid waste per person, traffic volume capacity per mile of road, and acres of park per capita. (See RCW 36.70A.020 as amended)

Several provisions of the Growth Management Act require that public facilities needed to support development shall be available at the time of such development. This is the "concurrency" requirement that no development order or permit be issued if it would result in a reduction in the levels of service below the standards adopted in the comprehensive plan (RCW 36.70A.020, 36.70.070, 58.17.110 as amended). Concurrency management procedures must be developed to insure that sufficient public facility capacity is available for each proposed development, or that development applications are denied when public facilities are not sufficient.

The CFP is seen by the GMA as the element that makes the comprehensive plan real. The requirements to establish measurable level of service standards, to be financially feasible, and to provide facilities concurrent with development are meant to be a reality check for the vision of community's future laid out in the comprehensive plan.

TYPES AND PROVIDERS OF CAPITAL FACILITIES

The City of Omak maintains a wide range of public facilities and services including, but not limited to: water, waste water, streets, storm drainage; public safety (law enforcement, fire protection and animal control); library, airport, parks (including the Stampede Arena), and recreation facilities, open space, and the office, shop facilities and fire hall needed to protect, administer, operate, and maintain City owned improvements. In addition, several other public and private entities own, operate, and maintain capital facilities in Omak and its surrounding area. These include: the Omak School District, the Okanogan County Public Utility District, Okanogan County, Sandflat Water Users Association, Okanogan Irrigation District, Duck Lake Water Association, Mid-Valley Hospital, TRANGO, Okanogan County Senior Citizens Association, Senior Transportation Services, CenturyLink, Spectrum Cable, NCI Data.com, the Confederated Tribes of the Colville Reservation, and others.

METHODOLOGY, ORGANIZATION AND PROCESS

This updated plan was prepared as a joint effort of City staff, Council Audit Committee, Planning Commission, and Highlands Associates with engineering support from Gray & Osborn, Inc.

Work began on updating the 2013 Capital Facilities Plan in early summer of 2019. Inventory and background information was provided through interviews with City staff, examination of City planning documents, City budgets, and conversations with State regulatory agencies and the City's engineers.

One of the first significant actions of the update process was review of the definition for capital improvement for the City of Omak. The 1994 CFP contained a definition that required most projects or acquisitions, generally not considered to be routine maintenance, and having a cost greater than \$7,500 with a life span of three or more years is included in the CFP. The 2006 CFP Update raised the dollar value up to \$10,000 which the 2013 and this update maintains. In a limited number of cases, projects or acquisitions of lesser amounts and shorter life spans were included in the plan, especially if the funding for such items is derived from the Current Expense Fund.

Subsequent to adoption of the 1994 CFP, City staff developed an implementation strategy that included additional CFP policies, established an annual update process, and modified the definition for capital expenditures. This strategy was included as part of the 2006 and 2013 CFP Updates. This update to the CFP maintains the modified definition for a capital expenditure as follows:

“The general definition of a capital expenditure is an item/project that costs greater than \$10,000, and has an expected lifespan of three or more years. While this definition provides a standard for making an initial determination of what constitutes a capital expenditure, consideration must also be given to the purpose of the proposed or planned for project or acquisition. For example, an item/project that is required solely to maintain the established level of service due to growth should be evaluated as a capital expenditure regardless of whether it meets the \$10,000, three-year lifespan definition. On the other hand, the replacement or repair of existing items (e.g. replacement copier, new carpet, replacement police cars etc...) should not be considered capital expenditures; however, they do need to be considered as part of the overall financial picture. Each proposed and/or planned capital expenditure should be first evaluated based on the \$10,000, three – year lifespan definition, then measured against Goal #2 of the CFP.”

A committee comprised of Department Heads and members of the Council Audit Committee met in early 2020 to rate and rank all projects funded through current expense or tax revenues (police, fire, parks, airport etc....). The results of this effort informed the development of draft improvement plans for departments funded from these revenue sources and allowed for analysis of the financial impacts. With the completion of the sewer plan in early 2011 and the water plan in 2018, this update to the CFP was able to be completed and a series of workshops with the City Council and Planning Commission initiated in the late summer, early fall.

Public participation in this update of the Capital Facilities Plan included briefings and discussion during meetings of the Planning Commission, periodic updates on the

process before the City Council, and several articles in the City Newsletter.

These groups all had the opportunity to review and comment on the plan once the draft update was completed: the Chamber of Commerce, senior citizens, school district, tribes, hospital district, county government, adjoining municipalities, Public Utility District, private developers, the Economic Alliance, other local utilities (phone and cable), state department, the City's consulting engineers, the City Park Board, and of course, the citizens of Omak.

Throughout the planning process, department heads, committee members, and other interested parties were provided opportunities to review, comment, and help shape draft documents. The result is a plan that accurately reflects the needs and desires of community leaders and residents.

PART 2

LEVELS OF SERVICE & FORECASTED DEMAND

This section presents a general overview and summary of level of service (LOS) standards, and forecasted demand information used in this CFP. Information on how specific LOS and demand figures were derived for each capital element is found in Part 4 within the chapter on that particular element.

LEVEL OF SERVICE STANDARDS

To help prioritize and target specific capital facilities, and comply with the requirements of the Growth Management Act, this CFP identifies specific level of service (LOS) standards for each of the elements contained within the plan. Many of the elements lend themselves to a quantifiable level of service, while others are more subjective. National and State standards are available for some of the CFP elements, but these may not accurately reflect Omak's local circumstances or needs.

As part of this plan's development, the CFP Committee reviewed prevailing standards for levels of service, studied the City's existing levels of service, and then developed standards for inclusion in this plan. Often, the City's existing levels of service exceed national or State standards. In these cases, the CFP Committee has recommended that the higher levels of service be maintained into the future. The City will strive to improve service delivery where national or State LOS standards are higher than those currently provided.

Level of service standards have been quantified where possible and appropriate for the CFP element in question.

FORECASTED DEMAND

Future demand for services is, in part, a function of population and business growth in the City. Demand is also impacted by the annexation and development of new lands. Increasing population, development, and annexation drive the need for expansion of City services. This section first examines population trends, and develops 5, 10, 15, and 20-year population projections for the City and Urban Growth Area (UGA). It then offers build-out projections for the City and UGA.

The City of Omak had a 2010 Census population of 4,845, almost equally divided between the sexes (47.57% male, 52.43% female). 2010 Census data offered general characteristics of the City's population including the following information: 24.93% of the population was under eighteen years of age and 17.73% of the population was over 65. The 2010 census also revealed that the City and surrounding area was a multi-racial community with 17.36% Native American and a Hispanic or Latino population of 12.61%, with a total minority population of 28.85% which was slightly higher than the 2010 Okanogan County average of 26.07%. The 2017 population estimate for the City by the US Census Bureau counted 4,787 persons, with 45.9% male and 54.1% female. 27% of the 2017 population was

estimated to be under 18 with 19.20% over the age of 85. The 2017 numbers also found 18% of the population to be of Native American heritage, 2.5% Asian and 19.6% Hispanic. The April 1, 2019 official population from the Washington State Official of Financial Management was 4,940.

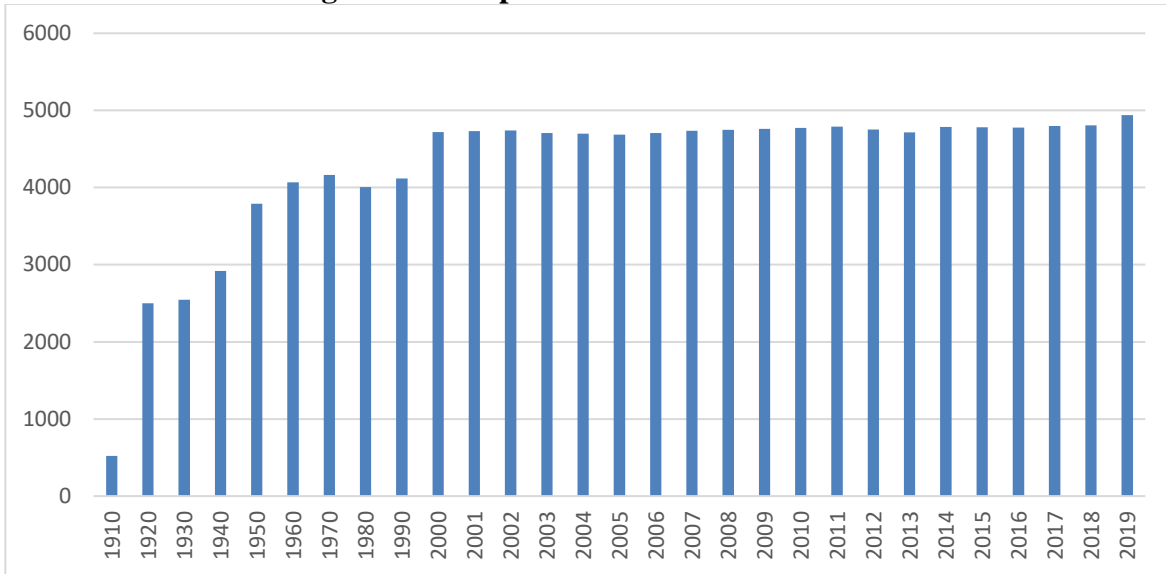
The population of the City of Omak has fluctuated over the past several decades, growing steadily from the early part of the century through the 1970's. In 1975, Omak reached a population of 4,440 residents. However, population declined to 4,000 by 1980, and only recovered to earlier levels in 1996 when it reached 4,478, then continued to slowly grow through the end of the decade. According to 2000 Washington State Office of Financial Management figures, the City of Omak had a population of 4,721. The 2010 U.S. Census counted 4,845 people in Omak but by 2017, the population estimate has fallen to 4,787. The most recent population estimate (April 1, 2019) by the Office of Financial Management is 4,940.

Table 2.1 contains historic population data and notes the percent of change by decade through 2000, and yearly from 2000 through 2019 using a combination of U.S Census and OFM estimated. This data provides a starting point for projecting population changes. Figure 2.1 illustrates the growth in numbers of residents from 1980 to 2019.

Table 2.1 - Historical City of Omak Population Trends

Year	Population	% Change
1910	520	
1920	2,500	79.20%
1930	2,547	1.85%
1940	2,918	12.71%
1950	3,791	23.03%
1960	4,068	6.81%
1970	4,164	2.31%
1980	4,007	-3.92%
1990	4,117	2.67%
2000	4,721	12.79%
2001	4,730	0.19%
2002	4,740	0.21%
2003	4,705	-0.74%
2004	4,700	-0.11%
2005	4,685	-0.32%
2006	4,705	0.43%
2007	4,735	0.63%
2008	4,750	0.32%
2009	4,761	0.23%
2010	4,774	0.27%
2011	4,791	0.35%
2012	4,752	-0.82%
2013	4,717	-0.74%
2014	4,787	1.46%
2015	4,780	-0.15%
2016	4,777	-0.06%
2017	4,800	0.48%
2018	4,806	0.12%
2019	4,940	2.71%

Figure 2.1 – Population Trends 1980 – 2019



As the data and figure illustrate, growth during the 1990’s far outpaced that of the 1980’s. Over the decade, growth averaged 1.2% per year, for a total of 14.7% (or 601 people) between 1991 and 2000. The City’s population increased 2.67% between 1980 and 1990 and 12.79% between 1990 and 2000. However, since 2000, population growth slowed with several years of losing population, with only a 1.11% increase from 2000 to 2010, a trend which appears to be reversing with a 3.36% increase from 2010 to 2019.

POPULATION PROJECTIONS

While the resident population of the City has remained fairly stable over the past ten years, records kept by Omak’s Visitor Information Center show a steady increase in the visiting population. This expansion in visitors can be attributed to the increasing emphasis on drawing tourism into the area, primarily for scenic and natural resource enjoyment. Both end-destination tourism and pass-through tourism are addressed in this document, primarily in the availability and attention to the overnight RV park and camping facilities in Eastside Park, potential for recreational trails and river access improvements and the encouragement of cultural and entertainment activities.

For the purposes of this plan, annual growth rates of 0.25%, .75% and 1.5% are projected over five-year increments to 2040. The table below shows these projections. Omak’s population history appears to bear out an assumption that 0.25% growth is the slowest rate to be expected

over time. The second (.75%) and third (1.25%) rates reflect moderate rate of growth, which corresponds more with electrical load increases noted by the Public Utility District in recent years. The 2% rate shows a rapid rate of growth, and reflects the Omak area’s desire to support new development.

It is important to note that the recently updated water and sewer comprehensive plans use a 0.40% annual growth rate for calculating future demand. This is reasonable given the fact that one or two significant commercial or industrial customers can account for substantial increases in consumption of water or generation of wastewater, generating demand beyond what could be expected through population growth alone.

Annexations and subsequent development over the past two decades have resulted in new residential (primarily multi-family) and commercial development, resolution of the City's water storage problems, and upgrades to the sewer treatment and collection system. These changes help make the case for assuming the City may experience a return to the higher growth rates experienced in the mid and late 1990's. However, economic uncertainty related to local agricultural products does not necessarily support such an assumption. It must be noted, however, that all population projections are speculative, and should be regularly adjusted in the light of actual population figures.

Table 2.2 - City Population Projections

	2025	2030	2035	2040
Total population at 0.25%	5,015	5,078	5,141	5,206
<i>increase from 2019 – 4,940</i>	<i>75</i>	<i>138</i>	<i>201</i>	<i>265</i>
Total population at .75%	5,167	5,363	5,567	5,779
<i>increase from 2019 – 4,940</i>	<i>227</i>	<i>423</i>	<i>627</i>	<i>839</i>
Total population at 1.25%	5,322	5,633	6,026	6,412
<i>increase from 2019 – 4,940</i>	<i>382</i>	<i>723</i>	<i>1,086</i>	<i>1,472</i>
Total population at 2%	5,563	6,142	6,782	7,487
<i>increase from 2019 – 4,940</i>	<i>623</i>	<i>1,202</i>	<i>1,842</i>	<i>2,547</i>

The other population projection which affects capital planning is the potential increase of persons residing in the unincorporated portion of City's Urban Growth Area (UGA). The 2019 population of the UGA is approximately 439 using the DOR code data from the Okanogan County Assessor’s office on land uses in the area, and 2010 U.S. Census average household size of 2.36. A map of the City’s UGA may be found in Part I, page 2. Using this number and the same growth rates used to project City population growth, the following table shows projections for the unincorporated portions of the UGA:

Table 2.3 - Unincorporated UGA Population Projections

	2025	2030	2035	2040
Slow Growth – 0.25%	446	451	457	463
<i>increase from 2019 pop 439</i>	7	12	18	24
Moderate Growth – 0.75%	459	477	495	514
<i>increase from 2019 pop 439</i>	20	38	56	75
Fast Growth – 1.25%	473	503	536	570
<i>increase from 2019 pop 439</i>	34	64	97	131
Very Rapid Growth - 2%	494	546	603	665
<i>increase from 2019 pop 439</i>	55	107	164	226

Table 2.4 presents an overall population projection for the entire UGA (both incorporated and unincorporated areas) based on a 2019 population estimate of 4,940 for the city and a 2010 population of 1,006 in the UGA for a total 2019 estimated population of 5,946.

Table 2.4 - City/Urban Growth Area Population Projections

	2025	2030	2035	2040
Slow Growth – 0.25%	5,460	5,529	5,598	5,669
<i>increase from 2019</i>	81	150	220	290
Moderate Growth – 0.75%	5,626	5,840	6,062	6,293
<i>increase from 2019</i>	247	461	683	914
Fast Growth – 1.25%	5,795	6,167	6,562	6,982
<i>increase from 2019</i>	416	788	1,183	1,603
Very Rapid Growth - 2%	6,058	6,688	7,384	8,153
<i>increase from 2019</i>	679	1,309	2,005	2,774

OTHER POPULATION DATA

The projections above agree relatively well with other available population and growth data. Between 2000 and 2010, Okanogan County’s population increased approximately 3.78%,

from 39,564 to 41,120. That increase equates to around .38% per year, as compared with the City’s growth of .36% per year. Growth has been slightly higher in unincorporated areas.

Past population projections have used information on electrical demand from Okanogan County PUD to help complete the picture of growth. However, as this update is being prepared, several factors, including shifts in the economy, power rates and conservation efforts render that data much less useful for substantiating current growth rates.

Omak School District enrollments have also been used in the past to substantiate population trends. However, the District has seen significant decreases each year since 1996 (with the exception of 2007-08 and 2002-03). In fact, enrollment for the 2010-11 school year was the lowest in the past 20 years. The figure for 2018/19 finds that the District has a significant increase in enrollment approaching the numbers experienced in the first decade of the 21st century. Table 2.5 below illustrates the changes through the 1990's and the first two decades of the new century. School district enrollment figures may not match overall population growth for three reasons. First, the boundaries of the District are much larger than those of the City. Second, census figures show that the largest component of the current population, 38.3% is the 25 - 54 age group. Third, there has been a continuing trend, both nationwide and regionally, to smaller family sizes.

Table 2.5 - School District Enrollment Data

Year	Total Enrollment	% Change from Previous Year
2018-19	1,553	9.14%
2017-18	1,411	-5.03%
2016-17	1,482	3.98%
2015-16	1,423	0.56%
2014-15	1,415	0.85%
2013-14	1,403	-1.50%
2012-13	1,424	-3.16%
2011-12	1,469	-2.72%
2010-11	1,509	-12.79%
2009-2010	1,702	-3.06%
2008-09	1,754	-2.91%
2007-08	1,805	9.36%
2006-07	1,636	-5.26%
2005-06	1,722	-2.73%

2004-05	1,769	-16.68%
2003-04	2,064	-2.23%
2002-03	2,110	13.93%
2001-02	1,816	-6.00%
2000-01	1,925	-4.42%
1999-2000	2,010	-0.90%
1998-99	2,028	-2.07%
1997-98	2,070	-1.84%
1996-97	2,108	-0.81%
1995-96	2,125	1.04%
1994-95	2,103	0.62%
1993-94	2,090	2.15%
1992-91	2,045	2.84%
1991-92	1,987	-0.50%
1990-91	1,997	

BUILD-OUT PROJECTIONS

Build-out projections are a calculation of the maximum population growth which can be expected in the City's Urban Growth area (both incorporated and unincorporated), based on reasonable assumptions about infill of vacant lots, annexations, and density of development. Maximum growth is important to consider when the City designs streets, sewer lines, water lines, parks, etc. It is generally much less expensive to install an oversized water or sewer line which will meet the 10-year or 20-year demand than to install a line to meet current needs which must eventually be replaced as demand increases.

This build-out projection is based largely upon a review and update of the analysis contained in the *City of Omak Residential Land Use Analysis*, completed in November of 1998 and updated in 2013 by Highlands Associates. That study looked at the ability of lands within the existing incorporated limits to accommodate projected growth. Undeveloped parcels were identified in each zoning district. Based upon zoning and landscape characteristics, each parcel was assigned a potential build-out in dwelling units. In summary, the 1998 study found that the City Limits, at that time, were sufficient to accommodate growth by 4,027 people, assuming an average family size of 2.46 persons, and 1,637 new residential units. Table 2.6 below contains 2019 data on undeveloped parcels for each zoning district and land use designation within the

unincorporated Urban Growth Area. The data shows that, as a result of development and annexation, the figures have changed with the potential for 1184 new residential units housing and an estimated 2793 people in the present city limits.

Table 2.6 – Build-out by Zoning District and UGA Land Use Designation

Zone	Undeveloped or Agriculture Acres¹	Residential development potential	Population potential at 2.36 persons per household
RS ²	13.80	35	81
RD ³	213.80	855	2018
RM ⁴	36.96	222	523
CB ⁵	-	0	0
PS ⁶	-	0	0
HB ³	29.07 ⁶	22	52
CI	33.98	85	200
LI ⁶	0	0	0
PU ⁶	-	0	0
City Totals	284.74	1184	2793
UGA			
Residential Low Density ³	227.6	1194	3325
Residential Medium Density ⁴	647.82	1620	3822
Mixed-Use ⁵	110.32	441	1041
Heavy Industrial ⁶	0	0	0
UGA Totals	985.74	3255	8188
Total City and UGA	1270.49	4439	10981

The potential build-out for the City of Omak has also been altered through the Omak School District’s purchase of 56.85 acres that was originally part of the Turnbull-Walla Annexation in 1999. This annexation originally added 38 acres of Residential Single-Family (RS) land, and 56 acres of Residential Duplex (RD). While the zoning for the property remains that same as at the time of annexation, the School District’s acquisition of the property and near-

¹ - based on Assessors Use Codes in 80’s and 90’s

² - assumes 2.5 DU/acre

³ - assumes 4DU/acre

⁴ - assumes 6DU/acre

⁵ - no new dwellings projected

⁶ - approximately 20 of these acres are located on Shellrock Point

term plans to construct a new middle school, effectively removes the property from potential residential build-out.

Thus, the updated (2019) potential build-out within the existing city limits would accommodate 1184 dwelling units. This equates to 2793 people. Based on this calculation, the City has about the right amount of land within the city limits to accommodate very rapid growth (2% annual rate) for the next 20 years. In addition, a combination of undeveloped, open space and agricultural lands in the Urban Growth Area yields 985.74 acres of land with development potential. If a figure of 2.5 or 4 dwelling units per acre is assigned based on land use designation, the result is up to 3255 additional dwelling units. At the 2010 Census figure of 2.36 persons per household, that would mean the existing Urban Growth Area could accommodate 8188 more people. The total build-out calculation for the city and UGA would yield a population increase of up to 10981. Even under the most vigorous of growth conditions, this is highly unlikely to occur within the next 20 years. (See Figure 2.2 for the assumptions used to develop population and buildout projections.)

Figure 2.2 - Growth Assumptions

1. *Average housing density will be 2.5 dwelling units per acre. New development in Omak over the past decade as primarily been multi-family and it is reasonable to assume that new multi-family as well as single-family units will be built. However, the area east of U.S. 97 has typically been subdivided to larger lots, as has the unincorporated area to the west of the City. The 2.5 units per acre figure is an average, and should be examined and adjusted as development continues.*
2. *Only privately-owned parcels with Use Codes 91 (undeveloped) and 83 (agriculture) are included in the analysis. No assumption was made for redevelopment or additional development of existing developed parcels.*
3. *Average household size is assumed to be 2.36. This figure is derived from the 2010 Census. The average household size is somewhat larger statewide, at 2.53. As was noted in the 2013 CFP forecast, the average household size has been falling steadily throughout Eastern Washington. It seems reasonable to expect that much of the new construction in the Omak area will attract mostly older and lower income residents, who typically have smaller household sizes.*
4. *In calculating the acres available, no allowance was made for land which cannot be developed due to steep slopes, wetlands, or other constraints. Such factors are rare in this particular area, though it is possible that slope may limit a few sites.*
5. *The population for the Urban Growth Area was calculated based on information from the Okanogan County Assessors database. Parcels with residential uses were tallied and multiplied by 2.36, the average household size.*
6. *To calculate build-out in the Urban Growth Area, the acreage of all lands coded as agricultural, open space agriculture, or undeveloped was tallied. That acreage was then multiplied by 2, 2.5, 4 or 6 (depending on zoning) to generate the number of dwelling units, and the number of dwelling units was multiplied by 2.36 to yield the potential population.*

SUMMARY OF LEVEL OF SERVICE AND FORECASTED DEMAND

For some CFP elements, a quantitative Level of Service Standard which increases directly with population growth or forecasted demand is difficult or misleading to establish. In other cases, the City does not choose to establish a Level of Service standard at this time. Items which are difficult to quantify in terms of LOS based on population increase and those which do not have a defined LOS are described below.

Airport: The Omak Airport is automated and available for operations 24 hours per day seven days a week, 365 days a year – weather permitting. A City Crew member is assigned to the Airport and on call for snow plowing and other maintenance duties from 7:00 am to 4:00 pm seven days a week.

Fire Department: Fire Department LOS standard is established as a five-minute response time for fires within the city limits. This standard will likely be affected as the City continue to expand eastward across U.S. 97, at some point prompting interest in the development of a satellite joint City/District fire station to serve this area.

City Hall: No LOS standard is established at this time.

City Equipment: No LOS standard is established at this time.

Parks: Parks LOS standards focus on the location of neighborhood parks and the condition and upkeep of existing facilities. These standards recognize that the City has adequate overall amounts of parkland to meet the expected population increase. Location standards shall apply when new residential development is considered.

Storm Drainage: The LOS for storm drainage is to remove storm water from city streets within 24 hours of the storm event.

Solid Waste: The established standard, based on Okanogan County Solid Waste Comprehensive Plan figures, is a facility or contract arrangement sufficient to handle 2.7 pounds per person per day.

Streets: Street LOS standards are established as LOS C or better.

Library: No LOS standard is established at this time.

Animal Control: No LOS standard is established at this time.

For other CFP elements, a Level of Service standard is established which increases directly with population. These include water, sewer and law enforcement. Greater detail and projected increases in each service are included in Part 4.

Water: Water Level of Service Standard is established at 260 gallons per person per day at a pressure of 30 pounds per square inch⁷. This LOS standard is based on peak flow, and is used to predict peak daily flow, a figure which will be necessary to plan for system improvements such as lines sizes, well capacities and storage tank sizes. However, peak flow is largely the result of outdoor use during the summer. Average winter water demand is only 190 gallons per persons per day. The City can influence the amount of water used in summer by a number of means, such as limiting the hours of watering or raising the overage charge for water. As the City begins to grow to the limits of its water supply, these may become important options.

Sewer: Sewer Level of Service Standard is established at 120 gallons per person per day⁸. This LOS standard is based on an average peak summer flows, not including the two-day peak for the Omak Stampede. As with the water calculation above, this information will be used for sizing system improvements. Unlike for water, peak sewer flow is not associated with outdoor or optional water use, other than through leaks or water left to run. Thus, peak sewer flow cannot be influenced as easily by City action as can peak water flow.

Law Enforcement: Law Enforcement LOS standard shall be based on a combination of factors:

1. The number of calls for service per month per primary officer. This standard is 50 calls for service per primary patrol officer per month, plus .75 clerical support person per five sworn officers.
2. The number of primary officers per 1,000 residents. This standard is established at 2.31 officers per 1,000 residents. This is the staffing rate at the time of this plan.

⁷ - LOS is based on current projected peak daily demand as reported in the 2018 Water Comprehensive Plan.

⁸ - Sewer LOS figure is summer average as described in the 2011 Comprehensive Sewer Plan

PART 3

POLICIES & DECISION CRITERIA

One of the most critical components of a CFP are the policies and related decision criteria. This part of the City of Omak Capital Facilities Plan contains the official policies and criteria used to determine capital spending priorities.

Policies

CFP Policy 1 All properties receiving City utilities and services shall be within the corporate limits of the City of Omak, except for those uses connected prior to January 1, 2003 or necessary to serve facilities developed by the Confederated Tribes of the Colville Reservation.

CFP Policy 2 The City should upgrade utilities and services according to the following priorities:

- a. Improvements that expand or enhance levels of service for existing residents/customers **and** provide capacity for future growth.
- b. Improvements that expand or enhance levels of service for existing residents/customers
- c. Improvements intended primarily for provision of services to unserved areas within the Urban Growth Boundary.

CFP Policy 3 The City should use the CFP as a basis for system development charges, adequacy of facilities and mitigation fees for new development.

CFP Policy 4 The City should require traffic and/or other technical studies when development requires expansion of existing infrastructure or may have an impact on existing levels of service.

CFP Policy 5 All projects which upgrade City utilities, services and/or facilities shall be coordinated, when feasible, with other projects to the maximum extent possible to achieve cost savings.

CFP Policy 6 The City should develop memorandums of understanding or other similar agreements with Okanogan County, the Public Utility District, Confederated Tribes of the Colville Reservation, Omak School District, TRANGO, City of Okanogan and other providers of public services as a means to facilitate and coordinate implementation of the CFP.

CFP Policy 8 Planning for capital facilities should give preference to those industrial and commercial uses needed for the long-term economic stability of the community.

CFP Policy 9 The City should allow varying levels of service depending on the area and type of service being provided.

CFP Policy 10 The City should pursue funding for priority improvements as it becomes available

CFP Policy 11 Where the City has established a Level of Service standard, it should develop official ordinances which require that new development be subject to concurrent provision of City infrastructure so that service does not fall below the adopted standard. Issues of timing, exemptions, funding guarantees, etc., should be resolved in these ordinances in order to provide clear guidance to future developers.

CFP Policy 12 The City shall use the Audit Committee, City Administrator, Mayor and Department heads for the purposes of reviewing, evaluating and prioritizing the City's capital needs as part of the City's annual budget process.

CFP Policy 13 The CFP Decision Matrix will be used during the six year update process as a tool to establish the relative priority of projects that receive funding from the same source. Projects will only be prioritized that have been submitted by department heads according to the steps outlined in this plan.

CFP Policy 14 Staff must consider and make recommendations to Council on staffing levels and related considerations as part of the work on prioritizing and preparing the six-year spending plan. However, staffing needs shall not be considered capital expenditures.

CFP Policy 15 The City shall establish a procedure whereby certain items will be placed into a planned replacement schedule, which will be reflected, in the annual budget as follows:

- a. Computers, copiers and similar office equipment shall be scheduled for planned replacement or upgrade on a minimum three-year cycle
- b. Pick-up trucks, mowers, and similar equipment shall generally be scheduled for replacement on an eight to ten year cycle, as appropriate based on miles/hours/condition
- c. Police vehicles shall be scheduled for replacement on a seven-year cycle
- d. Large equipment such as backhoes and loaders, dump trucks and similar equipment shall be scheduled for replacement as appropriate based on miles/hours/condition
- e. Fire trucks shall be scheduled for replacement on a 30-year cycle

- f. Other equipment such as pumps, jackhammers and similar tools, shall be maintained according to manufacturer's recommendations and be replaced on an as-needed basis as they wear out.

CFP Policy 16 Each department head shall have the ability to move dollars between line items in the expense side of their budgets providing the department head can provide a reasonable and responsible justification, with the Mayor's approval, that such action is required to meet the goals of the community and implement the approved six-year spending plan.

CFP Policy 17 The City shall make every effort to maintain the levels of service established in the CFP. However, the Council requests and expects that staff will evaluate and inform the Council when capital projects are required to maintain established LOS or when it becomes apparent that the established LOS is unrealistic due to the financial burden required to maintain the established level. In the later case, it is the responsibility of staff to recommend revisions to the LOS that is more consistent with the City's abilities.

CFP Policy 18 Each department head shall prepare and submit self-prioritized lists of proposed capital expenditures. The list shall contain items/projects sorted into the following categories:

- a. Current Deficiencies (generally defined as capital items which need to be fixed now but are not recurring; e.g., undersized sewer clarifier, undersized water mains, existing improvements or items which do not meet established level of service)
- b. Maintenance and Replacement (generally defined as regularly recurring items; e.g. patrol cars, street overlays, equipment replacement - computers, copiers, carpet, roofs, playground equipment, etc.)
- c. Growth Related (generally defined as projects needed to accommodate projected growth; e.g. new reservoir, new roads, additional patrol vehicles, etc)

CFP Policy 19 Department heads shall be permitted to take advantage of good deals and opportunities only if they meet all of the following criteria:

- a. The items/projects is listed in the six-year spending plan
- b. The item/project will enhance the established LOS for the particular department
- a. The money is available to appropriate

CFP Policy 20 Department heads shall have the flexibility to address unanticipated needs providing that:

- b. The expenditure is required to address an emergency (mandated or threat to public health and safety)
- c. The expenditure will resolve a current problem or deficiency

DECISION CRITERIA

The CFP policies provide a basis for the criteria used to determine the relative priority of capital improvement projects. The decision criteria, which are a series of questions, provide a means of prioritizing proposed projects through a decision matrix. The following pages contain a description of the criteria and weighting factors.

Figure 3.1 – Decision Criterion and Weighting Factors

Key	Criteria	Explanation	Weight Factor
Critical			
Health & Safety	Is the project needed to protect public health, safety and welfare?	This criterion should be considered one of the most important since it one of the basic functions of government is to protect the public, safety and welfare	5
Legal Mandate	Is the project required to comply with a legal mandate?	Compliance with legal mandates and enforcement orders often times is a prerequisite to obtaining state and/or federal funding for needed utility and facility improvements and failure to comply can result in severe penalties to the City	5
Consistency	Is the project consistent with the Comprehensive Plan and the goals, objectives and policies of this CFP?	Planning improvements, particularly utility upgrade and expansions, must be consistent with the comprehensive plan. The issue of consistency also comes into play if the City seeks outside funding for all or parts of planned projects.	3
Coordination	Is the project part of another larger project?	This criterion gives projects that, considered alone would probably not rate well, a chance to be given a higher priority because it is part of another improvement. For example, a street is scheduled for an overlay and there are water, sewer or storm drainage improvements under the street that are not planned to be upgraded for several more years. These water, sewer and/or storm drainage improvements should be upgrade prior to the street overlay and thus become part of the project.	3
LOS/Demand			
Level of Service (LOS)	Will the project enhance the level of service for existing residents/customers?	This criterion is used to determine a project's impact of current residents/customers. Those projects with no measurable impact on LOS rate a 1 and those with a significant impact a 5.	3
Forecast Demand	Is the project needed to help meet forecasted demand?	This criterion is used to determine a project's impact on forecasted demand. Those projects which do not address demand rate a 1 and those aimed primarily at future needs rate a 5.	2

Economic/ Other			
Revenue Generation	Is the project part of a utility/service that generates revenue?	This criterion is important since improvements to revenue-generating utilities/services are better able to pay for themselves or at a minimum generate local matching dollars for grants and/or loans.	4
Funding Available	Is the funding required to complete the project available?	This criterion is used to separate projects that have an identifiable and available source of funding from those that require applications for funding, bond issues or other financing mechanisms which may or may not be approved. For example, a project which could be directly budgeted out of the City's Water Reserve Fund would rate higher than one that required grant and/or loan funds to complete.	3
Cost Effective Service	Will the project result in cost effective service delivery?	This criterion is intended to include some consideration of the project's long-term impact on the City's finances. For example, a project which corrects an existing maintenance problem or a project that results in an improvement with low maintenance requirements should rate higher than a project which does not correct an existing maintenance deficiency or increase maintenance costs.	4
Tax Base	Does the project contribute to or directly improve the community's tax base?	This criterion is used to judge a project's impact on the local tax base. For example, a project that extends water service to an area outside of the corporate limits in most circumstances does not improve the City's tax base while a project that upgrades the water system within the corporate limits to serve commercial or industrial project would.	4
Partnership	Does the project create opportunities for public/private partnerships, intergovernmental cooperation or further existing commitments to private or public parties?	This criterion is intended to give weight to projects that involve other private or public entities. For example, a developer is extending a City water main to serve a new private development in an area that is presently underserved. The partnership in this instance could be that the City would participate in increasing the line size over that required for the proposed development to improved service to existing residents/customers and projected growth	4

Key	Criteria	Explanation	Weight Factor
Maintenance	Does the project have a clearly identified source of revenue for ongoing maintenance and operation?	This criterion is intended to provide an opportunity to incorporate long-term maintenance needs into the prioritization process. A project with high maintenance requirements and no identified funding source would rate low while a project with low maintenance needs and a clear funding source would rate high.	3
Department Head Priority	Is the item/project given a high priority by the proposing department head?	This criterion is intended to give weight to the priority given the proposed project by the department head responsible for the project.	5

The decision matrix, in conjunction with the weighting factors, provides an effective and objective means of determining the relative priority of individual projects through the use of a rating and scoring process driven by the decision criteria.

In order to determine priorities, each qualified project is run through the list of decision criteria with the response rate from 1 to 5, with 1 being the lowest and 5 the highest. The resulting rating is then multiplied by the weighting factor to determine the score for that criterion. Once all the decision questions have been rated and scored for a project, the scores are totaled to give the project a numerical ranking.

Since completion of the first Capital Facilities Plan in 1994, City staff has prepared a strategy for implementation of the CFP. This update to the CFP reflects and incorporates the policies and CFP update process contained in the Implementation Plan adopted by the City Council in 1998.

It is important to note that the matrix is simply a tool to be used to evaluate the relative merits of one project versus another. If adequate justification exists to ignore the results of the matrix and thus move a project ahead in terms of funding, then that decision can be made at the discretion of City staff and elected officials.

A sample of the decision matrix used to prioritize projects in this CFP is found on the following page. The results of the prioritization process used in the development of this plan are found in Appendix 1.

Figure 3.2 – Sample Decision Matrix

Criterion Key	Weight Factor	Projects					
		Rating	Score	Rating	Score	Rating	Score
Health & Safety	5						
Legal Mandate	5						
Consistency	3						
Coordination	3						
Level of Service	3						
Forecast Demand	2						
Revenue Generation	4						
Funding Available	3						
Cost Effective Service	4						
Tax Base	5						
Partnership	4						
Maintenance	3						
Department Head Priority	5						
	Ranking						

PART 4

CAPITAL FACILITIES

This part of the CFP contains detailed information for each of the infrastructure areas included in the plan. Each infrastructure area has its own chapter broken into sections which present information on: Background, Inventory and Existing Conditions; Demand & Level of Service Standards; Plans of Other Providers of Public Facilities; Proposed Capital Projects; Prioritized Capital Projects; Financial Information; and Planned Capital Projects.

4.1 AIRPORT

This section presents details on the City of Omak Municipal Airport.

BACKGROUND, INVENTORY AND EXISTING CONDITIONS:

The Omak Municipal Airport was built in 1942 as the Okanogan Flight Strip, and served as an Army Air Force alternate landing field for B-17 and B-26 bombers during World War II. Its construction consisted primarily of a 4,654-foot long x 150-foot wide paved runway running generally north/south, with 175-foot wide graded shoulders and graded overrun areas 1,675-foot long at each end. The runway was reconstructed in 2012 with the main runway width reduced to 75 feet.

The airport was turned over to the City of Omak in 1954, which has since made a variety of improvements to the facility, most with the assistance of the Federal Aviation Administration, and the Washington State Department of Transportation Aviation Division. A major improvement was made in 1974, including runway end turnaround loops, an aircraft parking apron pavement overlay, 3.5 acres of new apron, Visual Approach Slope Indicators, and an airport beacon. A modern administration/terminal building was completed in 1978.

Today, the airport serves a vital transportation need providing for emergency medical evacuations, access for executives and officials from government and private industry doing business in Okanogan County, air freight services, firefighting, and general aviation.

Capital improvements at the airport was the primary focus of early Capital Facilities Plans CFP. Table 4.1.1 contains the list of capital projects that have been completed since 2000.

Table 4.1.1 – Completed Airport Capital Projects (2000-2019)

Capital Project/Item	Estimated Cost	Year Completed
Relocate Fueling Facility	\$236,630	1998
Cargo Apron	\$665,000	1998
Parallel Taxiway Extension	\$778,000	1998
Landing System	\$500,000	1998
NP Pavement Markings	\$24,175	2001
Runway Overlay	\$993,424	2018/19
Installed PAPI on runway ends	\$35,000	2019
Lighted Hold Signs & Directional Signs	\$64,200	2013
Pavement Crack and Slurry Seals	\$492,500	2020
TOTAL	\$3,788,929	

Today, the airport has a 75-foot wide north/south runway, designated as Runway 17/35 with four taxi-ways connecting to a parallel taxi-way constructed in 1991. The runway has a listed weight bearing capacity of 75,000 pounds for single-wheel aircraft, 200,000 pounds for dual-wheel aircraft, and 400,000 pounds for dual-tandem wheel aircraft.

The facility has runway end identifier lights (REILS), a visual approach slope indicator (VASI U22/U22) on both ends of Runway 17/35, and runway edge lights. All lights are pilot activated using the airport code.

The airport is located at an elevation of 1,301 feet above sea level on 325 acres of open bench land, approximately 400 feet above the Okanogan River. The facility lies approximately 3 miles north of the city on Robinson Canyon Road (See Figure 1.1B in Part 1). The site is bounded on north, west and south by growing low-density residential and agricultural uses. A former Forest Service air tanker base is located on the southeast edge of the runway just off the turn-around. The base, which is leased seasonally to the Bureau of Indian Affairs and Department of Natural Resources, has an office, a trailer, four fire retardant tanks, and two sheds.



In addition to the improvements listed above, the airport has a card lock fueling facility, supplying both 100LL and Jet A. The fueling apron and facilities are located south of the terminal building; there are two above ground tanks, each holding 10,000 gallons. The Airport's apron areas have 25 aircraft tie-downs. There are nine hangers for aircraft storage and maintenance, all are privately owned. A city employee serves as manager on an as needed basis with oversight provided by the Public Works Director, and an Airport Committee.

Table 4.1.2 contains inventory, value, and other data for municipally owned facilities and equipment at the Omak Municipal Airport. Readers interested in further information are encouraged to read the Airport Layout Plan (ALP). This plan was updated during 2007 in an effort coordinated by the State of Washington.

Table 4.1.2 - Airport Equipment and Facilities Inventory

Equipment	Value (at time of improvement)	Year Acquired
Visual Approach Slope Indicators (VASIs)	\$30,000	1960
High/Medium/Low Intensity Runway Lights (IRLs) Pilot Controlled	\$60,000	1962
Non-Directional Beacon (NDB)	\$40,000	1964 1985 2000
Runway End Identifier Lights (REILs)	\$20,000	1991
Administration Building with pilot lounge, showers, toilets, and phone	\$175,000	1978
Automated Surface Observing System (ASOS)	\$130,000	1992
Lighted Hold Signs & Directional Signs	\$64,200	2013
<i>375 gpm Well (Water Department)</i>	<i>\$135,000</i>	<i>2017</i>
Install PAPI on both runway ends	\$35,000	2019
Updated Card Lock fueling facility	\$15,000	2019

DEMAND & LEVEL OF SERVICE:

Airport levels of service can be defined in terms of hangar and tie-down spaces, number of operations, and days or hours open. The airport is the largest in North Central Washington north of Wenatchee, and plays an important role in the community's economic activity.

The Omak Airport is automated and available for operations 24 hours per day, seven days a week, 365 days a year – weather permitting. A City Crew member is assigned to the Airport and on call for snow plowing and other maintenance duties from 7:00 am to 4:00 pm seven days a week.

PLANS OF OTHER PROVIDERS OF PUBLIC FACILITIES:

Plans of several other agencies and private businesses affect operations at the airport, particularly Bureau of Indian Affairs and Department of Natural Resources, both of which rely on the facility for wildland firefighting operations, and UPS and FedEx package services. At present there are plans to expand use of the airport for firefighting operations. The actual extent of such operations is impossible to predict given the reliance of legislative appropriations for planned improvements.

PROPOSED CAPITAL PROJECTS:

The following table lists the capital projects contained in the current Airport Layout Plan (2019) and staff recommendations. The proposed projects are listed prior to the city-wide CFP prioritization process.

4.1.3 - Proposed Airport Capital Projects

Capital Project/Item	Estimated Cost¹	Year Planned
ALP Update	\$75,000	2021
DNR Fire Base Building Construction	\$2,000,000	2022
Internal Hangar Access Road	\$244,356	2023
Hangar Site Development	\$1,451,034	2023
Taxiway Reconstruction	\$4,566,667	2024
TOTAL	\$4,100,390	

PRIORITIZED LIST OF CAPITAL PROJECTS:

Table 4.1.4 is the list of proposed projects shown in priority order based on the results of scoring all projects relying on Current Expense Fund dollars using the decision matrix presented in Part 3. While the Airport has a separate Fund for accounting of revenues and expenditures, the Airport relies on transfers from the Current Expense Fund for significant capital projects.

¹ - estimated costs are based on 2007 dollars from ALP multiplied by 2% increase per year for inflation.

Table 4.1.4 - Prioritized Airport Capital Projects

Overall Priority	Project	Ranking
1	Taxiway Reconstruction	1308
3	DNR Fire Base Building Construction	1223
8	ALP Update	1101
23	Hangar Site Development	832
24	Internal Hangar Access Road	744

FINANCIAL INFORMATION:

Funding for maintenance, operation and capital improvements to the Airport is tracked through the Airport Fund. Major revenue sources include charges for services (fuel sales), intergovernmental revenue (federal and state grants) and miscellaneous revenues that include landing fees, hanger leases and other minor sources. Airport Fund expenditures include three categories: Administration, Customer Services and General Operations. Appendix 2A contains detailed revenue and expenditure data for the Omak Municipal Airport.

The following graphs illustrate the revenue and expenditure data contained in Appendix 2A. Figure 4.1.1 shows the trends in airport revenues over the past five years, and Figure 4.1.2 shows the relative size of each income type, averaged for the period from 2015 -2019. These graphs show that the major revenue sources: fuel sales, operating transfers and grants, have all been quite variable, with no clear trends emerging for any of them.

Figure 4.1.1 - Airport Fund Revenue Trends

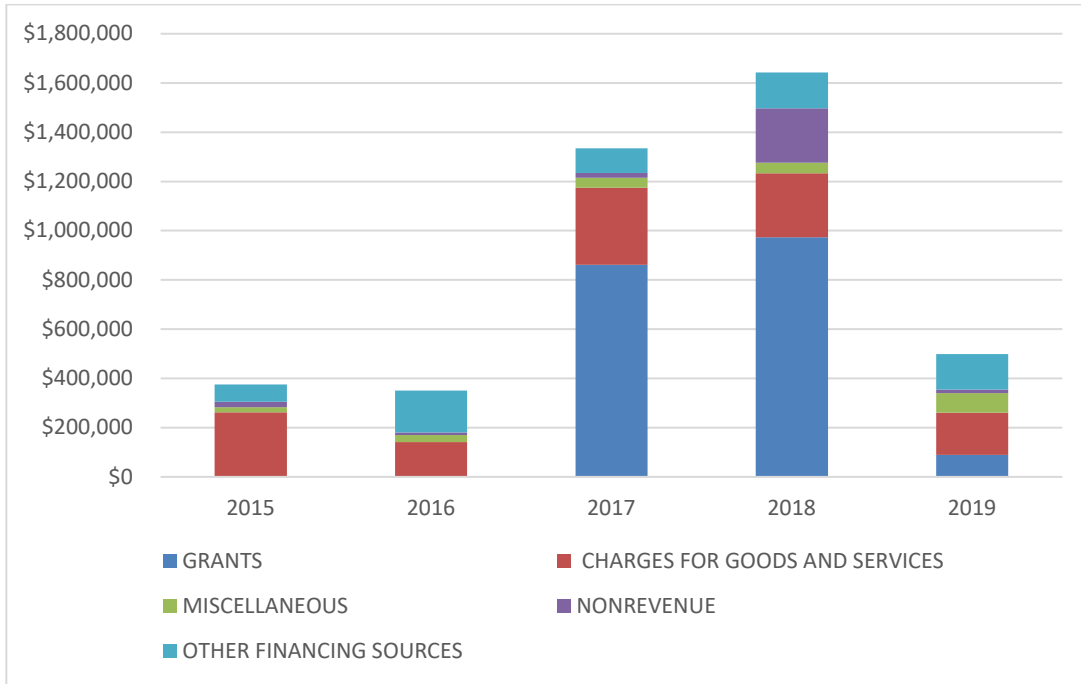
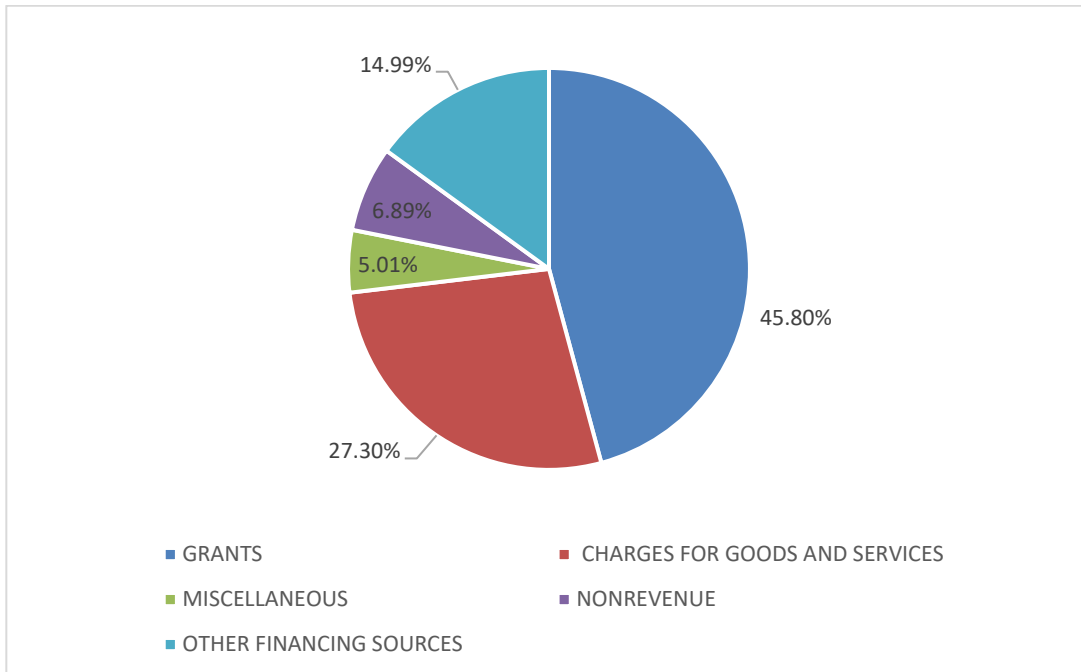


Figure 4.1.2 - Airport Fund Revenue Distribution

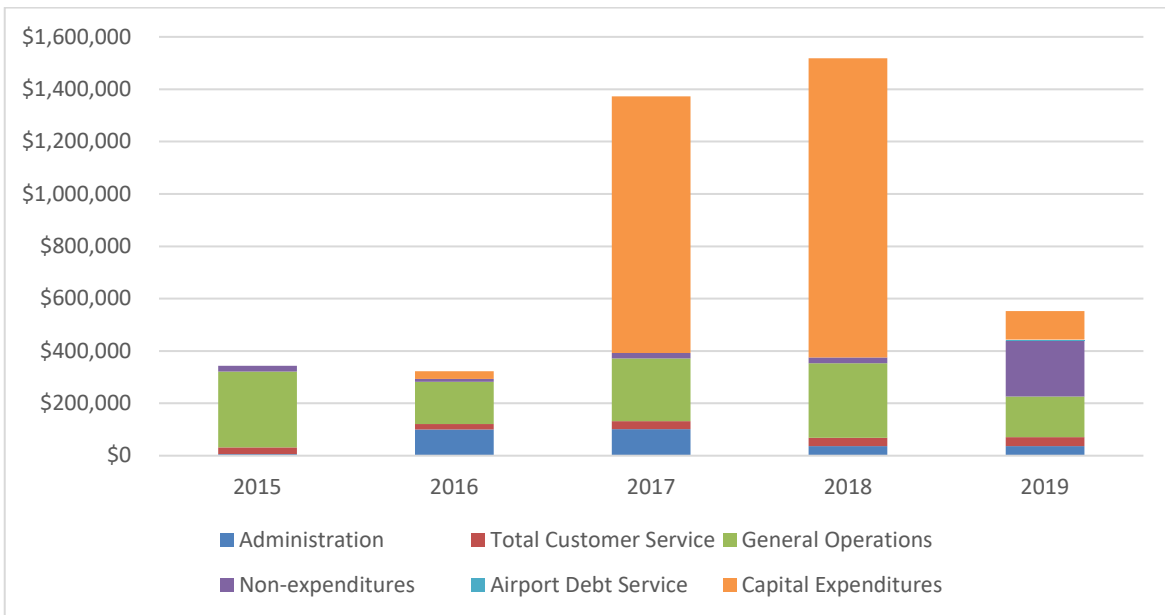


The graphs clearly illustrate the importance of grants as a source of revenue for the Airport. Grants made up nearly 46% of total revenues during the years from 2015 to

2019. However, charges for services, while only 27.3% of total revenues during this same period, make up over 50% of revenues in years when no grant funds are available. Transfers-in from the Current Expense Fund also represent an important revenue source. The ability to operate and maintain the Airport depends on transfers-in from the Current Expense Fund for daily operations and on intergovernmental revenues in the form of grants to fund airport improvements

Figures 4.1.3 and 4.1.4 show trends in expenditures.

Figure 4.1.3 - Airport Fund Expenditure Trends



The graph illustrates how grants (federal and state) and non-expenditures (interfund loan repayments and sales taxes) have a significant impact on Airport Fund expenditures in some years. Figure 4.1.4 shows the average distribution of expenditures for the years 2015 through 2019. The graph reveals that capital expenditures primarily fund with grant dollars made up 50% of expenditures for the period from 2015-2019. Without grant funded capital expenditures, General Operations comprise 61.26% of average annual expenditures.

Figure 4.1.4 - Airport Fund Expenditure Distribution

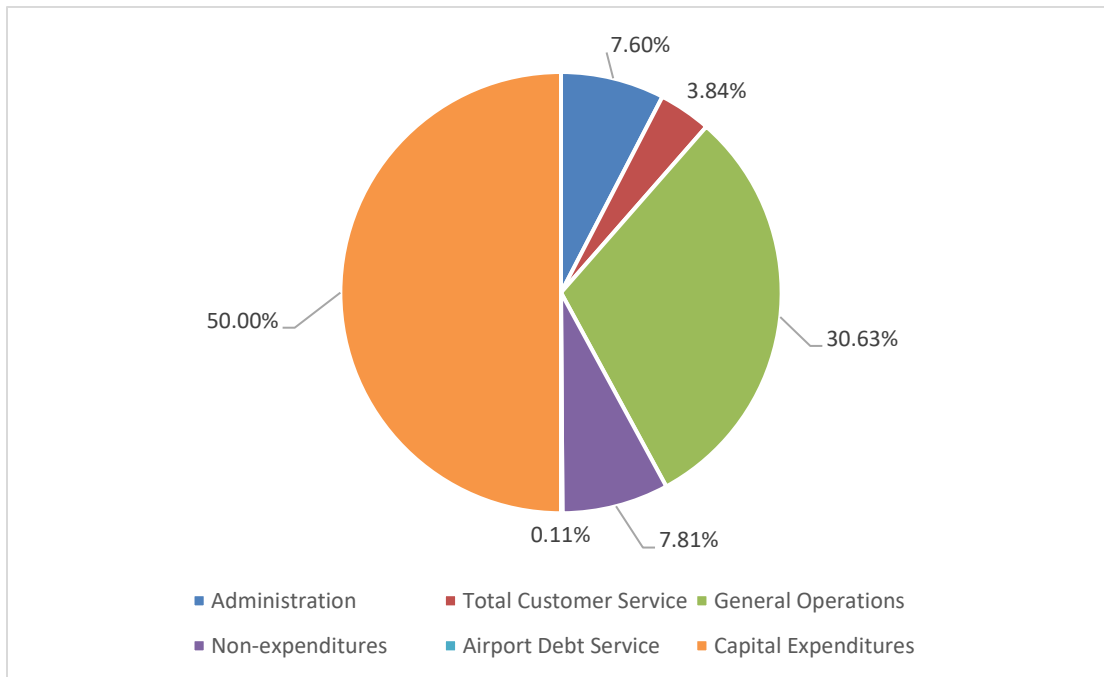


Table 4.1.6 Airport Fund Revenue and Expenditure Comparison

	2015	2016	2017	2018	2019
Revenue	\$375,795	\$350,488	\$1,334,879	\$1,642,549	\$499,428
Expenditures	\$355,075	\$335,243	\$1,384,732	\$1,527,965	\$564,640
Difference	\$20,720	\$15,245	(\$49,853)	\$114,584	(\$65,212)

Development of revenue and expenditure projections for the airport is problematic in that revenues and expenditures, primarily due to receipt and expenditure of grant funds and variable wild land fire seasons, have not been consistent enough to allow for development of meaningful projections.

PROJECTED REVENUES AND EXPENDITURES WITHOUT PLANNED PROJECTS:

The following projections are limited to the Airport Fund. Projecting revenue is always uncertain, and depends on many assumptions that may not be accurate. For this projection, it is assumed that:

- No grant funding is projected.
- All other revenues will remain flat.

Expenditures from the Airport Fund are likewise very uncertain. For the purposes of projecting expenditures, the following assumptions were made:

- Salaries and benefits, office and operating supplies, other services and charges, legal and engineering fees, permits and taxes and other operating expenses will increase 2% annually.
- Equipment Rental charges will increase at 2% annually.
- Public Utility services will increase at 2% annually.
- All other expenditures to remain flat as budgeted in 2020.
- Capital Expenditures are limited to \$20,000 annually.

The following table shows projected Airport Fund revenues and expenditures given the above assumptions.

Table 4.1.7 – Airport Fund Revenue and Expenditure Projections

REVENUES	2021	2022	2023	2024	2025	2026
Federal Grants	\$0	\$0	\$0	\$0	\$0	\$0
State Grants	\$0	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$260,360	\$260,360	\$260,360	\$260,360	\$260,360	\$260,360
Miscellaneous Revenues	\$46,500	\$46,500	\$46,500	\$46,500	\$46,500	\$46,500
Non-Revenues	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Other Financing Sources	\$145,000	\$145,000	\$145,000	\$145,000	\$145,000	\$145,000
TOTAL	\$471,860	\$471,860	\$471,860	\$471,860	\$471,860	\$471,860
EXPENDITURES						
Administration	\$37,542	\$37,676	\$37,812	\$37,951	\$38,093	\$38,238
Customer Service	\$28,971	\$29,550	\$30,141	\$30,744	\$31,359	\$31,986
General Operations	\$331,198	\$331,754	\$332,321	\$332,900	\$333,490	\$334,091
Non-Expenditures	\$13,805	\$13,805	\$13,805	\$13,805	\$13,805	\$13,805
Debt Service	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000
Capital Expenditures	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Total	\$448,485	\$450,013	\$451,572	\$453,162	\$454,784	\$456,438
Surplus/ Deficit	\$23,375	\$21,847	\$20,288	\$18,698	\$17,076	\$15,422

This table does not include beginning or ending fund balances. The table shows that if the assumptions are correct, present trends continue and capital expenditures are limited to \$20,000 per year, the City will be generating surplus revenues required to complete and/or finance future capital improvements. However, it will be important to

review actual revenues and expenditures regularly to keep these projections up to date and realistic and to look at the projections in light of the planned capital projects described in the following section.

PLANNED CAPITAL PROJECTS:

Table 4.1.8 provides the schedule of planned capital projects over the next six years including estimated cost, year planned, funding source(s), project ranking¹ and overall priority². Since the more expensive improvements require funding assistance from the Federal Aviation Administration or other state or federal sources, the timing of such projects is dependent on successful efforts to secure grant funding.

Table 4.1.8 - Planned Airport Capital Projects

Capital Project/Item	Estimated Cost³	Year Planned	Funding Source	Project Ranking	Overall Priority
ALP Update	\$75,000	2021	Airport Fund	1101	8
2021 Total	\$75,000				
DNR Fire Base Building Construction	\$2,000,000	2022	State Capital Budget/ DNR	1223	3
2022 Total	\$2,000,000				
Internal Hangar Access Road	\$244,356	2023	FFA/Airport Fund	832	23
Hangar Site Development	\$1,451,034	2023	FFA/Airport Fund	744	24
2023 Totals	\$1,695,390				
Taxiway Reconstruction	\$4,566,667	2024	FFA/Airport Fund	1308	1
2024 Totals	\$4,566,667				
Nothing Planned					
2025 Totals	\$0				
Nothing Planned					
2026 Totals	\$0				
TOTAL	\$8,337,057				

¹ - Projecting ranking represents the average total weighted score for each project.

² - Overall priority is the project/acquisition's priority based on project ranking.

³ - estimated costs are 2019 dollars based on the 2007 ALP estimates using a 2% annual inflation rate or amount budgeted in adopted 2020 budget.

Please note that the projects may not occur as listed once they are reviewed in the context of availability of grant funds, capital budget allocations and condition of overall City financial resources and project needs.

PROJECTED REVENUES AND EXPENDITURES WITH PLANNED PROJECTS:

The following projections are limited to the Airport Fund. Revenue figures reflect anticipated grant funds for specific projects. Expenditures for projects listed in Table 4.1.8. For the purposes of projecting expenditures, the following assumptions were made:

- ALP update will be funded entirely by the Airport Fund.
- Projected \$20,000 capital expenses included to into planned capital project.
- 100% of the costs associated with construction of the DNR Firebase will come from the State’s Capital Budget or DNR funding.
- The City will be responsible for a 10% match for FAA grant funded projects.

The following table shows projected Airport Fund revenues and expenditures given the above assumptions.

Table 4.1.9 – Airport Fund Revenue and Expenditure Projections with Capital Projects

REVENUES	2021	2022	2023	2024	2025	2026
Federal Grants	\$0	\$0	\$1,525,797	\$4,110,000	\$0	\$0
State Grants	\$0	\$0	\$0	\$0	\$0	\$0
Charges for Services	\$260,360	\$260,360	\$260,360	\$260,360	\$260,360	\$260,360
Miscellaneous Revenues	\$46,500	\$46,500	\$46,500	\$46,500	\$46,500	\$46,500
Non-Revenues	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Other Financing Sources	\$145,000	\$145,000	\$145,000	\$145,000	\$145,000	\$145,000
TOTAL	\$471,860	\$471,860	\$1,997,657	\$4,157,860	\$471,860	\$471,860
EXPENDITURES						
Administration	\$37,542	\$37,676	\$37,812	\$37,951	\$38,093	\$38,238
Customer Service	\$28,971	\$29,550	\$30,141	\$30,744	\$31,359	\$31,986
General Operations	\$331,198	\$331,754	\$332,321	\$332,900	\$333,490	\$334,091
Non-	\$13,805	\$13,805	\$13,805	\$13,805	\$13,805	\$13,805

Expenditures						
Debt Service	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000
Capital Expenditures	\$75,000	\$20,000	\$1,695,390 ¹	\$4,566,667 ²	\$20,000	\$20,000
Total	\$503,485	\$450,013	\$2,126,962	\$4,999,929	\$454,784	\$456,438
Surplus/ Deficit	-\$23,375	\$21,847	-\$129,305	-\$842,069	\$17,076	\$15,422

This table does not include beginning or ending fund balances. The table shows that if even with FAA grant dollars, the Airport Fund does not have the capacity to complete planned capital projects without additional funds transferred from Current Expense or obtaining other grants and/or loans. The fund does have limited capacity to repay additional debt if needed, although it would be limited to under \$20,000 per year.

¹ - City Share is \$169,539

² - City Share is \$499,292

4.2 FIRE DEPARTMENT

This chapter presents details on the Omak Fire Department.

BACKGROUND, INVENTORY AND EXISTING CONDITIONS:

The Omak Volunteer Fire Department consists of a full-time Fire Chief, who is a city employee, and 35 volunteer fire fighters. The department provides fire suppression services for the city and surrounding area through a mutual aid agreement with Fire District 3, which houses its equipment at the City's Fire Station. The Fire Department and Fire District operate jointly and serve both areas from the facility. Personnel work and train together.

The following sub-sections present information on Fire Department facilities, personnel and equipment.

FACILITIES:

The Department is housed in the police and fire building, an 11,352 square foot structure on Ash St. adjacent to the City Hall. The building, which was constructed in 1968, houses seven vehicles and is in generally satisfactory condition. The building includes a hose tower, vehicle storage bays, a workout room, meeting room and the Fire Chief's office. A vehicle exhaust system was added in 1999. New doors and windows were installed in 2002. A new roof was installed 2003, a new HVAC system installed in 2007, radios acquired in 2010 and in 2011 the opening for one bay door was increased in height to accommodate the new ladder truck.

EQUIPMENT:

Table 4.2.1 presents inventory data on the city's major fire equipment.

Table 4.2.1 - Fire Department Equipment Inventory Data

Item	Year Acquired	Condition
1991 E-One pumper truck	1991	Very Good
2003 E-One 75' Ladder Truck	2011	Very Good
1997 Ford F800 w/16' box	2003	Very Good
2014 Chevy Crew cab Pickup	2014	Excellent

DEMAND & LEVEL OF SERVICE:

This section presents information on demand and level of service.

CURRENT LEVEL OF SERVICE:

The fire department currently provides a good level of service, with response times ranging from three to five minutes within the city limits during good weather, and slightly longer under less optimum conditions. The fire department provides one fire fighter per 137 residents under ideal circumstances, (if all 35 firefighters are available to respond) with one fire fighter per 548 residents (9 fire fighters responding) typical during regular work days, holidays and weekends. The Fire District and Fire Department together received 294 calls for service in 2018, of which 33 (11%) were brush fires, 12(4%) were structure fires, 46 (16%) were vehicle accidents, 59 (20%) were fire alarms and 145 (49%) were for other incidents.

There is adequate street access and water available for firefighting within the city limits, excluding the Airport.

STANDARD FOR LEVEL OF SERVICE:

As the City's service area grows, the fire department may have increasing difficulty in maintaining the 3 to 5-minute response time, particularly in the northeastern portions of the City east of U.S. 97. Fire response time is closely linked to the distance and traffic encountered as the equipment travels from the fire station to the incident. For this reason, as the city's service area expands to the north and northeast, away from the current fire station, fire response times will likely increase. In order to maintain the 3 to 5-minute response time, a satellite fire station, and/or full-time firefighter(s) may be employed, might be necessary in the north or northeast part of the city. Relocation of some equipment to such a facility would make space available for additional equipment in the existing fire hall, which could eliminate the need for expansion of the present fire hall into the foreseeable future.

For the purposes of this plan, the adopted Level of Service standard will be a 5-minute response time for areas within the City Limits.

Table 4.2.2 summarizes demand and level of service information for the Fire Department.

Table 4.2.2 - Fire Department Demand and LOS

LOS Standard	Current Demand	2025	2030	2035	2040
5-minute response time	3 to 5 mins	3 to 5 mins	3 to 5 mins	3 to 5 mins	3 to 5 mins

PLANS OF OTHER PROVIDERS OF PUBLIC FACILITIES:

No known plans of other providers will affect the Department. Given their close relationship, the Department will need to coordinate any expansion plans with Fire District #3, and will need to keep abreast of annexations proposed to the city. There have been talks recently between the City and Fire District about possible expansion of the existing fire station to accommodate additional equipment.

PROPOSED CAPITAL PROJECTS:

The following section lists capital projects desired by the Fire Department. These projects are listed prior to the city-wide prioritization process.

REPLACEMENT OF VEHICLES:

The fire trucks owned by the Department are typically replaced on a 20-year cycle. The Chief's Suburban was replaced in 2014 with a Chevy Crew Cab pickup equipped with canopy and a variety of vital rescue equipment.

Using the 20-year replacement cycle, the 1991 E-One Engine should have been replaced in 2011. With the truck in very good condition, the fire chief has recommended this truck operate out to a 30-year replacement cycle, replacing it in 2021.

The city replaced the ladder truck in 2011. After the department made repeated attempts to secure a Homeland Security Assistance to Firefighters grant for \$650,000 for the replacement ladder truck, all of which were unsuccessful, the City Council decided in 2011 to acquire a used 2003 E-One 75' Ladder Truck using a \$432,000 loan from the State's LOCAL program.

REGULAR UPGRADES:

The Department has a regular purchase program for replacement pagers, hose, SCBA's and turnout gear. These programs are considered important to maintain the inventory of this vital equipment. Such equipment is not purchased every year, but is scheduled for replacement at regular intervals. One to three sets of turnout gear are typically purchased each year, the number of pagers, turnout gear and SCBA's acquired/replaced is dependent on the number of

personnel, and the amount of hose acquired/replaced is dependent on use. At present the Department is in good shape for fire hose and does not anticipate purchase of hose for several years. In 2007, the Department purchased 2,500 feet of large diameter supply line.

PAID PERSONNEL

While not strictly a capital expense, this item is included as an upcoming department expense. With the growth of the city it may be that operation of the fire department will become too large a job for a single paid employee. Additional personnel may need to be added to maintain current levels of service.

SATELLITE FIRE STATION IN N.E. AREA:

As the city grows the area to the north of the city limits and to the east of U.S. 97 would be a logical place for a small satellite City/District fire station, housing one or two trucks. Such a facility is not included as a proposed capital expenditure in this plan but should remain on the radar screen as a possible future expense. However, an addition to the existing fire hall is included in this plan and should be reviewed in the context of the future need for a satellite facility.

Table 4.2.3 - Proposed Fire Department Capital Projects

Capital Project/Item	Estimated Cost¹	Year Planned
Replace 1991 Fire Truck	\$475,000	2021
Full Time Firefighter	\$75,000	2022
Fire Station Addition	\$300,000	2023

¹ - estimated costs are 2019 dollars

PRIORITIZED LIST OF CAPITAL PROJECTS:

Table 4.2.4 is the list of proposed projects shown in priority order based on the results of scoring each project using the decision matrix presented in Part III¹.

Table 4.2.4 - Prioritized Fire Department Capital Projects

Overall Priority	Project	Ranking
2	Replace 1991 Fire Truck	1245
11	Full-Time Firefighter	1064
16	Fire Station Addition	943

FINANCIAL INFORMATION:

The Fire Department is funded through the Current Expense Fund. Revenue and Expenditure data for the Current Expense Fund is provided in Part V. The Current Expense Fund, the primary and largest fund in the city's budget, receives revenue from taxes, permits, intergovernmental transfers and grants, charges for service, fines, miscellaneous sources, other transfers and cash carry over from previous years.

Since the department receives the bulk of its operating funding through the Current Expense Fund, budget details are limited to the expenditure side. Appendix 2B contains details on Fire Department expenditures from 2015 through 2019. Fire Department expenditures during these years averaged 6.12% of all current expense expenditures.

The graphs on the following pages show expenditure trends for the data contained in Appendix 2B as well as the relative size of each expenditure category for the overall Fire Department as well as the five separate functional areas: Administration, Fire Suppression, Suppression Training and Facility and Vehicle Repairs/Maintenance.

¹ - Overall score is the average weighted total score from completed decision matrix forms.

Figure 4.2.1 – Overall Fire Department Expenditure Trends

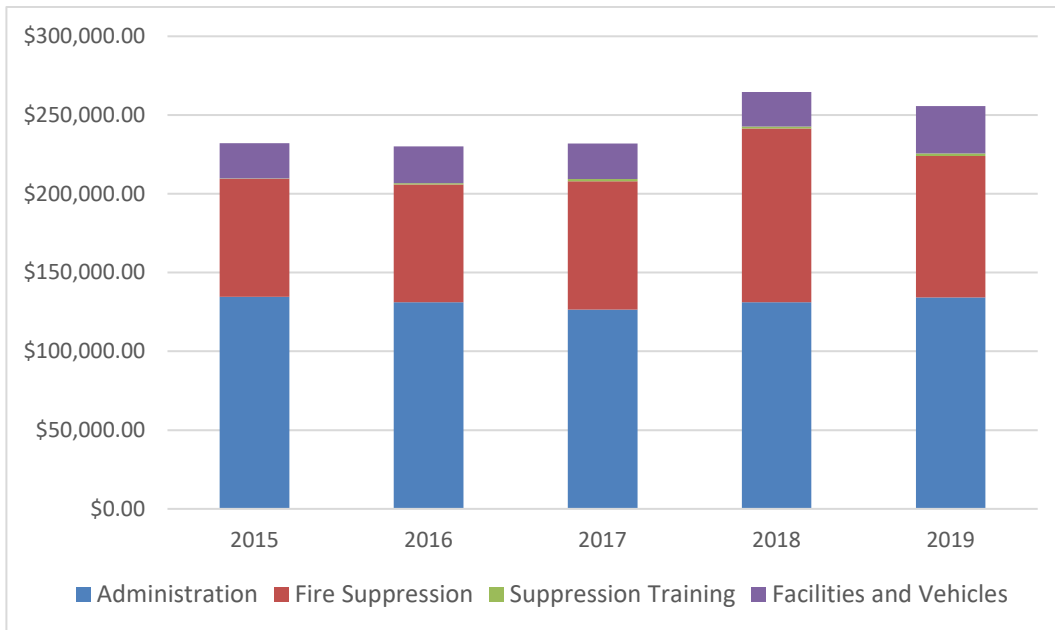
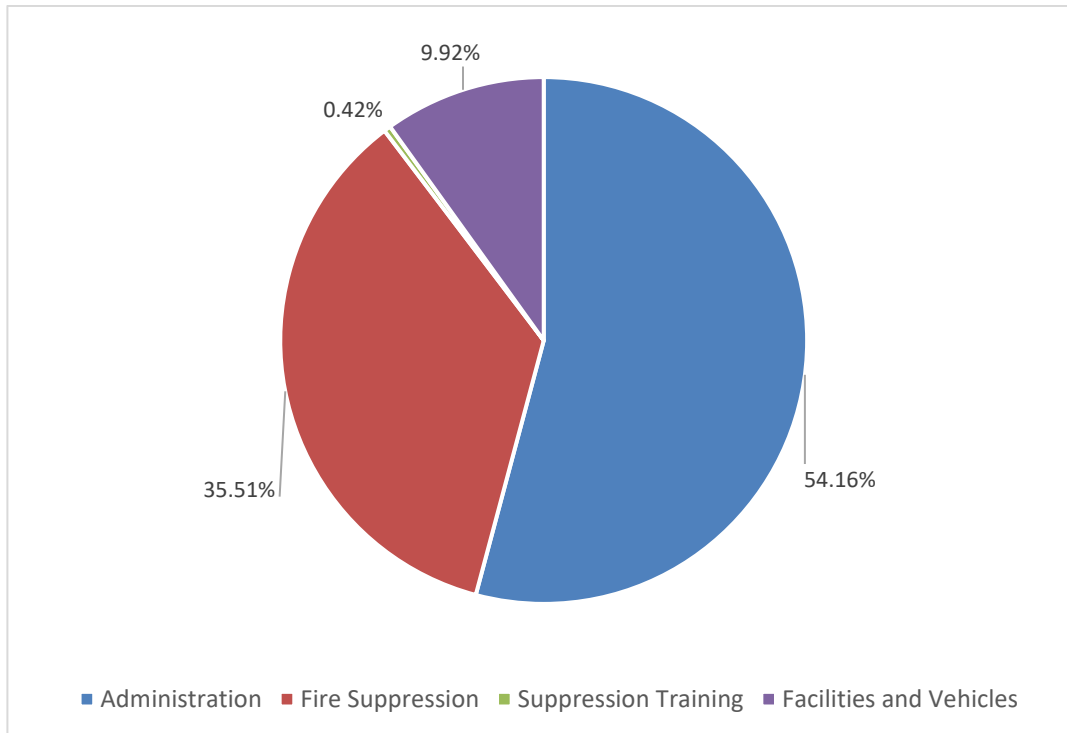


Figure 4.2.2 – Overall Fire Department Expenditure Distribution



The graphs show that Administration is the largest single expenditure category at 54.16% and that department administration (averaged for same period) comprises 35.51% of

the budget. Overall, the department’s budget during this period showed an average increase of 2.19% per year.

PLANNED CAPITAL PROJECTS:

Table 4.2.5 provides the schedule of planned projects over the next six years including estimated cost, year planned, funding source(s), project ranking¹ and overall priority².

Table 4.2.5 - Planned Fire Department Capital Projects

Capital Project/Item	Estimated Cost³	Year Planned	Funding Source	Project Ranking	Overall Priority
Replace 1991 Fire Truck	\$475,000	2021	Current Expense	1245	2
2021 Total	\$475,000				
Full Time Firefighter	\$76,500	2022	Current Expense	1064	11
2022 Total	\$76,500				
Fire Station Addition	\$312,120	2023	Current Expense		
2023 Totals	\$312,120				
Nothing Planned					
2024 Totals	\$0				
Nothing Planned					
2025 Totals	\$0				
Nothing Planned					
2026 Totals	\$0				
TOTAL	\$863,620				

Please note that the projects may not occur as listed once they are reviewed in the context of overall City financial resources and project needs. The planned improvements are also considered in the analysis of Current Expense funded projects in Parts 5, and 6. See Part 7 for annual capital improvement lists.

1 - Projecting ranking represents the average total weighted score for each project.

2 - Overall priority is the project/acquisition's priority based on project ranking.

3 - estimated costs are based on 2019 dollar with 2% annual inflation rate.

4.3 CITY ADMINISTRATIVE SERVICES

This section presents details on Administrative Services equipment and related facilities.

BACKGROUND, INVENTORY AND EXISTING CONDITIONS:

Omak's Administrative Services are located in City Hall, an 8,400 square foot steel and brick structure constructed in 1999. The City Hall is located at the corner of Central Avenue and N. Ash Street. The facility houses the Council Chambers (also used for municipal court), several conference rooms, the offices for the mayor, city administrator, municipal court clerk, city clerk and clerical staff, building official and public works department, several spare offices, large walk in vault and was built with the future growth of the community in mind. Inventory information for city administrative services follows.

FACILITIES:

As noted, the City Hall building was constructed in 1999 and was designed to serve the City well into this century.

EQUIPMENT:

The table which follows contains inventory data for Administrative Services equipment, with replacement costs where known.

Table 4.3.1 - Administrative Services Equipment Inventory Data

Inventory Item
PA/Sound Equipment Stampede Arena
Telecommunications network equipment
Miscellaneous Office furnishings
2 Servers – 1 administration, 1 public works Computers and Servers
2 Laptops – 1 Clerk, 1 Court
10 Desktop Computers – 5 Clerks Office, 1 Bldg Official, 1 Administrator, 1 Mayor, 1 Code Enforcement and 1 Court
11 Printers - 5 Clerks Office, 1 Bldg Official, 1 Administrator, 1 Mayor, 1 Code Enforcement and 1 Court
2 Copiers
Stampede Arena
Stampede Office Bldg
City Hall

DEMAND & LEVEL OF SERVICE:

CURRENT LEVEL OF SERVICE:

Administrative Services staff feel that in general a good level of service is being provided to the public. However, if growth continues as projected, additional staff will be required to maintain present levels of service.

STANDARD FOR LEVEL OF SERVICE:

There are two general approaches to Level of Service Standards for city Administrative buildings. The first is to establish a minimum square footage of office space per worker, which is a standard based on office space. The second is to establish a minimum wait for service at public counters, which is to some extent a staffing standard. Each method has its advantages and disadvantages, though neither is supported by extensive data.

Given the lack of data on this subject, the City does not choose to establish a Level of Service standard for Administrative Services activities at this time. The absence of a formally adopted LOS standard will not preclude the City from using information from other jurisdictions to help size Administrative Services improvements.

PLANS OF OTHER PROVIDERS OF PUBLIC FACILITIES:

At this time there are no plans by other providers of public facilities which will affect the operations of Administrative Services.

PROPOSED CAPITAL PROJECTS:

The following table lists capital projects desired by the Mayor, Council and Administrative Service staff. These projects are listed prior to the City-wide prioritization process.

Table 4.3.2 - Proposed Administrative Service Capital Projects

Capital Project/Item	Estimated Cost¹
Server - Upgrade	\$15,000
Upgrade Entries and ADA access	\$18,000
Purchase wide format Scanner	\$4,000
HVAC replacement	\$32,000
Total	\$69,000

¹ - estimated costs are 2019 dollars.

FINANCIAL INFORMATION:

The majority of the financial resources required to operate the City's Administrative Services are budgeted through the Current Expense Fund. No revenue breakdown is given since there are no Current Expense Fund revenues specifically earmarked for Administrative Services alone.

Appendix 2C contains detailed data on expenditures for Administrative Services that include: City Administrator's Office; Building Inspector; Planning Commission; Hearings Examiner; and the Mayor and City Council. The Public Works Department is also headquartered in City Hall however, the budget for Public Works administrative functions is discussed in the water, wastewater, streets, and other sections of this plan.

The following graphs show expenditure trends for the years shown in the preceding tables in Appendix 2C as well as the relative size of each expenditure category for Administrative Services funded out of the Current Expense Fund.

Figure 4.3.1 - Administrative Services Expenditure Trends

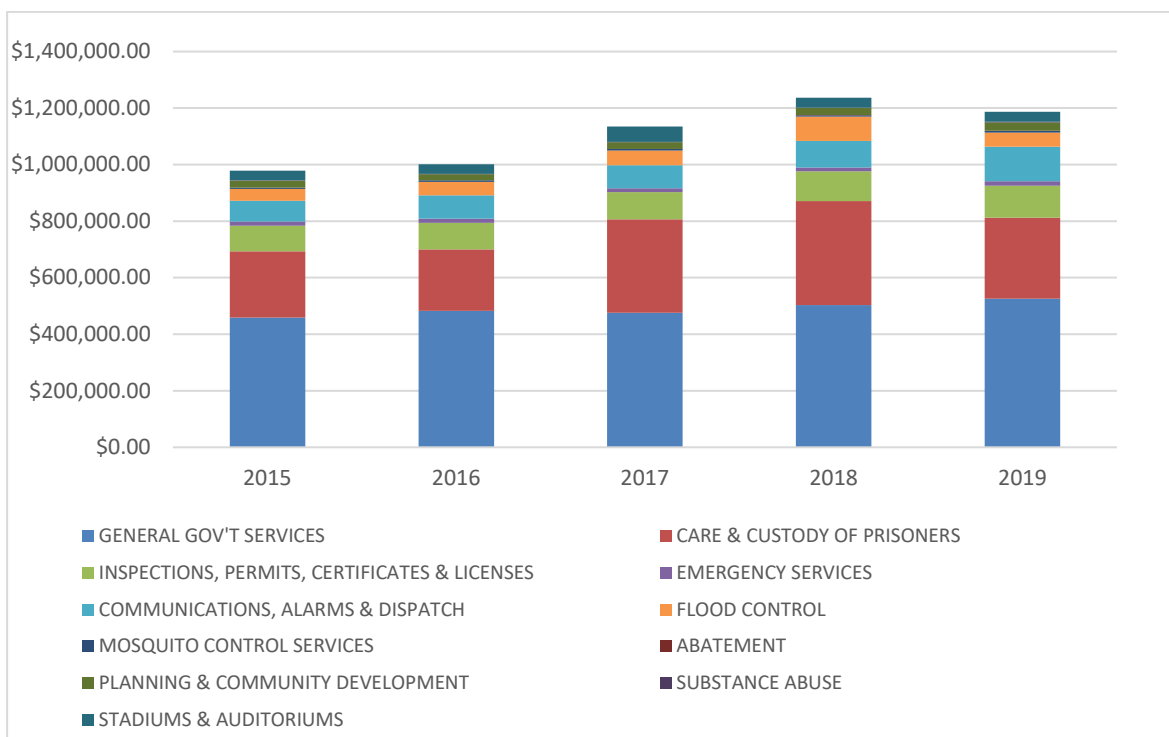
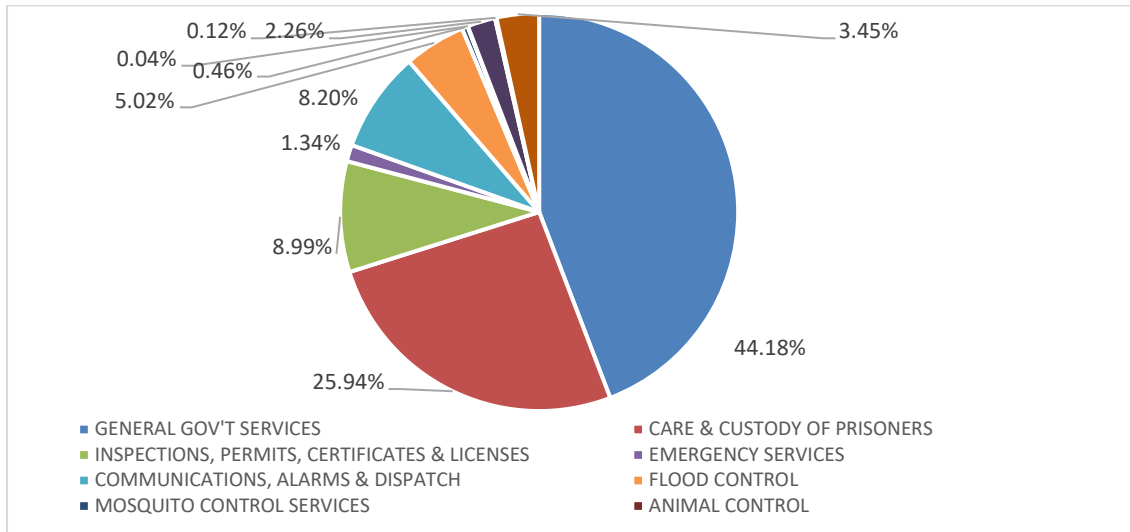


Figure 4.3.2 – Administrative Services Expenditure Distribution



The preceding graphs show that General Government Services (includes, legislative, executive, municipal court, etc.) is the largest single expenditure category at 44.18%, and that the Care and Custody of Prisoners comprises and average of 25.94% of the budget. Overall, the General Administration budget during this period showed an average increase of 4.45% per year.

The Administrative Services budget does not contain a capital expenditure line item, so all capital expenses, e.g. computers, copiers and other items exceeding the definition of a capital improvement are generally budgeted as operating supplies. It is important to note that salaries, wages, insurance and other benefits comprises an average of 60.03% of administrative services expenditures.

PLANNED AND PRIORITIZED CAPITAL PROJECTS:

Table 4.3.3 provides the schedule of planned and prioritized projects over the next six years including estimated cost, year planned, funding source(s), project ranking¹ and overall priority².

¹ - Projecting ranking represents the average total weighted score for each project.

² - Overall priority is the project/acquisition's priority based on project ranking.

Table 4.3.3 - Planned Administrative Services Capital Projects

Capital Project/Item	Estimated Cost¹	Year Planned	Funding Source	Project Ranking	Overall Priority
Server - Upgrade	\$15,300	2021	Current Expense	1007	13
2021 Total	\$15,300				
Upgrade Entries and ADA access	\$19,102	2022	Current Expense	921	17
2022 Total	\$19,102				
HVAC replacement	\$35,331	2023	Current Expense	889	21
2023 Total	\$35,331				
Purchase wide format Scanner	\$4,595	2024	Current Expense	758	25
2024 Total	\$4,595				
Nothing Planned					
2025 Total	\$0				
Nothing Planned					
2026 Total	\$0				
TOTAL	\$74,328				

Please note that the projects may not occur as listed once they are reviewed in the context of overall City financial resources and project needs. Replacement of copiers, computers and other office equipment are not included in further analysis because they do not meet the definition of a capital improvement. The planned improvements are also considered in the analysis of Current Expense funded projects in Parts 5, and 6. See Part 7 for annual capital improvement lists.

¹ - estimated costs are based on 2019 dollars with 2% annual inflation.

4.4 CITY EQUIPMENT & EQUIPMENT RENTAL FUND

This section presents details on the City's maintenance equipment and the City's Equipment Rental Fund.

BACKGROUND, INVENTORY AND EXISTING CONDITIONS:

The City maintains an Equipment Rental fund, which owns the majority of City equipment, including vehicles, heavy equipment and small equipment. Specialized equipment such as the sewer rodding machine and police vehicles are not included, and are owned by the individual departments. For each vehicle or piece of equipment, the City charges a pre-determined rental fee per mile or per hour to the department using the equipment. This revenue is then used for day to day operating costs of the equipment, and to accumulate a reserve fund to purchase replacement equipment. Each new piece of equipment is assigned a replacement date at the time of acquisition. The system has been in place since 1953 and City staff report that it is working well. The City added its police vehicles to the Equipment Rental Fund in 2012.

Facilities used by the Equipment Rental fund are located at 220 Columbia in East Omak and include a city repair shop and storage warehouse.

A list of equipment held by the Equipment Rental fund is included in Appendix 2D.

The fund also owns a number of smaller items such as computers, fax machines, printers, chainsaws, air compressors, sprayers, etc. with replacement costs that are too low to be included in this plan.

DEMAND AND LEVEL OF SERVICE:

No level of service standard is defined for city equipment, since such standards are implied by the standards for each individual department.

PLANS OF OTHER PROVIDERS OF PUBLIC FACILITIES:

There are no other providers of public facilities that have any significant effect on the Equipment Rental Fund.

PLANNED CAPITAL PROJECTS:

Appendix 2D contains a complete list of planned equipment replacements for the Equipment Rental Fund over the next fifteen years. Table 4.4.1 provides a list of expenditures planned from 2020-2025. Acquisitions planned by the Equipment Rental Fund are not included in the prioritization process in this Plan.

Table 4.4.1 - 6 Year Equipment Rental Planned Purchases

Planned Equipment Replacement	Estimated Cost	Year	Department
1995 Sullair CFM Compressor	\$41,876	2021	Equipment rental
2010 FORD CROWN VIC 402 police	\$33,598	2021	Police
2001 DODGE 1 TON DUMP TRUCK	\$65,000	2021	Equipment rental
1986 NORLAND SNOW BLOWER	\$101,500	2022	Equipment rental
1982 INGERSOL RAND 48 ROLLER	\$21,742	2021	Equipment rental
2006 FORD EXT CAB 4X4 PICKUP-K	\$44,000	2021	Equipment rental
2014 DODGE CHARGER	\$44,152	2022	Equipment rental
2014 DODGE CHARGER	\$44,152	2022	Equipment rental
2006 TORO VERSA VAC	\$38,949	2021	Park/pool/rv park
1997 CAT BACKHOE	\$244,972	2023	Equipment rental
2012 FORD 3/4 TON 4X4 PICKUP	\$33,012	2023	Equipment rental
2012 DODGE AVENGER	\$32,648	2023	Equipment rental
2015 DODGE CHARGER	\$45,374	2023	Equipment rental
2006 JOHN DEERE 1435 MOWER 3	\$21,000	2023	Park/pool/rv park
2006 JOHN DEERE 1435 MOWER 3	\$21,000	2023	Park/pool/rv park
2007 BOBCAT UTILITY VEHICLE	\$34,554	2023	Snow
1988 Peterbuilt 10 Yard Dump Truck	\$194,719	2024	Equipment rental
2008 CHEV 1/2 TON 4X4 EXT CAB-	\$34,151	2024	Equipment rental
2016 DODGE CHARGER	\$51,655	2024	Equipment rental
1994 PETERBUILT 2500 Gallon WATER	\$83,741	2025	Equipment rental
2004 CHEV 1 TON DUMP TRUCK	\$42,805	2025	Equipment rental
2014 FORD F150 PICKUP 285	\$27,416	2025	Equipment rental
2014 FORD F150 PICKUP 286	\$27,416	2024	Equipment rental
2000 Cat 928 G Loader	\$227,179	2026	Equipment rental
2015 F150 2X4	\$30,063	2026	Equipment rental
1990 HYSTER 550B FORKLIFT	\$5,919	2026	Equipment rental
2018 DODGE CHARGER POLICE RW	\$52,885	2026	Equipment rental
SRECO SEWER RODDER	\$32,620	2026	Sewer lines
6-Year TOTAL		\$1,678,098	

PRIORITIZED LIST OF CAPITAL PROJECTS:

The projects to be funded through the Equipment Rental Fund are not prioritized using the process in this plan because the items are generally replaced on a schedule with funds set aside through the rental program.

FINANCIAL INFORMATION:

There are two Funds used to budget for equipment acquisition, replacement, and repair. The Equipment Rental and Equipment Rental Capital funds.

The Equipment Rental Fund has two sources of income: rental fees and interest income. Expenditures are in the form of personnel costs including administration, accounting services, professional services and operations; general services including fuel, small equipment, insurance, repairs, maintenance and other expenses of operating the fleet; and capital outlays for equipment and buildings. Interfund loans are occasionally made from the fund as well.

The Equipment Rental Capital Fund revenues sources include investment interest, sale of surplus equipment and transfers in from the Equipment Rental Fund. Expenditures from this fund are primarily for the acquisition or replacement of vehicles and equipment. The following tables and graphs provide data on each fund.

Table 4.4.2 - Equipment Rental Fund Revenue Information

EQUIPMENT RENTAL FUND REVENUE	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Fire District #3 Vehicle Maintenance	\$8,157	\$4,095	\$2,990	\$7,621	\$2,543
Equipment Rental Fees	\$512,723	\$478,400	\$490,499	\$615,883	\$701,344
Investment Interest	\$202	\$499	\$542	\$2,144	\$1,300
Int Earn. Gain/loss #CUSIP 3130ABF92	\$0	\$0	\$0	\$0	\$3,284
Miscellaneous Revenues	\$239	\$791	\$0	\$1,189	\$135
Investment Interest	\$202	\$499	\$542	\$2,144	\$3,161
Sale of Surplus Equipment	\$0	\$0	\$0	\$45	\$0
Total Revenues	\$521,322	\$483,785	\$494,030	\$626,881	\$710,468

The following graphs provide two views of Equipment Rental fund revenues for the period 2015-2019.

Figure 4.4.1 - Equipment Rental Fund Revenue Trends

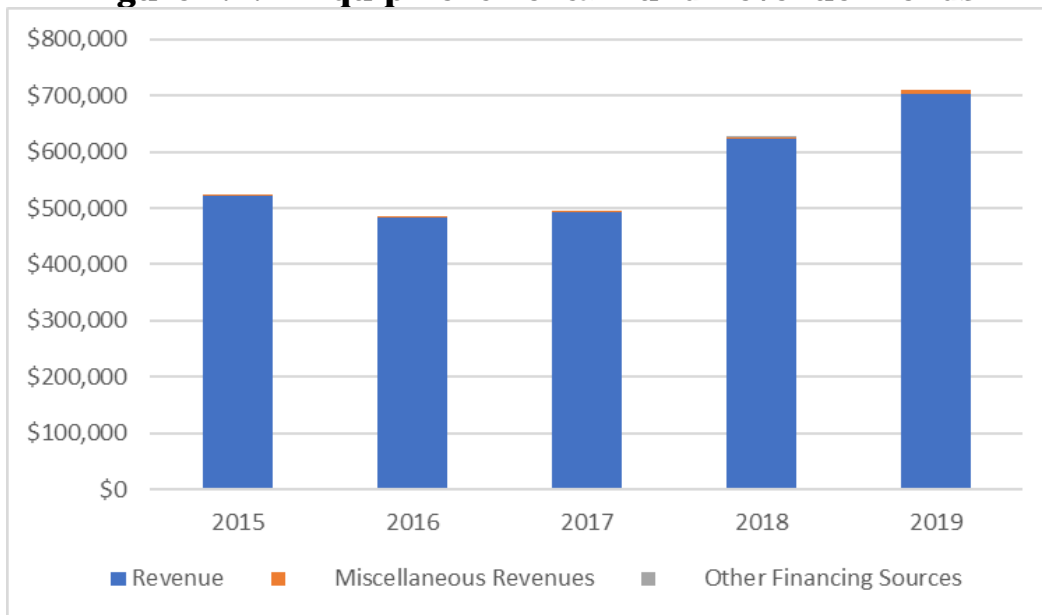
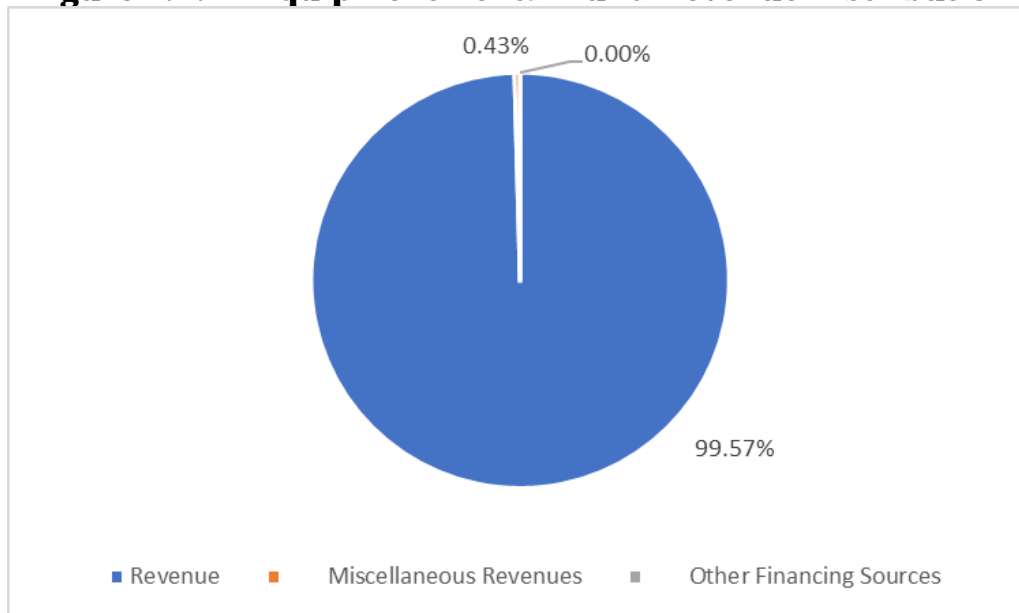


Figure 4.4.2 - Equipment Rental Fund Revenue Distribution



The preceding graphs clearly show that equipment rental fees, fees paid by all public works, police as well as some other city departments make up the majority of Equipment Rental fund revenues.

The following table and graphs provide information on Equipment Rental Capital Fund revenues from 2015-2019.

Table 4.4.3 - Equipment Rental Capital Fund Revenue Information

EQUIPMENT RENTAL CAPITAL FUND REVENUE	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Interest Earnings	\$661	\$2,296	\$5,801	\$12,542	\$16,908
Int Earn. Gain/loss #CUSIP 3130ABF92	\$0	\$0	\$0	\$0	\$873
Sale of Surplus	\$6,125	\$8,483	\$1,828	\$17,289	\$46,863
Insurance Recoveries	\$0	\$0	\$0	\$27,288	\$8,432
Transfer In from Equip. Rental	\$180,802	\$200,196	\$160,000	\$187,530	\$228,280
Total Revenues	\$187,588	\$210,975	\$167,629	\$244,650	\$301,356

The following graphs provide two views of Equipment Rental Capital Fund revenues for the period 2015-2019.

Figure 4.4.3 - Equipment Rental Capital Fund Revenue Trends

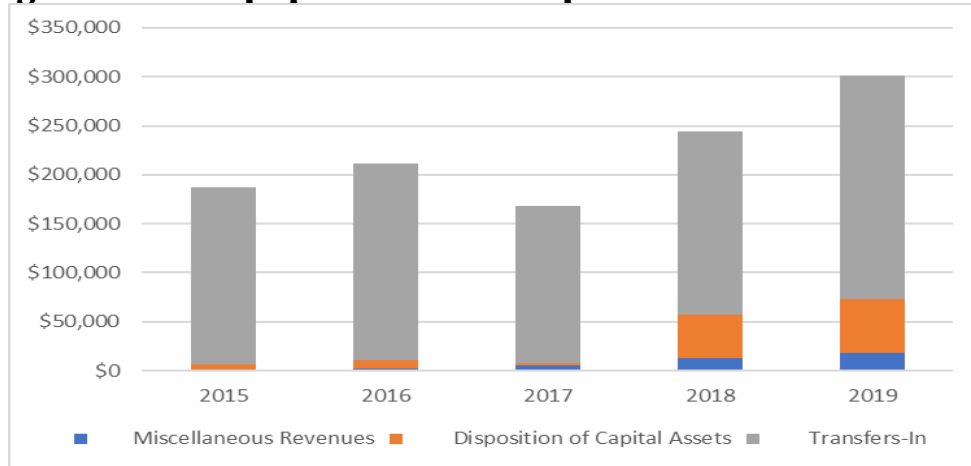
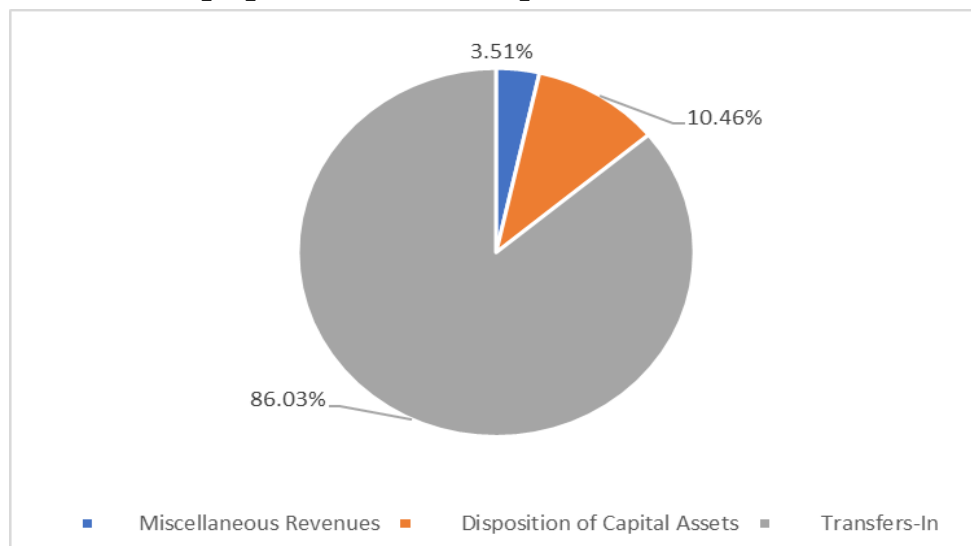


Figure 4.4.4 - Equipment Rental Capital Fund Revenue Distribution



The following table presents expenditure information for the Equipment Rental Fund. Personnel costs include administration, accounting and operation of the fund. Operating expense includes fuel, insurance, utilities, repairs and maintenance, communications, and other types of operational expenditure. Capital expenditures include both buildings and replacement equipment.

Table 4.4.4 - Equipment Rental Fund Expenditure Information

EQUIPMENT RENTAL EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Budgeting, Accounting, Auditing					
Salaries & Wages	\$1,506	\$5,423	\$5,866	\$5,962	\$6,254
Overtime	\$0	\$1	\$0	\$0	\$0
Fica	\$105	\$414	\$449	\$456	\$478
Industrial Insurance	\$8	\$36	\$38	\$38	\$412
Unemployment Insurance	\$3	\$11	\$12	\$12	\$12
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$154	\$605	\$700	\$760	\$803
All Other Benefits	\$405	\$1,169	\$1,238	\$1,229	\$1,285
Total Budgeting, Accounting and Auditing	\$2,181	\$7,659	\$8,303	\$8,458	\$8,874
Municipal Vehicles and Public Works Equipment Administration					
Salaries & Wages	\$2,744	\$2,418	\$2,762	\$2,808	\$2,947
Fica	\$185	\$171	\$202	\$206	\$219
Industrial Insurance	\$79	\$90	\$87	\$85	\$93
Unemployment Insurance	\$6	\$5	\$6	\$6	\$6
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$280	\$270	\$330	\$358	\$379
All Other Benefits	\$700	\$556	\$523	\$645	\$583
Communications	\$137	\$140	\$160	\$175	\$262
Total Municipal Vehicles and Public Works Equipment Administration	\$4,130	\$3,650	\$4,069	\$4,282	\$4,489
Maintenance of Equipment					
Salaries & Wages	\$91,912	\$96,975	\$103,143	\$104,804	\$106,330
Overtime	\$346	\$367	\$426	\$273	\$73
Fica	\$6,869	\$6,994	\$7,594	\$7,708	\$7,795
Industrial Insurance	\$3,040	\$4,550	\$4,370	\$4,100	\$4,501
Unemployment Insurance	\$182	\$195	\$207	\$210	\$213
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$8,876	\$10,883	\$12,367	\$13,390	\$13,659
All Other Benefits	\$15,867	\$23,836	\$25,855	\$26,695	\$28,022
Medical/CDL Expenses	\$472	\$467	\$427	\$350	\$258
Uniforms	\$3,050	\$2,883	\$2,570	\$3,010	\$3,123
Office Supplies	\$406	\$224	\$96	\$23	\$281
Fuel Consumed	\$47,360	\$44,859	\$65,516	\$66,888	\$75,248
Vehicle Repair Supplies	\$45,624	\$55,824	\$65,218	\$73,826	\$1,842
Small Tools & Equipment	\$852	\$2,480	\$4,114	\$1,818	\$51,745
Travel & Training	\$46	\$106	\$22	\$1,375	\$1,695
Equipment Rental Fees	\$7,892	\$10,615	\$6,600	\$9,573	\$8,976

Insurance	\$43,827	\$43,103	\$50,369	\$49,735	\$48,093
Repairs & Maintenance	\$1,933	\$2,252	\$4,363	\$2,334	\$7,195
Miscellaneous	\$0	\$0	\$0	\$363	\$37
Total Maintenance of Equipment	\$278,557	\$306,613	\$353,255	\$366,473	\$359,085
Building Operations					
Operating Supplies	\$887	\$1,582	\$2,085	\$3,023	\$2,794
Communications	\$2,796	\$2,785	\$2,914	\$2,942	\$3,180
Public Utility Services	\$20,445	\$20,268	\$22,745	\$21,637	\$22,232
Repairs & Maintenance	\$103	\$364	\$438	\$353	\$547
Total Building Operations	\$24,231	\$24,999	\$28,181	\$27,955	\$28,753
Capital Expenditures					
Building-Mechanic's Shop Door	\$0	\$0	\$0	\$0	\$0
Two (2) ARI Hetra Mobile Lifts	\$20,713	\$0	\$0	\$0	\$0
Car Lift Replacement	\$0	\$0	\$7,244	\$0	\$0
Portable MIG & TIG Welder	\$0	\$0	\$0	\$6,789	\$0
Fleet Software	\$0	\$0	\$0	\$0	\$5,000
Total Capital Expenditures	\$20,713	\$0	\$7,244	\$6,789	\$5,000
Transfer out					
Operating Transfers Out To 508	\$180,802	\$200,196	\$160,000	\$187,530	\$228,280
Total Transfers out	\$180,802	\$200,196	\$160,000	\$187,530	\$228,280
TOTAL EQUIPMENT RENTAL FUND EXPENDITURES	\$510,613	\$543,117	\$561,052	\$601,486	\$634,480

The following graphs show two views of Equipment Rental Fund expenditures. The first shows expenditure trends over the past five years and the second shows the average size of each expenditure category for the years 2015 through 2019. These figures show that fund expenditures have been quite variable, with maintenance of equipment making up an average of 58.37% of annual expenditures with another 33.56% of annual expenditures transferred to the Equipment Rental Capital Fund.

Figure 4.4.5– Equipment Rental Expenditure Trends

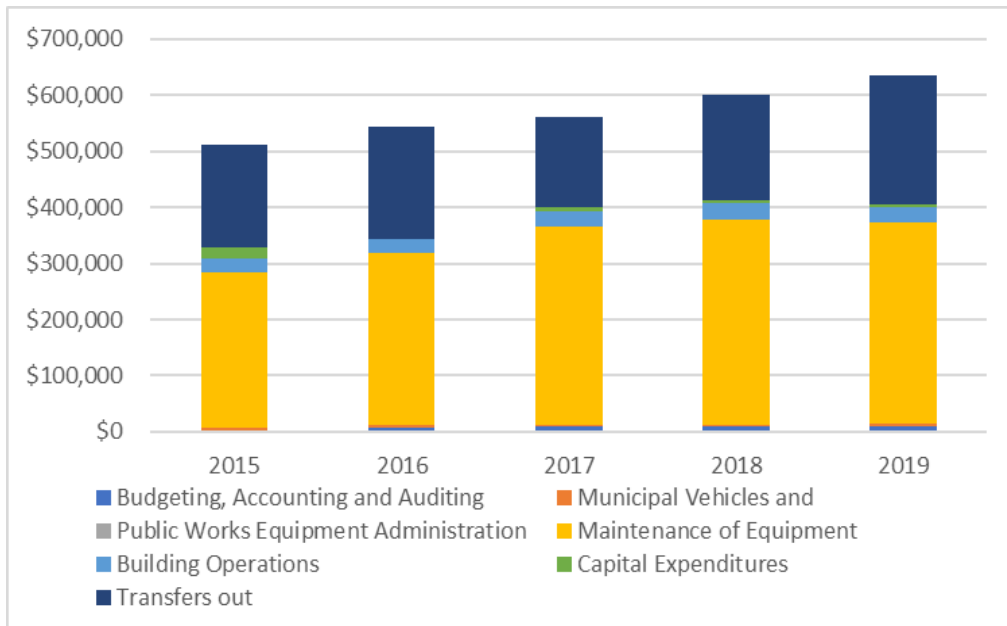
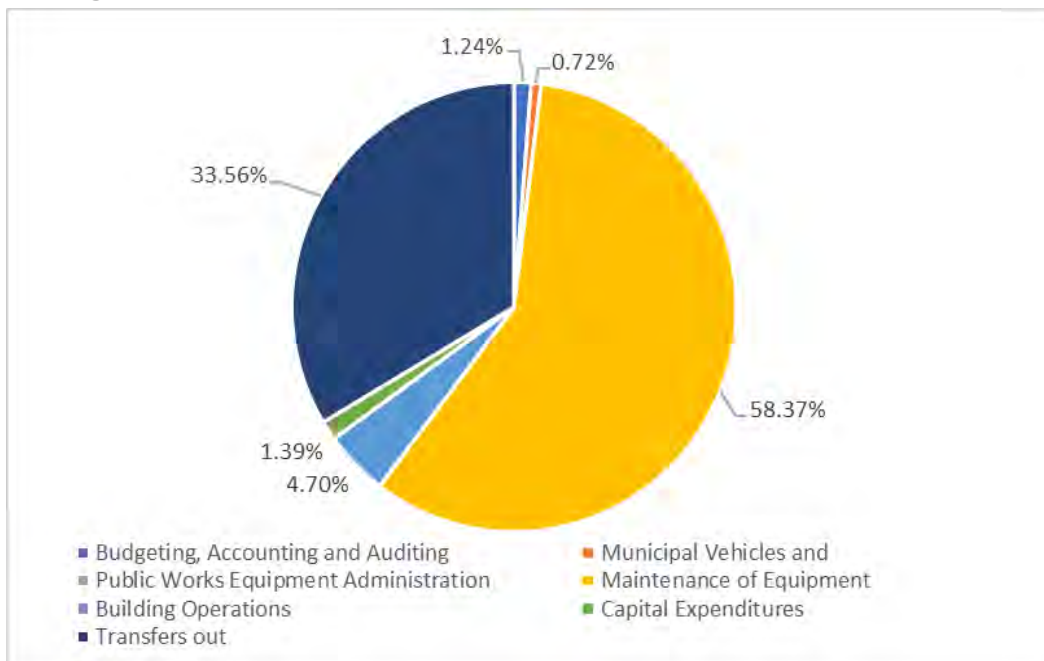


Figure 4.4.6 - Equipment Rental Expenditure Distribution



The following table presents expenditure information for the Equipment Rental Capital Fund. Capital expenditures include both buildings and replacement equipment.

Table 4.4.5 - Equipment Rental Capital Fund Expenditure Information

EQUIPMENT RENTAL CAPITAL EXPENDITURES FUND	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Capital Expenditures					
2017 3/4 Ton Pick UP	\$0	\$0	\$33,662	\$0	\$0
8" Brush Mower	\$0	\$0	\$3,333	\$0	\$0
2017 1 Ton Publ Works Pickup-Water Dept. Chasis	\$39,037	\$0	\$31,281	\$0	\$0
2015 1/2 T. Public Works Fleet Pickup	\$21,727	\$0	\$0	\$0	\$0
2016 Two Wheel Drive Tractor	\$0	\$19,262	\$0	\$0	\$0
Two 2016 4x4 Fleet Pickups	\$0	\$55,665	\$0	\$184	\$0
Two (2) 2018 1/2 Ton Fleet Pickups	\$0	\$0	\$0	\$57,994	\$0
John Deere Mower	\$0	\$0	\$0	\$12,566	\$0
Geil Road Grader	\$0	\$0	\$0	\$60,800	\$0
Police Vehicle-2018 Charger	\$0	\$0	\$0	\$33,733	\$0
2019 1/2 Ton Fleet Pickups - Two (2)	\$0	\$0	\$0	\$0	\$61,834
Hoist	\$0	\$0	\$0	\$0	\$5,718
Total Capital Expenditures	\$60,764	\$74,927	\$68,276	\$165,277	\$67,553

It is clear that the Equipment Rental Capital Fund is dedicated to the acquisition/replacement of City vehicles and equipment.

PLANNED CAPITAL EXPENDITURES:

The following table provides a listing of the planned capital expenditures from the Equipment Rental Fund. Since purchases from this fund are regularly scheduled replacements, these purchases have not been prioritized using the criteria presented in Part 3. Also, please note that there are planned expenditures listed in department specific chapters that are intended to be purchased using Equipment Fund dollars. It is also important to understand that the expenditures may not occur as listed below once they are reviewed in the context of overall City financial resources and project needs.

Table 4.4.6 - Planned Equipment Fund Capital Projects

Replacement Capital Project/Item	Estimated Cost¹	Year Planned	Funding Source
1995 Sullair CFM Compressor	\$42,714	2021	Equipment rental
2010 Ford Crown Vic 402 police	\$34,270	2021	Current Expense - Police
2021 Total	\$76,984		
2001 Dodge 1 ton dump truck	\$44,346	2022	Equipment rental
1986 Norland snow blower	\$105,601	2022	Equipment rental
1982 Ingersol rand 48 roller	\$22,620	2022	Equipment rental
2006 Ford ext cab 4x4 pickup-k	\$34,851	2022	Equipment rental
2014 Dodge charger	\$45,936	2022	Equipment rental
2014 Dodge charger	\$45,936	2022	Equipment rental
2006 Toro versa vac	\$40,523	2022	Current Expense - Park/pool/rv park
2022 Total	\$339,813		
1997 Cat backhoe	\$259,966	2023	Equipment rental
2012 Ford 3/4 ton 4x4 pickup	\$35,033	2023	Equipment rental
2012 Dodge avenger	\$48,151	2023	Equipment rental
2015 Dodge charger	\$48,151	2023	Equipment rental
2006 John deere 1435 mower 3	\$22,285	2023	Current Expense - Park/pool/rv park
2006 John deere 1435 mower 3	\$22,285	2023	Current Expense - Park/pool/rv park
2007 Bobcat utility vehicle	\$36,669	2023	Streets - Snow removal
2023 Total	\$472,540		
1988 Peterbuilt 10 yrd dumptruck	\$210,770	2024	Equipment rental
2008 Chevy 1/2 ton 4x4 ext cab-	\$36,966	2024	Equipment rental
2016 Dodge charger	\$55,913	2024	Equipment rental
2024 Total	\$303,649		
1994 Peterbuilt 2500 gal water	\$92,457	2025	Equipment rental
2004 Chevy 1 ton dump truck	\$47,260	2025	Equipment rental
2014 Ford f150 pickup 285	\$30,296	2025	Equipment rental
2014 Ford f150 pickup 286	\$30,296	2025	Equipment rental
2025 Total	\$200,309		
2000 Cat 928 g loader	\$255,840	2026	Equipment rental
2015 F150 2x4	\$33,825	2026	Equipment rental
1990 Hyster 550b forklift	\$6,666	2026	Equipment rental
2018 Dodge charger police rw	\$56,557	2026	Equipment rental
Sreco sewer rodder	\$36,735	2026	Sewer
2026 Total	\$389,623		
TOTAL	\$1,782,918		

¹ - estimated costs are based on 2019 dollars with 2% annual inflation rate.

4.5. POLICE DEPARTMENT

This chapter presents details on the City's Police Department.

BACKGROUND, INVENTORY AND EXISTING CONDITIONS:

The Police Department is made up of a Chief of Police, two sergeants, one detective, and eight commissioned police officers, one full time secretary, and one part time records clerk. The prime function of the police department is to enforce all city ordinances, and applicable state and federal laws. Jail and dispatch services are provided through contract with Okanogan County. The following sub-sections present information on the Police Department facilities, personnel, equipment and vehicles.

FACILITIES:

The Department is housed at the Police/Fire building on N. Ash St. The building is generally in satisfactory condition, with a need for additional storage space for evidence and lost or stolen property. Office space is tight but acceptable. The building meets Washington State Accessibility Standards.

EQUIPMENT AND VEHICLES:

Cars are sometimes purchased new through the state bid process, and the department expects new patrol cars to last at least 7 years, per the current vehicle rotation schedule.

Historically, the Department purchased new vehicles through the Current Expense Fund. The Department's vehicles are purchased by the Equipment Rental Fund. The following table presents Equipment Rental Fund inventory data on Police Department vehicles.

Table 4.5.1 - Police Department Vehicle Inventory¹

LICENSE	YEAR/MAKE/ MODEL	MILEAGE	ASSIGNMENT	CONDITION	REPLACEMENT SCHEDULE
OOOLGC	1991 Plymouth Van	153690	Evidence/Drug	Poor	Seizure Vehicle
	2012 Avenger		401 police detective	OK	2022
	2014 Charger		404 police	OK	2021
	2014 Charger		407 police	OK	2021
	2015 Charger		406 police	OK	2022
	2016 Charger		403 police	OK	2023
	2016 Taurus		405 Chief Car	OK	2026
	2018 Ram 1500		400 police animal	OK	2026
	2018 Charger		409 police	OK	2025
	2019 Charger		410 police	OK	2026

DEMAND & LEVEL OF SERVICE:

CURRENT DEMAND:

The department presently fields 11 sworn officers (with EIGHT providing primary patrols) for a population of 4940, or 2.23 officers per thousand inhabitants. The figure of 2.23 officers per thousand is using the Chief, Detective and two Sergeants as commissioned officers. The two sergeants are supervisory personnel, and do not answer calls or handle complaints on a regular or scheduled basis. The detective has a specialized case load and is used as an investigator in the higher profile and complicated crimes. None of these personnel handle calls or cover shifts on a daily basis. They all fill as needed when staffing is low because of patrol officers being sick, on vacation, or at training. Using the eight primary officers the figures are slightly different. With a population of 4940 there are 1.62 officers per thousand.

This is below the U.S. average is 2.17 officers per thousand, and the Eastern Washington average for cities of this size of 1.76. However, this calculation is somewhat misleading, since the Department actually serves a population higher than the City alone. As the commercial center of the Okanogan Valley, Omak attracts a large regional population for shopping, restaurants, bars, recreational activities, and special events such as the Omak Stampede. With this commercial and recreational activity comes the associated law enforcement activity for this larger population. In effect, crimes such as shoplifting, DWI, drug dealing, and law enforcement activities associated with increased traffic are concentrated in Omak, since this is the local place to shop and to party.

¹ - Police vehicles are replaced through the Equipment Rental Fund.

The population of the central Okanogan Valley has been estimated at around 20,000 people. While not every person in this area impacts the Department, if even half of this number were considered the service population for the Department, it would mean that Omak provides about .88 officers per thousand population served. This is far below the statewide and Eastern Washington averages of officers per thousand residents.

Calls for service is another measure of level of service for law enforcement. The following table shows the number of incidents (criminal complaints), citations, parking tickets, and calls for service for the last 5 years:

Table 4.5.2 - Calls for Service

	2015	2016	2017	2018	2019
Incidents	729	778	938	806	634
Citations	430	488	656	507	374
Parking Tickets	2	0	4	0	2
Calls for Service	4469	4749	5093	4821	4759

For fiscal year 2019, the department averaged 49.57 calls for service (CFS) per month for each of the eight primary patrol officers, including primary and backup calls. The Chief, two sergeants, office staff, reserves, and the animal control officer handle additional incidents. Average response time was under five minutes for emergency calls.

Information on traffic counts also provides some measure of demand. Traffic counts not only relate to the Department's traffic control function, but due to the fact that Omak is the commercial center of the County, increased traffic is also a measure of shoplifting and other theft, vandalism, and juvenile crime related to cruising.

STANDARD FOR LEVEL OF SERVICE:

The City's standard for law enforcement shall be based on a combination of factors:

1. The number of calls for service per month per primary officer. This standard is 50 calls for service per primary patrol officer per month, plus .75 clerical support person per five sworn officers.
2. The number of primary officers per 1,000 residents. This standard is established at 2 officers per 1,000 residents.

The appropriate staffing levels will be derived using a combination of these factors based on data from the previous year. Each year during the budget process the Department will

report the average calls for service per primary officer per month to the City Council and population increase information, and will make recommendations for needed staffing levels based on past trends. Actual staffing levels will depend on the City budget however the City will strive to hire new officers when calls for service reach one and one half the standard, or 75 calls for service per month per primary patrol officer and the number of officers (including Chief, Sergeants, Detective and patrol officers) and per 1,000 residents falls below 2 officers per 1,000.

Table 4.5.3 - Projected Law Enforcement Demand²

	2019	2025	2030	2035	2040
Slow Growth - 0.25%	4940	5015	5078	5141	5206
Demand (# of officers)	11	11.2	11.3	11.4	11.6
Moderate Growth – .75%	4940	5167	5363	5567	5779
Demand (# of officers)	11	11.5	11.9	12.4	12.8
Fast Growth – 1.25%	4940	5322	5633	6026	6412
Demand (# of officers)	11	11.8	12.5	13.4	14.2
Very Rapid Growth - 2%	4940	5563	6142	6782	7487
Demand (# of officers)	11	12.4	13.6	15.1	16.6

PLANS OF OTHER PROVIDERS OF PUBLIC FACILITIES:

At the present time there are no known plans for other providers of Public Safety and Law Enforcement services that will affect the City's Police Department. However, in 2013 the Department prepared, at the request of the city of Okanogan, an estimate for providing law enforcement services for the adjoining jurisdiction. No agreement was reached.

PROPOSED CAPITAL PROJECTS:

The following table lists capital projects desired by the Police Chief and department staff. These projects are listed prior to the citywide prioritization process.

² - 2019 figure for City only, remaining years assume service provided to annexed portions of UGA. Projection of new officers assumes 2.23 officers per one thousand population and that calls for service will rise roughly at the same rate as the population.

Table 4.5.4 - Proposed Police Department Capital Improvements

Capital Outlay	Estimated Cost³	Year
Computer Server	\$15,000	2021
Remodel/New Police Station Design	\$30,000	2021
Radios – Handheld - replacements	\$24,000	2021/22
Tasers – replacements	\$10,000	2022/23
Radar Units (7)	\$11,000	2023/24
Police station remodel/construction	\$1,500,000	2024
Total	\$1,590,000	

PRIORITIZED LIST OF CAPITAL PROJECTS:

Table 4.5.5 is the list of proposed improvements, excluding police vehicles, shown in priority order based on the results of scoring each project using the decision matrix presented in Part III.

Table 4.5.5 - Prioritized Police Department Capital Improvements

OVERALL PRIORITY	PROJECT	Ranking
5	Computer Server	1169
6	Radios – Hand Held	1163
12	Police Station – Remodel/Replacement Design	1038
14	Radar Units - 7	988
22	Tasers - Replacements	842

FINANCIAL INFORMATION:

Funding for the City's Police Department comes through the Current Expense Fund, which supplies the bulk of funding for the Department. The City also receives donations and court-ordered distribution of drug-related property which is placed in the Drug Enforcement Fund to cover the City’s participation in the North Central Washington Drug Task Force and

³ - estimated costs are 2019 dollars

associated equipment replacement. For the purposes of this plan, all of these funds are consolidated to give an overall picture of Police Department finances.

The Current Expense Fund operates as a central revenue collection point for the City with any revenues derived through law enforcement activities (e.g. fines, fees or grants) incorporated into the Current Expense Fund then reallocated to the department during the budget process. Since most law enforcement related activities receive operating funding through the Current Expense Fund, budget details are limited to the expenditure side (please see Part 5 for a detailed examination of the City's Current Expense Fund). Police Department expenditures during the years 2015-2019 averaged nearly 37% of all current expense expenditures.

Appendix 2E contains data on overall Police Department spending. Operating supplies include; fuel; vehicles; minor repairs; and, office and other supplies. Other services and charges include: professional services, insurance, communications, other miscellaneous expenses; dispatch fees and other intergovernmental payments.

The graphs on the following pages show expenditure trends for the years shown in the preceding table as well as the relative size of each expenditure category for the overall Police Department.

Figure 4.5.1 - Police Department Expenditure Trends

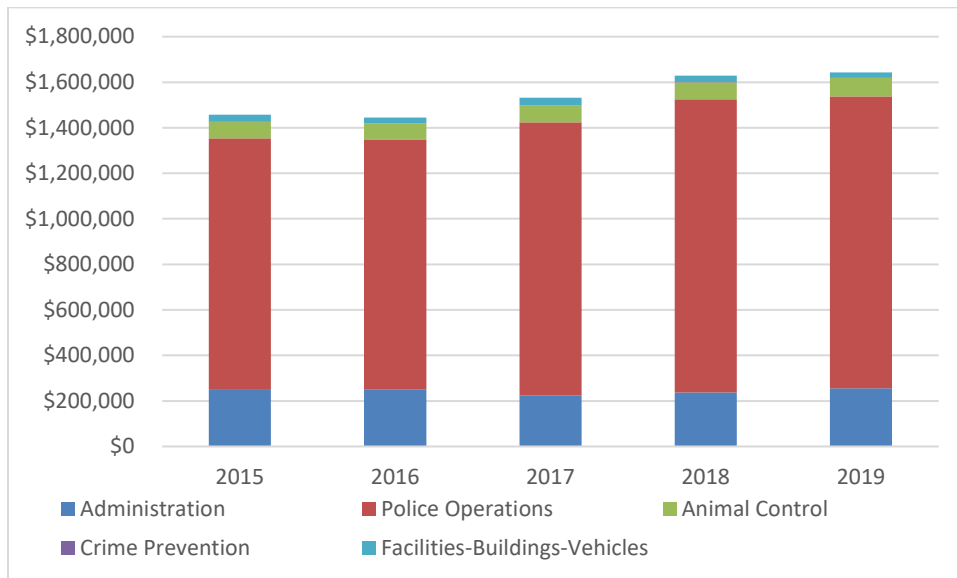
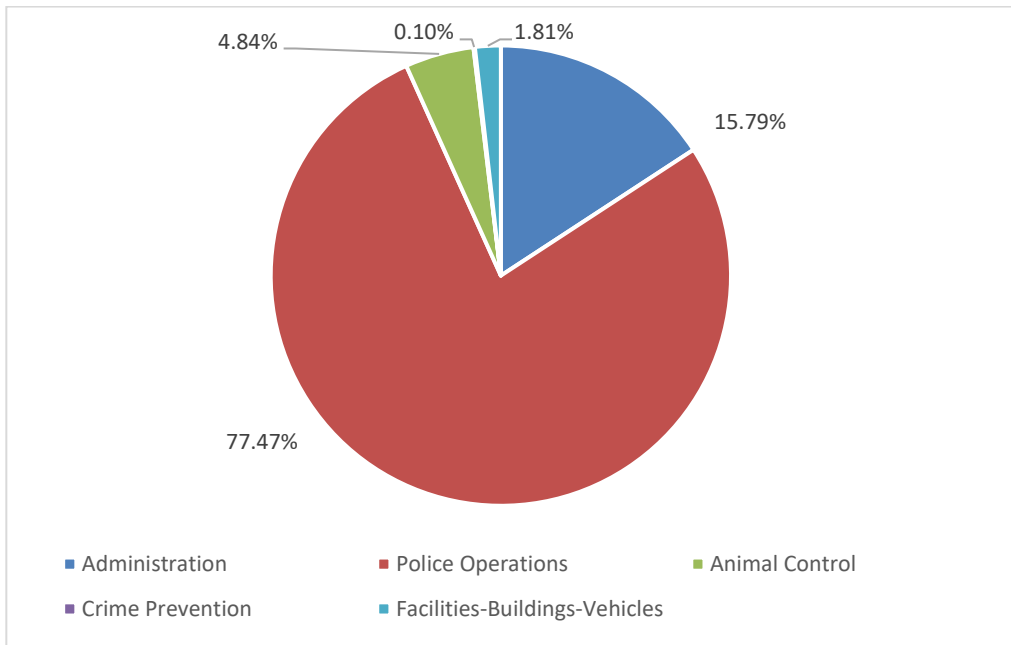


Figure 4.5.2 - Police Department Expenditure Distribution



The preceding graphs show that the majority of expenditures, 77.47%, are for Police Operations, that is officers on the street protecting public safety. A deeper analysis finds that salaries, benefits and LEOFF payments (as averaged for the period 2015-2019) is the largest single expenditure category with 73.98% of total expenditures. Overall, the department’s budget during this period showed an average increase of 3.10% per year.

The Police Department budget does not contain a capital expenditure line item, so all capital expenses are funded through the Current Expense budget. Items under the amount for a defined capital improvement are budgeted as operating supplies or other expenditures in the Police budget. Many of the planned capital items are replacements of aging equipment that no longer meet current standards.

In considering hiring a new officer, the department needs to consider the cost of salaries and benefits, an equipped vehicle, and miscellaneous items such as uniforms, vest, and radio. After the initial costs, salaries and benefits continue, but vehicles and equipment costs repeat on a regular basis. These initial costs are summarized in the following table.

Table 4.5.6 - Costs of Additional Officers

Initial Expense Type	Amount
Salaries and benefits	\$95,340
Vehicle	\$40,000
Misc. equipment	\$2,500
Total	\$137,840
Ongoing Expenses	
Salaries and benefits	\$110,000
Annual equipment costs, assuming 8-year replacement schedule:	\$5,000
Total	\$115,000

An analysis of the desired number of officers per thousand population compared to population projections finds that it is highly unlikely the city will see the type of growth that would require a new officer during the life of this plan.

PLANNED CAPITAL EXPENDITURES:

Table 4.5.7 provides the schedule of planned capital expenditures over the next six years including estimated cost, year planned, funding source(s), project ranking and overall priority.

Table 4.5.7 - Planned Police Department Capital Projects

Capital Project/Item	Estimated Cost⁴	Year Planned	Funding Source	Project Ranking	Overall Priority
Computer Server	\$15,300	2021	Current Expense	1169	5
Remodel/New Police Station Design	\$30,600	2021	Current Expense	1038	12
2021 Total	\$45,900				
Radios – Handheld - replacements	\$24,480	2022	Current Expense	1163	6
2022 Total	\$24,480				
Tasers – replacements	\$10,404	2023	Current Expense	842	22
2023 Total	\$10,404				
Radar Units (7)	\$11,907	2024	Current Expense	988	14
2024 Total	\$11,907				
Police station remodel/construction	\$1,656,121	2025	Current Expense/ Bond Issue/ Grants?	1038	12
2025 Total	\$1,656,121				
Nothing Planned	\$0	2026			
2026 Total	\$0				
Total	\$1,748,812				

Please note that the projects may not occur as listed once they are reviewed in the context of overall City financial resources and project needs. See Parts 5 and 6 for an analysis of Current Expense funded projects and Part 7 for annual capital improvement lists.

⁴ - estimated costs are based on 2019 dollars with 2% annual inflation rate.

4.6 PARKS AND OPEN SPACE SYSTEM

BACKGROUND, INVENTORY AND EXISTING CONDITIONS:

This chapter presents details on the City parks and open space system. Currently, the City owns and maintains approximately one hundred and five (105) acres of park and two hundred twenty (220) acres of open space property. A brief summary of each parcel is found in the following table.



Table 4.6.1 - City Parks Inventory

Park/Open Space Name	Acreage	Primary Purpose
Civic League Park	1.50	At City center: lawn, bandshell, playground equipment, restroom facilities, picnic tables, events
Dalton-Klessig Park	1.00	Neighborhood park; lawn, walking trail, memorial trees/benches, rest area, play equipment
Eastside Park	76.60	Destination park; 8,000 seat rodeo arena, swimming pool, baseball and soccer fields, Native American dance pavilion, camping with RV hookups, exercise and river levee trails, basketball courts, picnic areas, skate park, visitor's center, Stampede Museum and Veterans Memorial
Julia Maley Park	.15	Neighborhood park; playground equipment
Kiwanis Park	.25	Neighborhood park; children's ballfield and basketball court
Oak Street Park	3.00	Neighborhood park; ball fields and concession stand
Omak Pioneer Park	1.00	Neighborhood park on river levee; river overlook with benches, gazebo and river access
Aston Island	19.00	River front; forested floodplain, wildlife and nature observation, informal trail
Law Enforcement Memorial	.15	Green space/stormwater retention area; hardscaped, law enforcement memorial
Ivy Park	.25	Green space; lawn
Johnny's Park	.25	Green space; lawn
Maley Park	.50	Green space; lawn, shade trees
Patterson Park	.25	Green space; lawn, bench
Koala Parcel	.35	Open space; future park development; 2.7 miles of river lie within or form the boundary of the City
Okanogan River		River of Statewide Significance
Suicide Race Hill		Open space, cite of start and hill for World Famous Suicide Race
River Overlook open space	28	Covered landfill with shrub steppe vegetation; river front (overlook only at this time), walking trail

OPEN SPACE AND ADDITIONAL FACILITIES:

The Omak School District also owns substantial property within the City; however, recreation facilities owned and maintained by the school are limited to playgrounds at the two elementary schools, indoor gymnasiums at the high school, middle school and elementary schools, a football/track practice complex in the southern end of the City, and the formal football field and four tennis courts located adjacent to

the high school. The school utilizes City-owned and operated ball fields, soccer fields, and tennis courts located at Eastside Park.

In addition to traditional sports related facilities, the School District also operates and maintains the Omak Performing Arts Center, a 550-seat auditorium that hosts a wide array of community and cultural events.

Private facilities in the area include the Okanogan Valley nine-hole golf course on the flats west of Omak, Valley Lanes (bowling facility) and the North Cascades Athletic Club, which includes two racquetball courts, three outdoor tennis courts four indoor tennis courts, a weight room, exercise equipment and a half-court basketball court.

Immediately south of Omak, the City of Okanogan maintains its own system of parks, which includes the Central Valley Sports Complex, a swimming pool, several picnic facilities, playground equipment, boat launch, RV parking, and green spaces.

Additionally, the Tribes owns and maintains a Community Center just outside the eastern City limits and has plans to develop a health center at the former veneer mill log yard along SR 155. The Community Center includes a basketball court, weight room and various indoor recreational areas. The Tribes also have a park, Nicholson Beach, with a beach and boat launch on Omak Lake approximately six miles from Omak where non-tribal use is allowed.

Within a thirty-minute drive of the City, recreational opportunities abound on lands managed by the State Department of Natural Resources, U.S. Forest Service, State Parks and the Department of Fish & Wildlife. These government agencies maintain a variety of recreational facilities, including campgrounds, boat launches on the Okanogan River and several area lakes, hiking, biking and horseback riding trails, opportunities for wildlife viewing, and driving for pleasure. During winter months, there are opportunities for cross-country skiing and snowmobiling on both groomed and ungroomed trails accessed from State and volunteer maintained Sno-Parks. The Loup Loup Ski Bowl, approximately 20 miles from Omak, offers a variety of terrain for cross-country and alpine skiers, snowshoeing, snowboarding, tubing, and skijoring (skiing with your dog!).

PERSONNEL:

The City parks department employs 1 full time and 2 seasonal (spring and summer) employees, and consumes around 2% of Public Works Department administration. Additionally, the City hires 10-12 part-time swimming pool employees during the summer. Operation of the RV Park in Eastside Park, formerly handled through a contract with a private party, is now operated through an online reservation system by City staff.

EQUIPMENT AND VEHICLES:

The park department uses general City equipment owned by the Equipment Rental fund, which is listed in Part IV Section IV.

DEMAND & LEVEL OF SERVICE:**CURRENT LEVEL OF SERVICE:**

With 105 acres of parks and 220 acres of open space, the City provides 68.84 acres of parks and open space land per thousand residents. This is far above national standards however, two-thirds of this area is not developed or in current use.

STANDARD FOR LEVEL OF SERVICE:

Existing Level of Service standards focus on the location of neighborhood parks and the condition and upkeep of existing facilities. These standards recognize that the City has adequate overall amounts of parkland.

LOCATION:

The City has numerous small parks and green spaces scattered throughout the community. The City's focus has been and will continue to be redevelopment of larger parks such as Eastside and Oak Street. There is also an increasing demand to develop better access to the Okanogan River with levee top trails and developed access sites. The City's setting in the Okanogan Valley with literally thousands of acres of open space within close proximity and comprising much of the viewshed from the community means there is little demand for small open spaces within the community.

PERFORMANCE:

The desired level of service for performance is that all restrooms shall be cleaned daily during the seasons when they are open, playfields shall be mowed and kept in good repair be available for use daily during respective seasons and that the swimming pool and other developed recreation facilities are maintained in a safe condition and available for use.

PLANS OF OTHER PROVIDERS OF PUBLIC FACILITIES:

There are several potential recreation projects that the City could become involved in over the next few years, providing that the County, City of Okanogan, Omak School District, Tribes and/or private organizations move forward with their current

plans. Additionally, there is the proposed Omak-Okanogan Greenway, a trail system proposed to link the two communities and a proposal to build an indoor pool and recreation complex. As these or other recreational projects proceed or are completed, the City should update this plan to reflect City involvement.

PROPOSED AND PRIORITIZED CAPITAL PROJECTS:

The following table (4.6.2) of proposed park capital projects is the Capital Improvement Plan from the adopted 2020 City of Omak Park and Recreation Plan. For the purposes of prioritizing the improvements for this CFP, only the larger, overall project has been prioritized (see Table 4.6.3. Table 4.6.3 is the list of proposed capital projects shown in priority order based on the results of scoring each project using the decision matrix presented in Part 3¹.

Table 4.6.2 - Planned Park System Capital Projects

Proposed Capital Improvement	Est. Cost²	Year
Survey property lines for river access/trails	\$30,000	2022
Repair tennis courts in Eastside Park	\$40,000	2021
Professional assessment of swimming pool	\$30,000	2021
Implement playground equipment upgrades/replacement	\$15,000	2022
Replacement for 2006 Toro versa vac	\$32,000	2021
Construct new skate park	\$416,000	2023
Develop river trail/access development designs	\$25,000	2023
Implement playground equipment upgrades/replacements	\$15,000	2023
Construct river trail/access improvements	\$250,000	2024
Implement playground equipment upgrades/replacements	\$15,000	2024
Relocate Veterans Memorial	\$20,000	2025
Total	\$888,000	

¹ - Overall score is the average weighted total score from completed decision matrix forms.

² - estimated costs are 2004 dollars and should be adjusted for inflation when considering funding in the future.

Table 4.6.3 - Prioritized Park System Capital Projects

Overall Priority	Project	Ranking
4	Construct new skate park	1204
7	Professional assessment of swimming pool	1137
10	Renovate tennis courts in Eastside Park	1066
15	Implement playground equipment upgrades/replacement	986
18	Construct river trail/access improvements	918
19	Develop river trail/access development designs	917
20	Survey property lines for river access/trails	893
26	Relocate Veterans Memorial	648

FINANCIAL INFORMATION:

Park improvements and operations are primarily financed through the Current Expense Fund. For this reason, no revenue information is presented. For the purposes of this plan, swimming pool operations are combined with overall park operations. Operational costs associated with the new facility will be included in expenditure projections. Parks Department expenditures during the years 2015-2019 averaged 12.64% of all current expense expenditures.

Appendix 2F contains data on overall Parks Department spending. Operating supplies include; pool chemicals; minor repairs; and, office and other supplies. Other services and charges include: professional services, insurance, communications, other miscellaneous expenses; equipment rental for mowing and maintenance equipment.

The graphs on the following pages show expenditure trends for the years shown in the preceding table as well as the relative size of each expenditure category for the overall Parks Department.

Figure 4.6.1 - Park Department Expenditure Trends

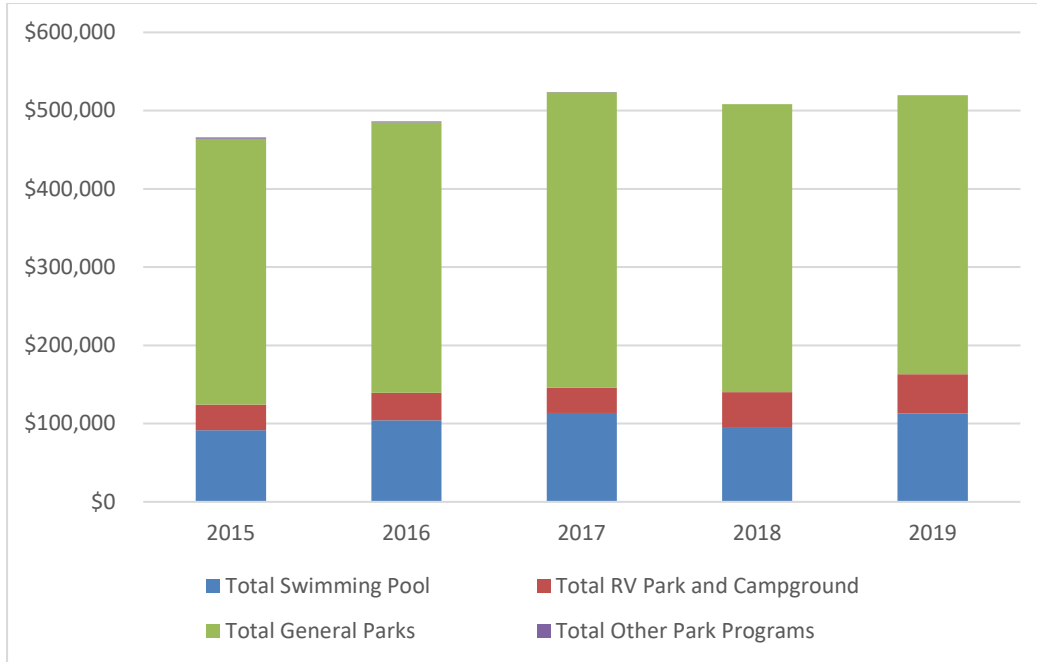
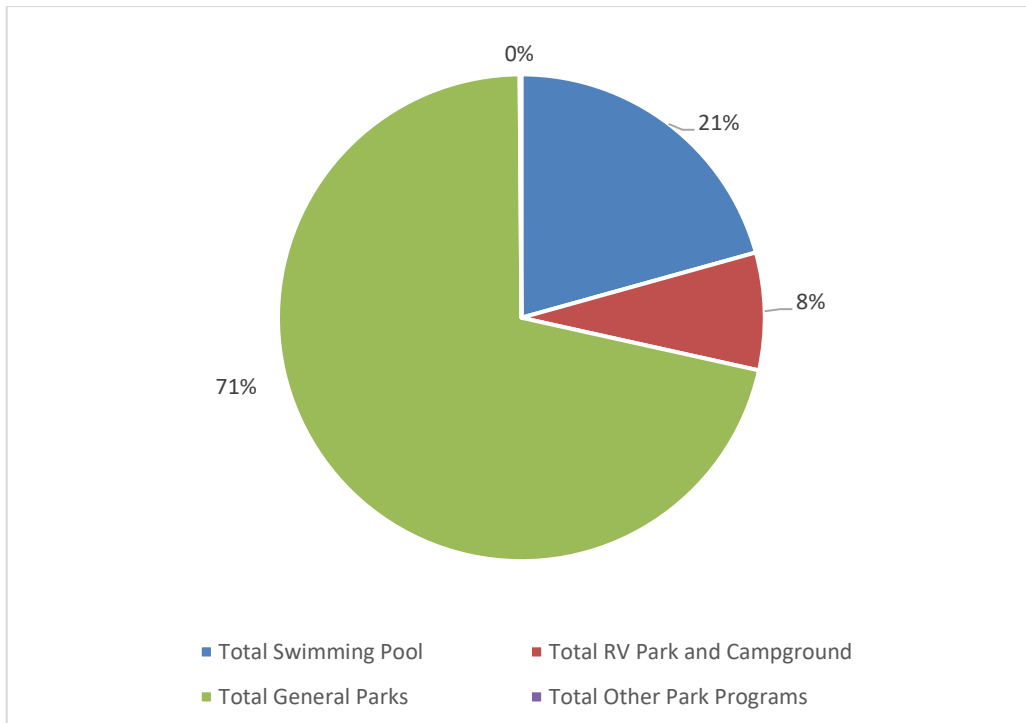


Figure 4.6.2 - Park Department Expenditure Distribution



The preceding graphs show that General Parks (as averaged for the period 2015-2019) is the largest single expenditure category at 71% with Swimming Pools comprising 21% of the budget. Overall, the department's budget during this period showed an average increase of 2.86% per year.

The Parks and Recreation Department budget does not contain a capital expenditure line item, so all capital expenses such as new restrooms, parking areas and other items exceeding the definition of a capital improvement are generally budgeted though the current expense fund.

PLANNED CAPITAL EXPENDITURES:

Table 4.6.4 provides the schedule of planned capital improvements over the next six years including estimated cost, year planned, funding source(s), project ranking³ and overall priority⁴. It is important to note that the following table does not follow nor include all of the proposed projects listed in Table 4.6.2. The planned park improvements have been limited to priority items and by available funding.

Table 4.6.4 - Planned Capital Expenditures

Capital Project/Item	Estimated Cost ⁵	Year Planned	Funding Source	Project Ranking	Overall Priority
Replacement for 2006 Toro versa vac	\$32,000	2021	Current Expense	-	-
Professional assessment of swimming pool	\$30,000	2021	Current Expense	1137	7
Repair tennis courts in Eastside Park	\$40,000	2021	Current Expense	1066	10
2021 TOTAL	\$102,000				
Survey property lines for river access/trails	\$31,212	2022	Current Expense	893	20
Implement playground equipment upgrades/replacement	\$15,606	2022	Current Expense	986	15
2022 TOTAL	\$46,818				
Construct new skate park	\$418,000	2023	Current Expense/ RCO/ Donations	1204	4
Develop river trail/access	\$26,530	2023	Current	917	19

³ - Projecting ranking represents the average total weighted score for each project.

⁴ - Overall priority is the project/acquisition's priority based on project ranking.

⁵ - estimated costs are based on 2019 dollars with 2% annual inflation rate.

Capital Project/Item	Estimated Cost⁵	Year Planned	Funding Source	Project Ranking	Overall Priority
development designs			Expense		
Implement playground equipment upgrades/replacements	\$15,918	2023	Current Expense	986	15
2023 TOTAL	\$460,448				
Construct river trail/access improvements	\$250,000	2024	Current Expense	918	18
Implement playground equipment upgrades/replacements	\$16,236	2024	Current Expense	986	15
2024 TOTAL	\$266,236				
Relocate Veterans Memorial	\$20,000	2025	Current Expense	648	26
2025 TOTAL	\$20,000				
Nothing Planned	\$0				
2026 TOTAL	\$0				

Please note that the projects may not occur as listed once they are reviewed in the context of overall City financial resources and project needs.

4.7 LIBRARY

BACKGROUND, INVENTORY AND EXISTING CONDITIONS:

The Omak Library is located at 30 South Ash Street, at the south end of Civic League Park. The library is located in a 5,150 square foot building, which also includes a public meeting space and the Pioneer Room. The building has a replacement value of around \$600,000, and received a significant energy upgrade and improvements during 2010.

The library was closed for several weeks in the fall of 2010 for some substantial energy upgrades. These upgrades included new ceiling insulation, a new 3-tab roof, new lights, new 5 ton and 15 ton heat pumps, 1 mini-split heat pump for the Pioneer Room, an ADA compliant bathroom, renovation of the front entry door for ADA compliance, new carpet, cupola ceiling fans, addition of ceiling tiles and removal of cupola ceiling tiles, addition of steel C-channels to 5 lam beams to bring structural integrity to code, addition of 2x6 ceiling joists nailed to existing joists to bring structural integrity to code, addition of ceiling fans to cupola entry area for better circulation, and the replacement of existing windows with better thermal rated glass with e-coatings. Some duct changes were done to better balance the warm air flow throughout the library. Also, the addition of Kalwall insulated plastic windows to the cupola windows, and two large windows on the south side of the library. Two areas that were suspected of having asbestos particle board were encapsulated behind rigid insulation and hardiplank siding.

Since 1983, the City of Omak contracted with the North Central Regional Library District for library services, which remains in effect unless terminated at the end of any calendar year by notice prior to October 1 of any year. The City pays for library services in an amount equal to the District's prevailing levy rate in each contract year multiplied by the final assessed valuation for property within the corporate limits of the municipality. Those living in the rural areas of the county pay the property tax fee as well, which goes directly to the Library District. Residents who live in cities and towns in the county that do not collect property taxes for library services are asked to buy a monthly fee card to use the public library.

Library hours are from 10:00 a.m. to 8:00 p.m. Monday through Thursday; 10:00 a.m. to 5:00 p.m. Friday and Saturday; and 1:00 p.m. to 5:00 p.m. on Sunday making the library available to the public seven days a week.

DEMAND & LEVEL OF SERVICE:

During 2018, the Omak Library circulated (checked out to borrowers) an average of 9,576 items including books, magazines and DVDs each month. The Omak Library Collection contains 34,828 items for public use.

Public Access Internet is a popular reason to visit the library. On average, the library has 627 log ins from our library users per month. There are now six (6) sitting access station, and

two (2) standup-quick use stations. Local people of all ages use the internet stations to send e-mail, search for information, research before buying, and social networking.

The library also supplies a Wi-Fi signal available to library card holders that allows internet use on a persons' personal portable Internet device. Wi-Fi is available inside the building, or around the outside perimeter. Wi-Fi users show an average of 45.9 log-ins each month.

Two Book Discussion groups meet monthly at the library, and the library supplies multiple copies of book titles for a handful of privately managed book clubs in the area. New books selections are displayed within the library and available for checkout each month as well. Book Discussion groups are very active in our area.

The Summer Reading Club registered 393 children, with just over one half of those participating having read 10 or more books during the summer. Children who read over the summer have been shown to maintain their reading skills from the previous year. Children who are read to and learn to enjoy reading have been shown to have better academic success in school.

Storytimes are presented each Friday Morning at 11:30am throughout the year. Attendance runs from 2-15 little ones at any given week. Early Literacy is an important part of library Storytime offerings, using a curriculum called "Links to Literacy".

Adult Literacy Tutoring is offered in the library through the Okanogan County Literacy Council and on average 12 students meet a month at the library with community volunteers. High School and College students regularly use the library for studying and looking for support material.

The library has increased interior sitting spaces so more people can enjoy and be comfortable in the library at once. The floor plan has been re-designed to allow for more seating, efficiency and openness. New lighting, windows, doors, and heating /cooling make the library a much more pleasant and useable space, as well as prepare the library for future increasing costs for energy by reducing the energy use needed.

Since re-opening after the Energy Upgrade in the winter of 2010-11 the public has been visiting the library more frequently. The door count showed an increase in library visits in the first quarter of 2011.

The Omak Public Library remains a strong and vital part of our City, meeting the needs of local citizens for leisure reading and lifelong learning.

STANDARD FOR LEVEL OF SERVICE:

No level of service is adopted for library service at this time.

PLANS OF OTHER PROVIDERS OF PUBLIC FACILITIES:

At the present time there are no known plans of other providers of similar services that would affect current or future operations of the Omak Library.

PROPOSED CAPITAL PROJECTS:

There are no proposed capital projects within the 6-year life of this plan.

FINANCIAL INFORMATION:

The City funds the library through a separate library fund. Revenue comes from charges for service, rents, printing services, contract for building maintenance with the North Central Regional Library District and operating transfers from the Current Expense Fund. The City provides the building and provides all necessary maintenance and utilities relating to the library. In return, the District reimburses the City for building maintenance. The contract with the District provides \$2.25 per square foot for building maintenance.

Expenditures are for salaries and benefits, operating expenses, professional services, capital outlay, and the contract with the North Central Regional Library. Operating expenses include supplies, utility charges, insurance, taxes and repair and maintenance. The following tables and graphs provide revenue and expenditure data for the period 2015 through 2019.

Table 4.7.1 - Library Fund Revenues

LIBRARY FUND REVENUES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Charges for Goods and Services					
Building Maintenance Fees Received	\$15,681	\$15,681	\$15,681	\$16,888	\$16,888
Total Charges for Goods and Services	\$15,681	\$15,681	\$15,681	\$16,888	\$16,888
Miscellaneous Revenues					
Investment Interest	\$37	\$326	\$751	\$1,561	\$1,828
Int Earn. Gain/loss #CUSIP 3130ABF92	\$0	\$0	\$0	\$0	\$125
Miscellaneous Revenue	\$0	\$0	\$0	\$0	\$0.00
Other Miscellaneous Revenue	\$50	\$50	\$80	\$20	\$10.00
Total Miscellaneous Revenues	\$87	\$376	\$831	\$1,581	\$1,963
Other Financing Sources					
Operating Transfers from C.E.	\$150,000	\$145,000	\$140,000	\$115,000	\$115,000
Total Operating Transfers	\$150,000	\$145,000	\$140,000	\$115,000	\$115,000
TOTAL LIBRARY FUND REVENUES	\$165,768	\$161,058	\$156,512	\$133,468	\$133,850

Figure 4.7.1 – Library Revenue Trends

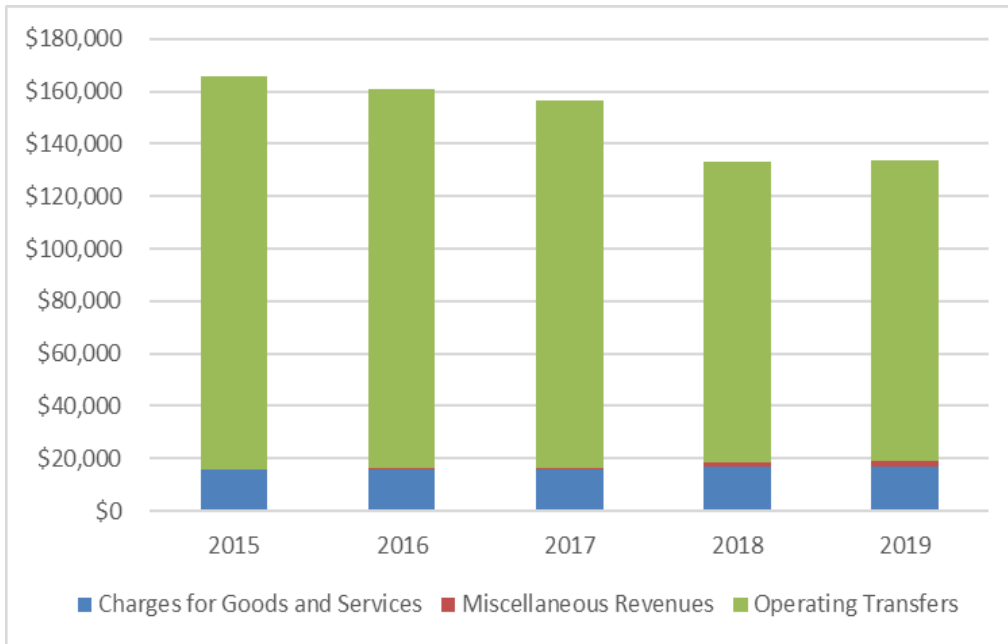
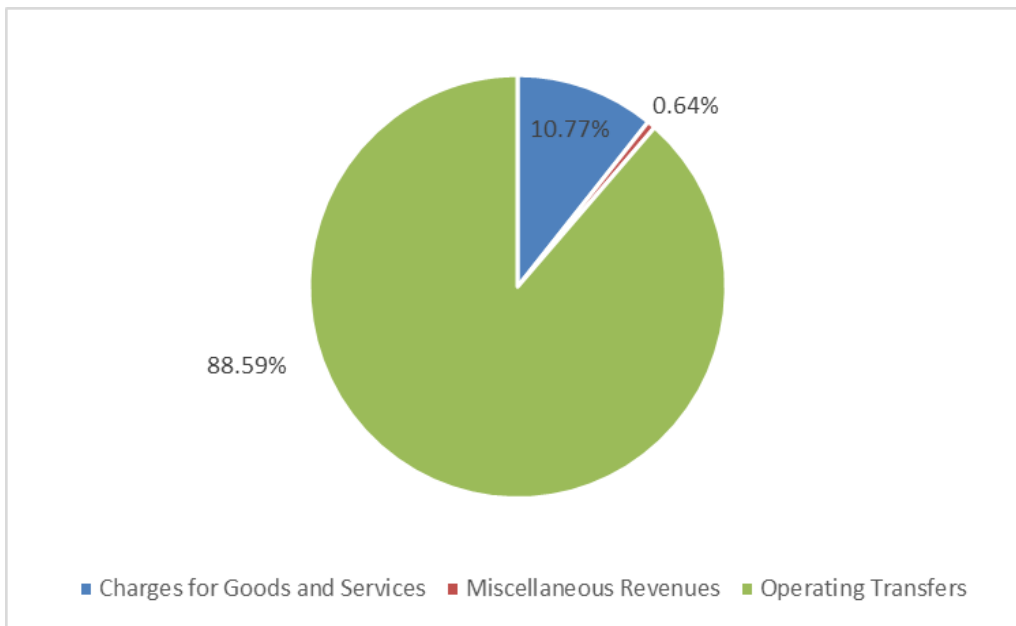


Figure 4.7.2 – Library Revenue Distribution



The graphs clearly show the importance of transfers from the Current Expense Fund to Library operations. Charges for Service show a positive trend, while transfers from Current Expense have been declining.

Table 4.7.2 - Library Fund Expenditures

LIBRARY FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Library Services					
NCRL Contract	\$128,151	\$122,280	\$106,743	\$107,129	\$108,527
Total Library Services	\$128,151	\$122,280	\$106,743	\$107,129	\$108,527
Facilities					
Salaries & Wages	\$652	\$615	\$2,063	\$1,243	\$1,079
Overtime	\$63	\$0	\$0	\$0	\$154
Fica	\$52	\$44	\$150	\$91	\$90
Industrial Insurance	\$29	\$29	\$90	\$48	\$53
Unemployment Insurance	\$1	\$1	\$4	\$2	\$2
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$74	\$69	\$246	\$158	\$159
All Other Benefits	\$181	\$160	\$584	\$321	\$345
Office & Operating Supplies	\$3,434	\$2,505	\$3,874	\$4,235	\$2,602
Small Tools & Equipment	\$0	\$424	\$0	\$0	\$0
Janitorial Services	\$8,318	\$8,806	\$8,711	\$8,633	\$8,552
Equipment Rental Fees	\$887	\$128	\$553	\$362	\$788
Insurance	\$2,187	\$2,188	\$2,377	\$2,522	\$2,095
Public Utility Services	\$7,489	\$7,959	\$8,725	\$8,526	\$8,888
Repairs & Maintenance	\$4,297	\$962	\$1,749	\$3,630	\$7,339
Total Facilities	\$27,664	\$23,892	\$29,126	\$29,771	\$32,146
Capital Expenditures					
Building Improvements	\$0	\$0	\$0	\$0	\$0
Total Capital Expenditures	\$0	\$0	\$0	\$0	\$0
TOTAL LIBRARY FUND	\$155,815	\$146,172	\$135,869	\$136,900	\$140,673

The following graphs show library expenditure trends and distribution from 2015 through 2019.

Figure 4.7.3 – Library Expenditures

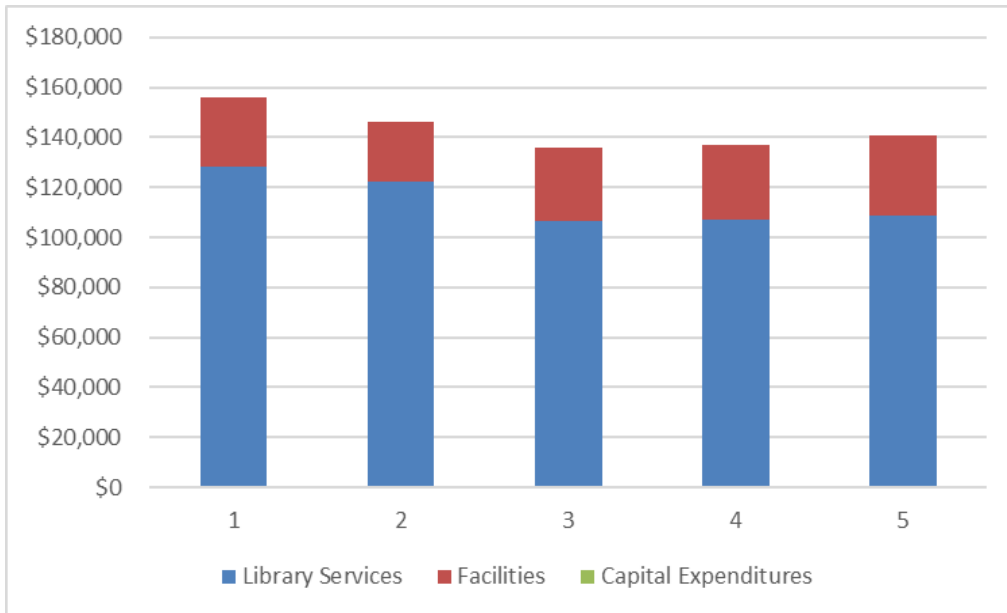
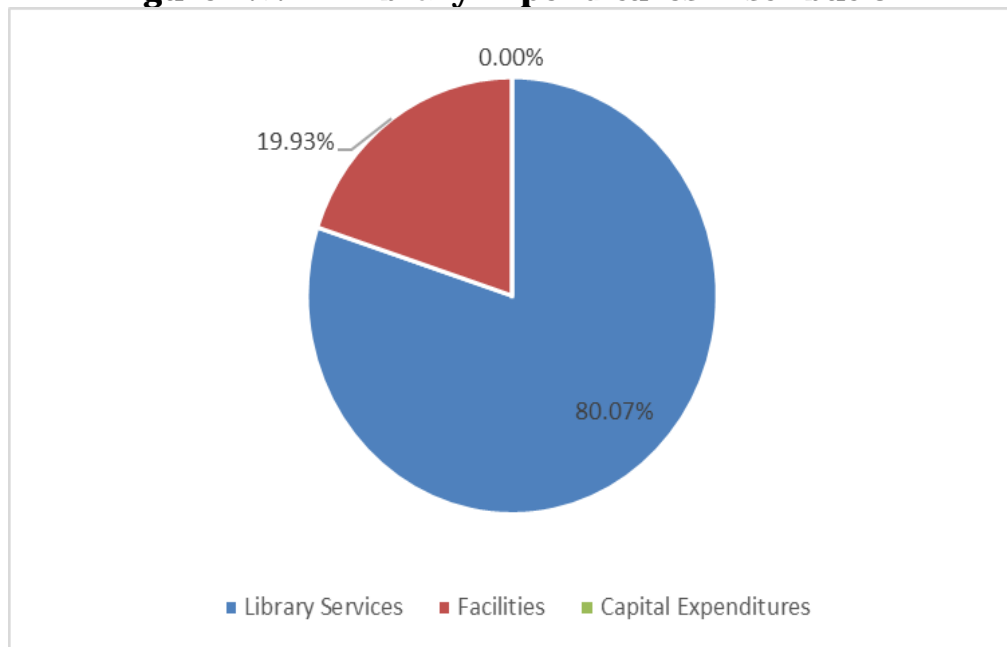


Figure 4.7.4 – Library Expenditures Distribution



The graphs clearly show that the contract with the North Central Washington Regional Library accounts for most of the revenues and expenses associated with operation of the library.

Table 4.7.3 provides a comparison of Library Fund revenues and expenditures.

Table 4.7.3 – Library Fund Revenues and Expenditures Comparison

	2015	2016	2017	2018	2019
Revenue	\$165,768	\$161,057	\$156,512	\$133,469	\$133,851
Expenditures	\$155,815	\$146,172	\$135,869	\$136,900	\$140,673
Difference	\$9,953	\$14,885	\$20,643	(\$3,431)	(\$6,822)

4.8 SOLID WASTE COLLECTION AND DISPOSAL

BACKGROUND, INVENTORY AND EXISTING CONDITIONS:

The City contracts with Sunrise Disposal of Okanogan for solid waste collection services. City solid waste is disposed of at the Okanogan County Central Landfill located just south of the city of Okanogan. The City's contract with Sunrise Disposal was renewed on March 1, 2018 and will expire February 28, 2023.

DEMAND & LEVEL OF SERVICE:

The established standard, based on Okanogan County Solid Waste Comprehensive Plan figures, is a facility or contract arrangement sufficient to handle 2.7 pounds per person per day.

PLANS OF OTHER PROVIDERS OF PUBLIC FACILITIES:

The City is to some extent is at the mercy of the County, which operates the landfill, and the private sector collection services. The City operates under the Okanogan County Solid Waste Plan and has an inter-local agreement with Okanogan County for operation of the central landfill. The Solid Waste Plan is in the process of being updated and will be submitted to the City for review and approval.

PROPOSED CAPITAL PROJECTS:

As the solid waste and collection service is operated by a contractor, the City does not anticipate any capital expenditures for this infrastructure item.

FINANCIAL INFORMATION:

Solid Waste revenues and expenditures are accounted in the Garbage Fund. Revenue sources include primarily charges for services, with some revenue from interest. Expenditures include primarily the collection contract, with smaller amounts for City clerical support for billing and accounting services.

Since the City contracts for sanitation services, there should be no need for capital expenditures above the \$10,000 figure utilized in this plan. As there are no planned capital expenditures, no further financial information has been prepared. If in the future the City begins providing this service as a public operation this section of the plan should be revised to reflect the changed conditions.

Table 4.8.1 – Garbage Fund Revenues

GARBAGE FUND REVENUES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
State Grants					
D.O.E-Air Quality Grant-Citywide Clean-Up '17	\$0	\$0	\$4,000	\$0	\$0
D.O.E. Air Quality Grant 2017-2018	\$0	\$0	\$0	\$4,846	\$4,621
Total State Grants	\$0	\$0	\$4,000	\$4,846	\$4,621
Charges for Goods and Services					
Garbage Utility Receipts	\$981,823	\$973,060	\$977,823	\$1,057,052	\$1,098,187
Garbage B&O Reserves	\$94,495	\$92,035	\$93,988	\$101,747	\$104,948
Total Charges for Good and Services	\$1,076,318	\$1,065,095	\$1,071,811	\$1,158,799	\$1,203,135
Miscellaneous Revenues					
Investment Interest	\$238	\$723	\$1,651	\$3,943	\$5,494
Int Earn. Gain/loss #CUSIP 3130ABF92	\$0	\$0	\$0	\$0	\$276
Miscellaneous Revenue	\$0	\$0	\$556	\$0	\$0
Total Miscellaneous Revenues	\$238	\$723	\$2,207	\$3,943	\$5,770
Non-Revenues					
Refuse Collection Tax	\$33,937	\$33,025	\$33,406	\$35,531	\$34,811
Garbage Cart Repl. - Contractor Remit	\$198	\$340	\$0	\$71	\$0
Total Non-Revenues	\$34,135	\$33,365	\$33,406	\$35,602	\$34,811
TOTAL GARBAGE FUND REVENUES	\$1,110,691	\$1,099,182	\$1,111,424	\$1,203,190	\$1,248,338

Figure 4.8.1 – Garbage Fund Revenue Trends

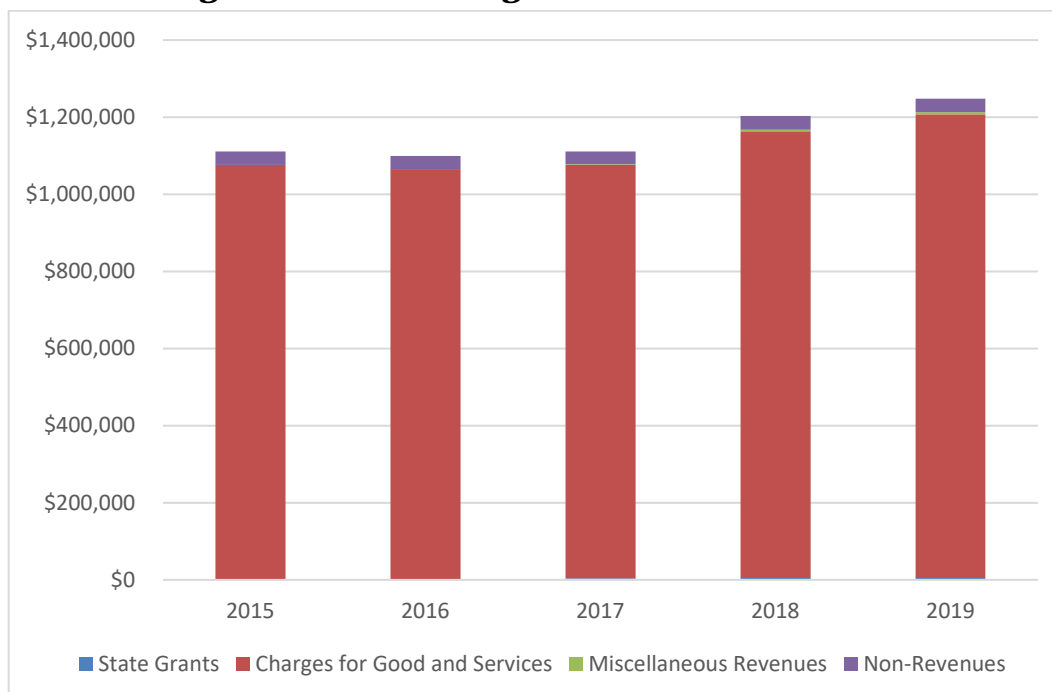
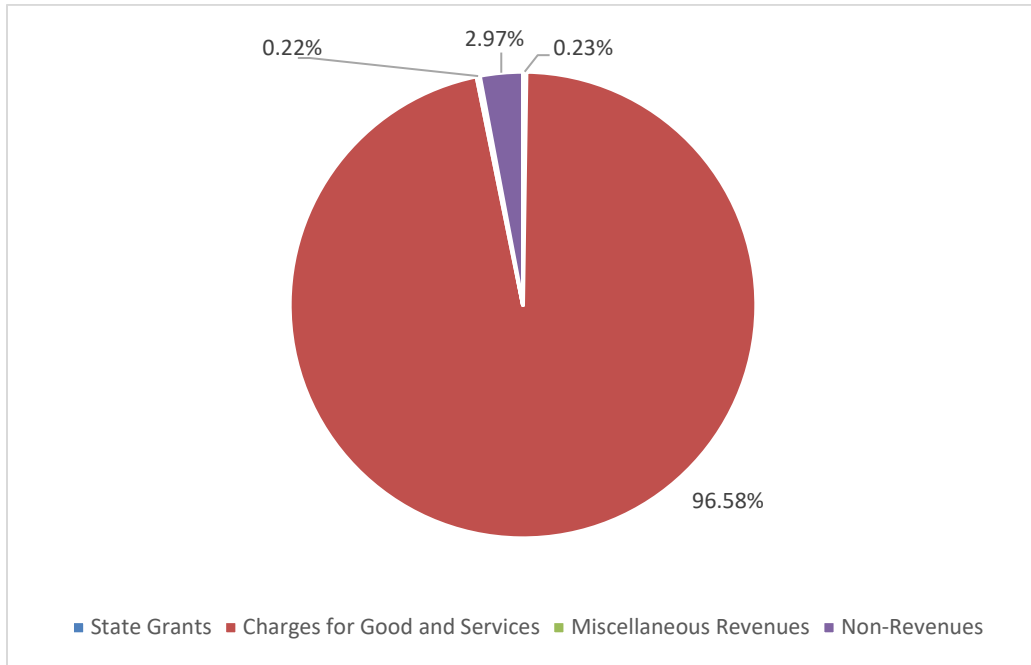


Figure 4.8.2 – Garbage Fund Revenue Distribution



The preceding graphs show that charges for services make up 96.58% of the revenues.

Table 4.8.2 - Garbage Fund Expenditures

GARBAGE FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Financial Services					
Salaries & Wages	\$5,540	\$6,107	\$5,642	\$6,548	\$5,994
Fica	\$397	\$442	\$405	\$484	\$444
Industrial Insurance	\$18	\$24	\$23	\$32	\$25
Unemployment Insurance	\$11	\$12	\$11	\$13	\$12
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$565	\$584	\$674	\$728	\$770
All Other Benefits	\$1,084	\$1,019	\$1,169	\$1,275	\$1,222
Total Financial Services	\$7,615	\$8,189	\$7,925	\$9,079	\$8,467
Budgeting, Accounting, Auditing					
Salaries & Wages	\$20,299	\$19,075	\$18,557	\$19,186	\$21,608
Overtime	\$0	\$11	\$238	\$118	\$99
Fica	\$1,419	\$1,362	\$1,427	\$1,462	\$1,636
Industrial Insurance	\$117	\$133	\$113	\$131	\$149
Unemployment Insurance	\$41	\$38	\$38	\$39	\$43
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$2,070	\$2,130	\$2,084	\$2,446	\$2,788
All Other Benefits	\$5,824	\$5,310	\$3,705	\$3,986	\$4,563
Office & Operating Supplies	\$0	\$541	\$0	\$0	\$0
Excise Taxes	\$18,619	\$19,292	\$19,460	\$20,983	\$19,708
Communication	\$1,806	\$2,236	\$2,275	\$2,927	\$2,855
Insurance	\$687	\$731	\$810	\$734	\$728
Office Equipment Repairs & Mntnce	\$690	\$713	\$502	\$467	\$477
Miscellaneous	\$0	\$0	\$0	\$99	\$11
Total Budgeting, Accounting, Auditing	\$51,571	\$51,571	\$49,209	\$52,576	\$54,666
Contracted Processing					
Collection & Disposal Contract	\$906,299	\$893,521	\$895,363	\$959,922	\$982,459
OK Valley Disposal Collection	\$6,752	\$4,538	\$3,073	\$3,389	\$3,530
Fall Cleanup Program	\$0	\$4,097	\$6,986	\$0	\$2,063
Total Contracted Processing	\$913,051	\$902,156	\$905,421	\$963,312	\$988,052
B&O					
Garbage B&O Expenditure	\$94,495	\$92,044	\$93,987	\$100,601	\$94,105
Total B&O	\$94,495	\$92,044	\$93,987	\$100,601	\$94,105
D.O.E. Grants					
D.O.E. Grant - Air Quality - Citywide Clean Up '17	\$0	\$0	\$3,742	\$0	\$0.00
D.O.E. Air Quality Grant 2017-2018	\$0	\$0	\$0	\$4,891	\$1,256
Total D.O.E Grants	\$0	\$0	\$3,742	\$4,891	\$1,256
Non-Expenditures					

GARBAGE FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Excise Taxes	\$34,118	\$33,630	\$33,934	\$36,867	\$34,585
Garbage Cart Repl.-Contractor Remit	\$0	\$0	\$0	\$71	\$0
Total Non-Expenditures	\$34,118	\$33,630	\$33,934	\$36,938	\$34,585
Capital Expenditures					
Clerical Software Equipment	\$0	\$0	\$0	\$0	\$0
Clerical Utility Software	\$0	\$0	\$0	\$0	\$0
Total Capital Expenditures	\$0	\$0	\$0	\$0	\$0
TOTAL GARBAGE FUND EXPENDITURES	\$1,100,851	\$1,087,590	\$1,094,218	\$1,167,396	\$1,181,131

Figure 4.8.3 - Garbage Fund Expenditure Trends

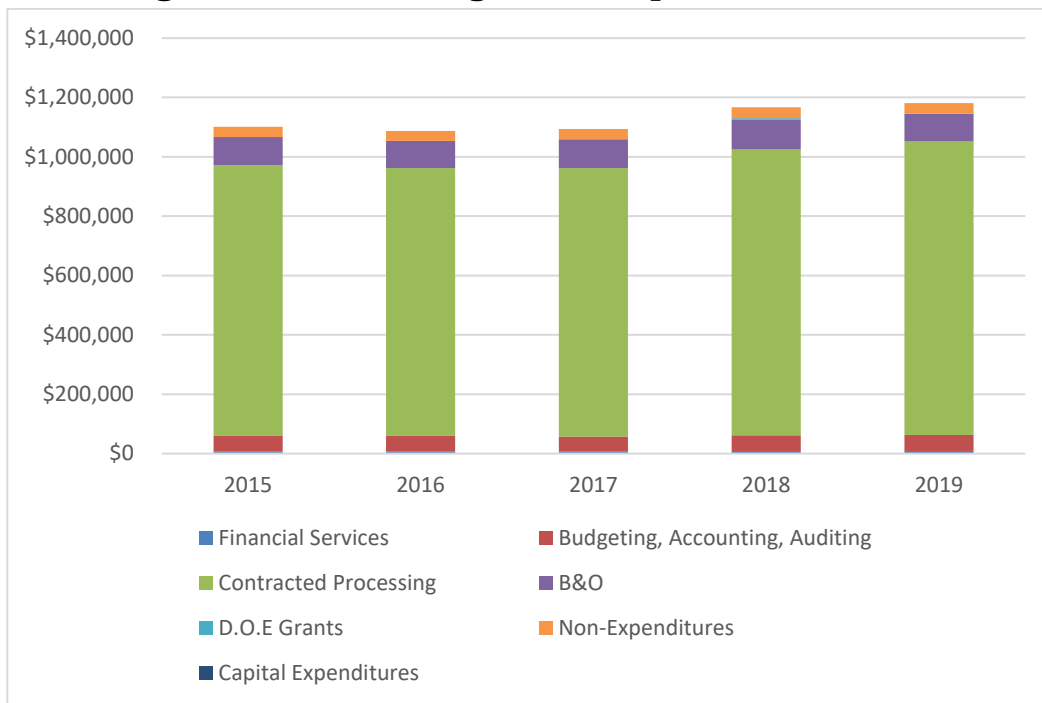


Figure 4.8.4 - Garbage Fund Expenditure Distribution

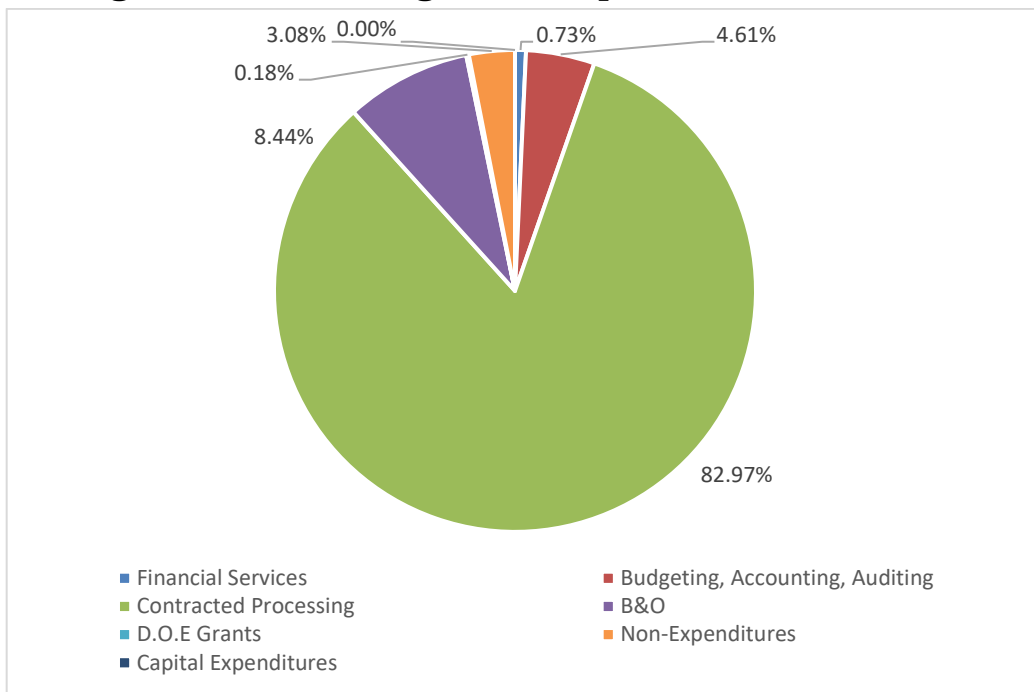


Table 4.8.3 provides a comparison of Garbage Fund revenues and expenditures.

Table 4.8.3 – Garbage Fund Revenues and Expenditures Comparison

	2015	2016	2017	2018	2019
Revenue	\$1,110,691	\$1,099,183	\$1,111,424	\$1,203,190	\$1,248,337
Expenditures	\$1,100,850	\$1,087,590	\$1,094,218	\$1,167,397	\$1,181,131
Difference	\$9,841	\$11,593	\$17,206	\$35,793	\$67,206

4.9 STREET SYSTEM

BACKGROUND, INVENTORY AND EXISTING CONDITIONS:

Omak's street system contains roughly 28 miles of roadway within the incorporated city limits (see Table 4.9.1 for inventory data). This total does not include those portions of U.S. 97, S.R. 155, and S.R. 215 within the city limits, which comprise approximately another 5 miles of road. Of these 28 miles of city streets, approximately 8.3 miles have curb and gutter, and an estimated 4.2 miles have curb, gutter and sidewalk.

It should be noted that throughout the city, there are many streets with a “mix and match” combination of improvements. For example, Douglas Street going northerly from Central Avenue on the north side of the Omak Middle School has curb and sidewalk on both sides of the street to Apple Avenue, and then only sidewalk on the west side to Bartlett Avenue. On Bartlett Avenue, there is curb and sidewalk between Main and Ash on both sides; between Ash and Birch, there is still curb and gutter on both sides, but only sidewalk on the north side; then at its intersection with Elm Street, there is still curb and gutter on both sides, and a sidewalk along the northerly and westerly side of the street that goes southerly to a point just north of 2nd street. (At or about West Apple Avenue, Bartlett Ave. becomes Granite Street). From 2nd Street southerly, Granite/Jasmine has curb and gutter only to 6th Street. Fourth Avenue westerly from Cedar Street to Jasmine has curb only on both sides but no sidewalks. In the Wildwood neighborhood in northwest Omak, there is curb and gutter throughout, but sidewalks on only one side of the streets, and only in select places.

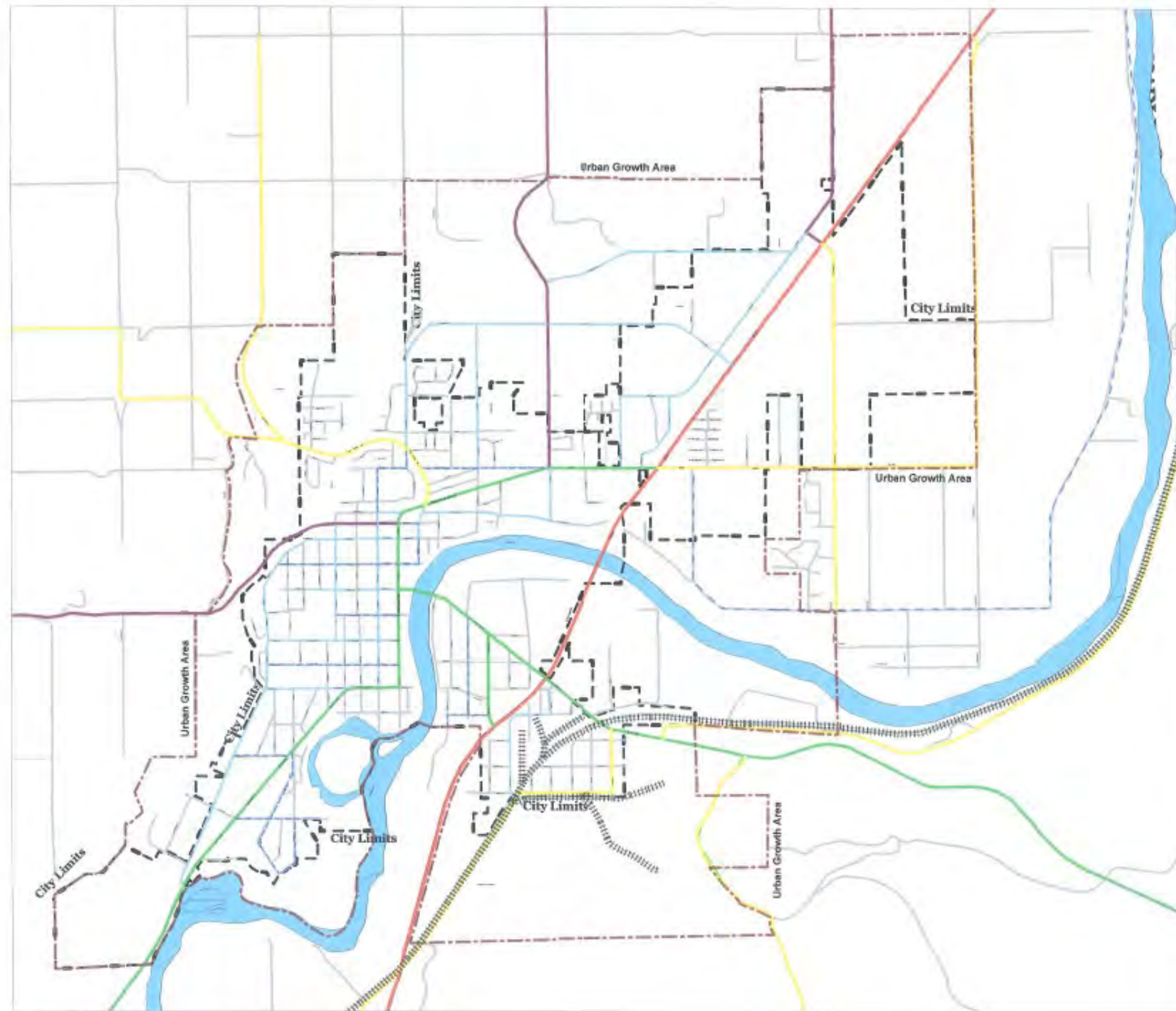


While most residential access streets are BST surfaced, the City, until recently, has been striving to upgrade approximately 2.0 miles of streets with asphalt surfacing each year. Budget constraints and the need for matching funds for significant street improvements (e.g. Ross Canyon, Oak Street and Engh Road) has meant that the dollars previously allocated for asphalt overlays on local major and minor collectors has been diverted. State routes and new streets and roads are primarily paved with asphalt. Figure 4.9.1 shows a map of Omak's street system keyed to classification of each street.

Table 4.9.1 – Street Inventory

Functional Class	City Miles	UGA Miles
Major Arterial (U.S. 97)	1.8	1.1
Minor Arterial (S.R. 155 & S.R. 215)	3.9	0.8
Major Collector	0.7	2.2
Minor Collector	1.8	5.0
Local Major Collector	6.4	2.0
Local Minor Collector	4.9	4.7

Figure 4.9.1



**CITY OF OMAK
COMPREHENSIVE PLAN
2012 UPDATE**

**Map B.2
Comprehensive Plan
Functional Classification Map
City and Urban Growth Area**

Legend

- Principal Arterial*
- Minor Arterial*
- Major Collector*
- Minor Collector*
- Local Major Collector
- Local Minor Collector
- Local Access

* - Federal and State Designated

DRAWN BY: K. Danison DATE: 6/4/12	CITY OF: Omak TITLE: Comprehensive Plan Functional Classification Map City and Urban Growth Area Highlands Associates Okanogan, WA
 NORTH	SCALE: FIG. B - Map B.2
<small>All map data is approximate and should be verified prior to any further use. Source of base data - Okanogan County Assessor's Office 11/12</small>	

DEMAND AND LEVEL OF SERVICE:

Information on traffic counts provides some measure of demand. Since 2000, at least three transportation studies have been completed (several by private development interests) which provide detailed information on traffic counts at area intersections. The Okanogan County Transportation Element, prepared by Bucher, Willis and Ratliff in 1995, presented Washington State Department of Transportation (DOT) projected growth factors for state routes in Okanogan County. At that time DOT estimated an annual growth rate of 1.51% for principal arterials, 1.40% for minor arterials, and 1.29% for collector arterials. A calculation of the increased volumes of traffic at the same intersections in 2011 and 2018 finds as follows:

Table 4.9.2 - Traffic Volume Increases

Road	2011 AADT	2018 AADT	% Increase
S.R. 215 jct U.S. 97			
North of Signal	5100	8600	68.63%
S.R. 215/Quince	10000	11000	10.00%
SR.215 West of Quince	13000	13000	0.00%
S.R. 215 jct Central Ave.			
North of Signal	11000	11000	0.00%
South of Signal	9600	9700	1.04%
East of Signal S.R. 155	4300	6700	55.81%
U.S. 97 jct S.R. 155 Spur	7200	8600	19.44%

STANDARD FOR LEVEL OF SERVICE:

Street Level of Service standards are often challenging for smaller towns and cities to develop. Street congestion gets worse gradually with increasing traffic loads, and is also influenced by posted speed limits, traffic signals, and terrain. Unlike sewer or water, the capacity of a street to carry traffic is not fixed, and is determined partly by the public's tolerance for congestion. Street LOS standards are most typically given a letter value, usually A through F, based on relative ease of travel. The most commonly used Level of Service standards are based on the 2016 Highway Capacity Manual (HCM) Signalized Intersection Method, used by the Washington State Department of Transportation. This method estimates the average minutes of delay at intersections. Communities which use the HCM standards usually adopt LOS C or D as their standard, since funding is usually unavailable from state sources for streets operating above this level.

The HCM method is often not particularly appropriate for smaller communities, where traffic congestion is not the major problem. Therefore, other rating methods have

been developed which consider the physical condition of the roadway, the number of accidents along a particular section, and other factors to arrive at similar street ratings of A through F. A variation of this method geared more towards rural areas is used in the Okanogan County Transportation Element. This plan adopts LOS C for arterials and collectors as defined in the County Transportation Element.

PLANS OF OTHER PROVIDERS OF PUBLIC FACILITIES:

There are four other government entities that provide transportation related services in and around Omak. Okanogan County, through the development and maintenance of its road system and land use planning, can have an impact on city streets. The state Department of Transportation operates and maintains three state routes through the City – S.R. 155, S.R. 215 and U.S. 97. The City of Okanogan, which adjoins the city to the south, is linked to Omak via S.R. 215 and the Confederated Tribes of the Colville Reservation that are presently working on a feasibility study related to implementation of development plans that includes a new access to U.S. 97 just outside the southern City Limits.

Fortunately, Omak, Okanogan County, the Department of Transportation, the Colville Tribes, and the City of Okanogan have developed a close working relationship in regards to transportation planning. Because of this relationship, no significant capital projects seem likely to occur without the City having an opportunity to plan and participate as appropriate. An example of such cooperation in the reconstruction of Oak St/Robinson Canyon Road from Riverside Drive in the City north to Nichols Road in the county completed in 2008.

PROPOSED CAPITAL PROJECTS:

The City has a current Comprehensive Plan with a Transportation Element updated in 2013 that provides a list of recommendations for improvements to the transportation system in the community. The following table contains those recommendations that relate directly to the city street and non-motorized transportation systems. It is important to note that the Transportation Element provides a number of recommendations related to improving non-motorized access throughout the community, primarily through the provision of bike lanes and pedestrian ways along all major and minor collectors and local major and minor collectors.

Table 4.9.3 – Comprehensive Plan Recommended Projects

Capital Project/Item
Motorized Transportation Improvements:
<ul style="list-style-type: none"> • One-way couplets along Main and Ash streets
<ul style="list-style-type: none"> • Widen Central Avenue Bridge
<ul style="list-style-type: none"> • Designate Ash Street as SR-215, eliminate center lane on Main Street and provide for diagonal parking on both sides from Third north to Bartlett.
<ul style="list-style-type: none"> • Maintain Main Street as SR 215 but eliminate center lane on Main Street and provide for diagonal parking on both sides from Third north to Bartlett, route southbound traffic off Main to Ash via Barlett if desire is to head east on SR 155, route northbound traffic off of Fourth onto Ash if desire is to travel to High/Middle School Campus (no left turns at traffic signal at Main and Central).
<ul style="list-style-type: none"> • Add right hand turn lane on north side (westbound lane) of S.R.-215 from U.S. 97 to Omache Drive and continue working with WSDOT and adjoining landowners on long term solutions to increasing traffic issues
<ul style="list-style-type: none"> • Adopt Level of Service D as the standard for area streets and roads
<ul style="list-style-type: none"> • Update NWOTS study and begin planning for new road providing direct, lower grade access from U.S. 97 to Conconully Highway
<ul style="list-style-type: none"> • Extend left and right hand turn pockets on Engh Road at signalized intersection with U.S. 97.
<ul style="list-style-type: none"> • Widen S.R. 215 (Riverside Drive) to 5 lanes from Quince to U.S. 97 and Engh Road from U.S. 97 to Omak River Road.
<ul style="list-style-type: none"> • Signalize the intersections of Quince, Oak St and Ross Canyon with S.R. 215 (Riverside Drive) when warrants are met.
Improve, construct, and/or reclassify the following roadways to Major Collector standards:
<ul style="list-style-type: none"> • Engh Road from US 97/Riverside Drive intersection east then north to intersection with US 97.
<ul style="list-style-type: none"> • Robinson Canyon Road from Miller Road to Airport.
<ul style="list-style-type: none"> • Old Riverside Highway from Copple Road to Omak Airport Road.
<ul style="list-style-type: none"> • Omak Airport Road from Airport to Old Riverside Highway.
<ul style="list-style-type: none"> • Ross Canyon Road from Ironwood Street north and west to the Conconully Highway.
<ul style="list-style-type: none"> • Duck Lake Road from Ross Canyon to Nichols Road.
Improve, construct, and/or reclassify the following roadways to Minor Collector standards:
<ul style="list-style-type: none"> • Sand Flat Road from intersection with Engh Road north to intersection with U.S. 97.
<ul style="list-style-type: none"> • New road connecting U.S. 97 (Tribal Trails fueling station) with Rodeo Trail.
<ul style="list-style-type: none"> • Eighth Avenue/Edmonds Street/Fifth Avenue connection between Rodeo Trail and S.R. 155.
<ul style="list-style-type: none"> • Bartlett, Granite, Jasmine from Main St (S.R. 215) to Okoma Drive (S.R. 215).
Improve, construct, and/or reclassify the following roadways to Local Major Collector standards:
<ul style="list-style-type: none"> • Entire length of Shumway Road from U.S. 97 and Ironwood Street to Ross Canyon Road.

Capital Project/Item
<ul style="list-style-type: none"> • East leg of U.S. 97/Shumway intersection.
<ul style="list-style-type: none"> • Copple Road from Robinson Canyon Road east to U.S. 97.
<ul style="list-style-type: none"> • New road from Engh Road north to proposed frontage road along east side of U.S. 97 northward to Sandflat with intersections with the east leg of Shumway and to Sandflat Road.
<ul style="list-style-type: none"> • Koala Avenue east from Locust/Hopfer Road to Koala Drive.
<ul style="list-style-type: none"> • Quince Street from Koala Avenue to Shumway.
<ul style="list-style-type: none"> • Extension of Eighth Avenue to new road connecting with Tribal Trails Travel Plaza.
Improve, and construct the following roadways to Local Access standards:
<ul style="list-style-type: none"> • All residential streets in downtown/central Omak.
<ul style="list-style-type: none"> • New road providing access from Ironwood/Shumway to Wildwood.
<ul style="list-style-type: none"> • Jonathan Avenue from Oak Street east to Quince Street.
<ul style="list-style-type: none"> • Koala Avenue from Kenwood Street east to Oak Street.
<ul style="list-style-type: none"> • New street running from Oak Street east connecting with Elderberry and proposed extension of Quince Street.
<ul style="list-style-type: none"> • Extension of Quince Street south from Riverside Drive (S.R. 215) to Dewberry.
Non-Motorized/Pedestrian Transportation Improvements:
<ul style="list-style-type: none"> • Pedestrian/bike trail that between Eastside Park and Omache shopping center area along U.S. 97 and via bridge under U.S. 97 bridge at Eastside Park
<ul style="list-style-type: none"> • Pedestrian ways along both sides of Central and Omak Avenues from Granite Street east to corporate limits
<ul style="list-style-type: none"> • Identify, prioritize and replace existing deficient ADA ramps on all sidewalks.
<ul style="list-style-type: none"> • Identify, prioritize and install new ADA ramps where none presently exist.
<ul style="list-style-type: none"> • Review and amend City Code to require pedestrian improvements as part of all substantial improvements to existing development and all new development.
<ul style="list-style-type: none"> • Pedestrian Bulb-outs at the intersections of Ash with First, Central and Apple.
<ul style="list-style-type: none"> • Sidewalks from the downtown core up Ross Canyon (both sides) from Ironwood west to the City Limits.
<ul style="list-style-type: none"> • Sidewalk on the south side of Shumway from Ironwood to Koala Drive.
<ul style="list-style-type: none"> • Sidewalk along south and east sides of West Bartlett, Granite, and Jasmine Streets.
<ul style="list-style-type: none"> • Sidewalks along both sides of Central and Omak Avenue (S.R. 155) from Granite Street east to corporate limits.
<ul style="list-style-type: none"> • Sidewalks along both sides of Sandflat from Engh Road north to U.S. 97.
<ul style="list-style-type: none"> • Sidewalk along the south side of Riverside Drive (S.R. 215).
<ul style="list-style-type: none"> • Sidewalks along both sides of Quince from Riverside to Koala and north to Shumway when street is constructed.
<ul style="list-style-type: none"> • Sidewalks along both sides of S.R. 215 (Riverside Drive) east from Quince to U.S. 97.
<ul style="list-style-type: none"> • Sidewalks along both sides of Omache Drive from S.R. 215 (Riverside Drive) to Koala.
<ul style="list-style-type: none"> • Sidewalk along the south side of of Okoma Drive.

Capital Project/Item
<ul style="list-style-type: none"> • Sidewalks along both sides of Koala Drive.
Non-Motorized Bicycle Facilities:
<ul style="list-style-type: none"> • Bike lanes along Rodeo Trail from Omak to Okanogan.
<ul style="list-style-type: none"> • Bike lanes from U.S. 97 east and north along Engh Road to northerly intersection with U.S. 97.
<ul style="list-style-type: none"> • Bike lanes along both sides of Central Avenue and S.R. 155 (Omak Avenue) from Cedar Street east to corporate limits. Where practical and feasible, bike lanes may be combined with paths/trails.
<ul style="list-style-type: none"> • Bike lanes along Shumway from eastern city limit to northern city limits at Ironwood.
<ul style="list-style-type: none"> • Bike lanes along Copple Road from U.S. 97 west to Robinson Canyon Road.
<ul style="list-style-type: none"> • Bike lanes along West Bartlett, Granite, and Jasmine Streets.
<ul style="list-style-type: none"> • Bike lanes along the length of Okoma Drive (S.R. 215).
<ul style="list-style-type: none"> • Bike lanes along the length of Riverside Drive (S.R. 215).
<ul style="list-style-type: none"> • Bike lanes along S.R. 215 from south City Limits to downtown Okanogan and beyond.
<ul style="list-style-type: none"> • Bike lanes along Ash Street from Fourth north to Cherry.
<ul style="list-style-type: none"> • Bike lanes along Fourth Ave from Ash to Granite.
<ul style="list-style-type: none"> • Bike lanes from Ross Canyon Road north along Duck Lake Road and up Ross Canyon to Conconully Highway, up Hendricks Rd to Dalton.
<ul style="list-style-type: none"> • Bikes lanes along Dalton from Hendricks to Kernal.
<ul style="list-style-type: none"> • Bike lanes along Cherry from Main Street (S.R. 215) west up Kernal to Conconully Highway.
<ul style="list-style-type: none"> • Bike lanes along Oak St/Robinson Canyon from Riverside Drive (S.R. 215) northward to the Omak Airport.
<ul style="list-style-type: none"> • Bike lanes along Quince (existing and proposed) and Koala Drive from Riverside Drive (S.R. 215) north to and including the Old Riverside Highway.
<ul style="list-style-type: none"> • Bike lanes along Engh Road from U.S. 97 in the south to U.S. 97 in the north.
<ul style="list-style-type: none"> • Bike lanes along Sandflat Road from Engh Road north to U.S. 97.
<ul style="list-style-type: none"> • Bike lanes along Omak River Road from Engh Road to Orchard View Road then north to Engh Road.
<ul style="list-style-type: none"> • Bike lanes along Benton Street from S.R. 155 (Omak Avenue) south to the Omak Community Center.
<ul style="list-style-type: none"> • Bike lanes along the Hanford St, Fifth Ave, Edmonds St, Eighth Ave and Jackson St loop connection with S.R. 155.
<ul style="list-style-type: none"> • Bike lanes on Grape Avenue from Ross Canyon east to Riverside Drive (S.R. 215).
<ul style="list-style-type: none"> • Bikes lanes on Locust Street north from Grape to Shumway.

The following table shows proposed capital projects. While most are taken from the Six Year Street Plan, several of the proposed projects arise from recommended

projects in the Greater Omak Area Comprehensive Plan and recent development activities. Projects are listed as prioritized in the adopted Six Year Street Improvement Plan (STIP).

Table 4.9.4 - Proposed Capital Projects

Capital Project/Item	Estimated Cost¹	Year Planned
Engl Road/U.S. 97 Intersection	\$561,000	2021
Annual Asphalt Preservation	\$100,000	Ongoing
Sandflat Road/U.S. 97 Intersection Improvements	\$235,000	2023
Construct New Intersection at Jasmine & S.R. 215	\$750,000	2023
Ash Street Sidewalk ADA Improvements	\$90,000	2022
Ross Canyon Reconstruction Phase 2	\$1,000,000	2022
Cherry Avenue Overlay and Drainage	\$420,000	2023
Sandflat Road, Engl Road north to city Limits	\$1,300,000	2022
Central Avenue Reconstruction Cedar to Fir	\$250,000	2022
Fourth Avenue Reconstruction from Cedar to Jasmine/Granite	\$800,000	2026
East Leg Shumway, East of U.S. 97	\$1,050,000	2022-24
Community Center Sidewalks (from community center to S.R. 155/U.S. 97)	\$700,000	2024
Quince/S.R. 215 Traffic Signal or round-a-bout	\$300,000	2023
U.S. 97 Pedestrian Bridge	\$1,500,000	2022
Quince Street Extension	\$500,000	2025
Central Avenue Bridge Project	\$25,000,000	2022
Shumway Road Improvements	\$4,750,000	2025-26
Safe Pedestrian Crosswalks (East Omak School)	\$40,000	2021
Omache Drive S.R. 215 Intersection	\$110,000	2022
Resurface Granite St. from 2 nd Avenue to 4 th Avenue	\$50,000	2022
Acquire Right-of-Way and Construct Koala from Quince west to Locust	\$750,000	As needed
Traffic Signal Oak St. and S.R. 215	\$250,000	2025
Construct Jonathan from Oak to Quince	\$175,000	2021
TOTAL	\$36,190,000	

¹ - estimated costs are 2019 dollars.

PRIORITIZED LIST OF CAPITAL PROJECTS:

Table 4.9.5 shows the list of proposed projects shown in priority order.

TABLE 4.9.5- PRIORITIZED STREET CAPITAL PROJECTS¹

Capital Project/Item	Estimated Cost	Year
Engh Road/U.S. 97 Intersection	\$561,000	2021
Safe Pedestrian Crosswalks (East Omak School)	\$40,000	2021
Construct Jonathan from Oak to Quince	\$175,000	2021
2021 TOTAL	\$776,000	
Omahe Drive S.R. 215 Intersection	\$110,000	2022
<i>U.S. 97 Pedestrian Bridge</i>	<i>\$1,500,000</i>	<i>2022</i>
Ash Street Sidewalk ADA Improvements	\$90,000	2022
<i>Quince/S.R. 215 Traffic Signal or round-a-bout</i>	<i>\$300,000</i>	<i>2022</i>
Resurface Granite St. from 2 nd Avenue to 4 th Avenue	\$50,000	2022
Ross Canyon Reconstruction Phase 2	\$1,000,000	2022
Sandflat Road, Engh Road north to city Limits	\$1,300,000	2022
Central Avenue Reconstruction Cedar to Fir	\$250,000	2022
East Leg Shumway, East of U.S. 97	\$1,050,000	2022-24
2022 TOTAL	\$4,480,000	
Cherry Avenue Overlay and Drainage	\$420,000	2023
Construct New Intersection at Jasmine & S.R. 215	\$750,000	2023
Sandflat Road/U.S. 97 Intersection Improvements	\$235,000	2023
2023 TOTAL	\$1,405,000	
Community Center Sidewalks (from community center to S.R. 155/U.S. 97)	\$700,000	2024
Fourth Avenue Reconstruction from Cedar to Jasmine/Granite	\$800,000	2024
2024 TOTAL	\$1,500,000	
<i>Traffic Signal Oak St. and S.R. 215</i>	<i>\$250,000</i>	<i>2025</i>
Quince Street Extension	\$500,000	2025
<i>Central Avenue Bridge Project</i>	<i>\$25,000,000</i>	<i>2025</i>
Shumway Road Improvements	\$4,750,000	2025-26
2025 TOTAL	\$30,500,000	
Nothing planned	\$0	2026
2026 TOTAL	\$0	

1 - Projects in *italics* are on state highways and will be primarily funded through the State Department of Transportation.

FINANCIAL INFORMATION:

Prior to 2007, the City funded street improvements through two accounts, the Arterial Street Fund, and the City Street Fund. This separation reflected the two categories of State tax revenues passed to cities for street improvements. In practice, the City Street Fund was used for ongoing maintenance and operation, and the Arterial Street Fund was used for capital improvements. Subsequent to 2007 the two funds were combined in the City budget process.

REVENUES:

Street system revenue comes primarily from the two types of motor vehicle fuel taxes, various state and federal grant programs including the Transportation Improvement Board (TIB), the Surface Transportation Program (STP) and the Urban Arterial Trust Account (UATA), and general property tax revenue. Other revenue sources include interest earnings and operating transfers from other departments. Appendix 2G contains details on Street Fund Revenues.

The following graphs illustrate overall street fund revenues. Figure 4.9.1 shows the trends by year, and Figure 4.9.2 shows the average size of each revenue category over the period.

Figure 4.9.1 – Street Fund Revenue Trends

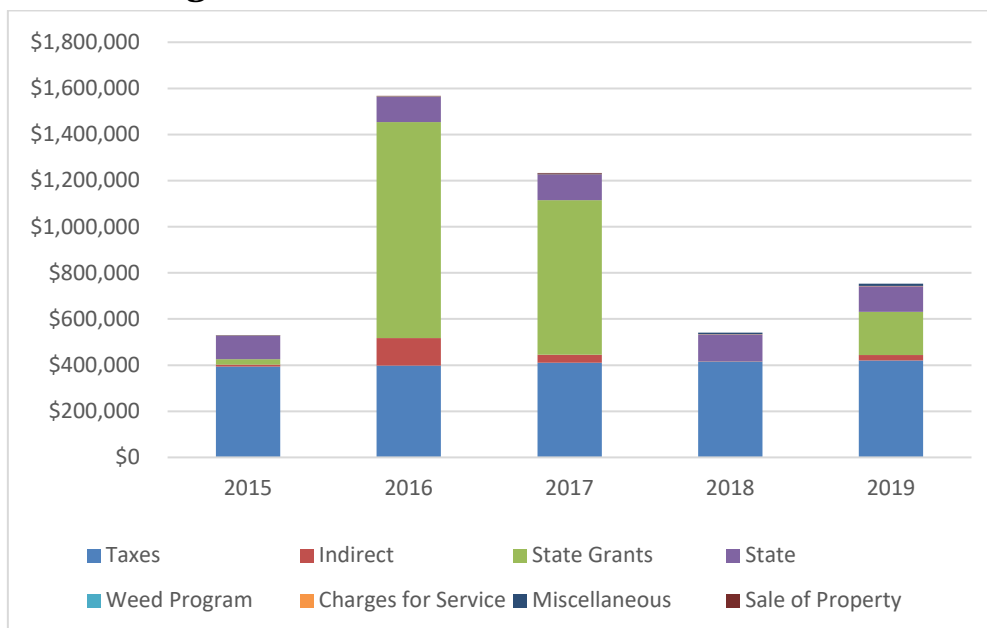
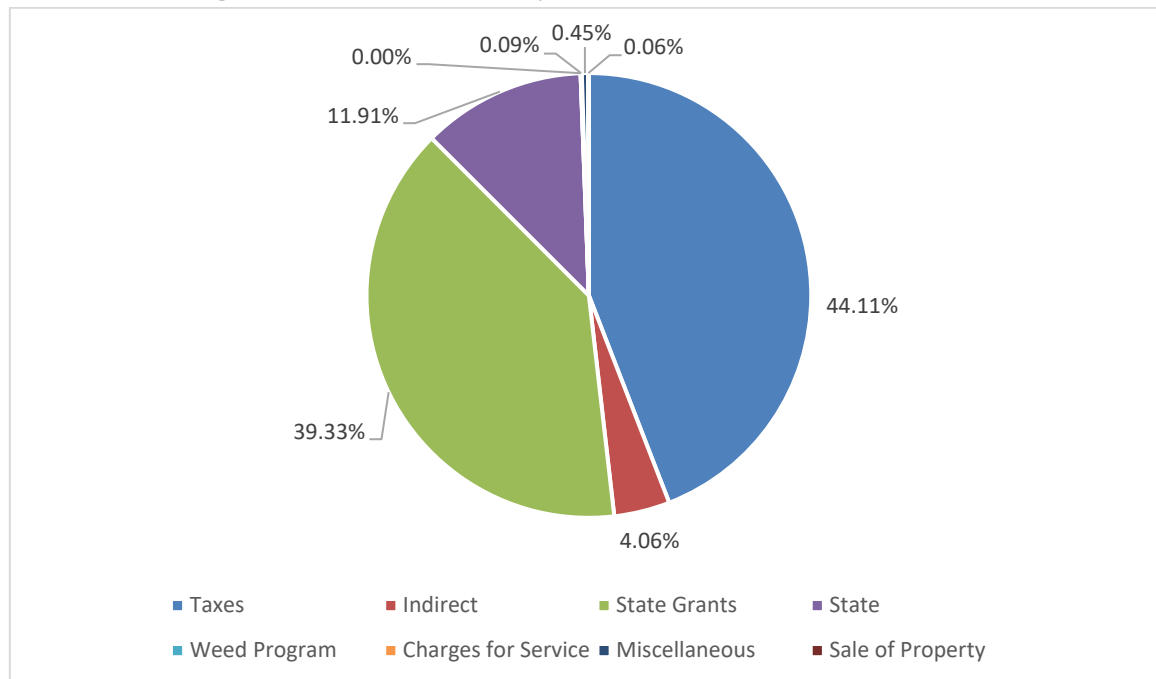


Figure 4.9.2 - Street System Revenue Distribution

A review of the graphs shows that state grants (39.33%), taxes (44.11%) and state shared dollars (11.91%), in that order, comprise the bulk of Street Fund revenues as averaged for the period 2015-2019. Only two sources of revenue are dedicated: taxes and state shared, which represents tax dollars passed from the State to the City as well as local sales and property tax revenues the City dedicates to the Street system. State Grants represent grant or loan dollars obtained from state or federal sources for specific street system improvements. For example, the nearly 66% increase in Street Fund revenue from 2015 to 2016 was the result of two TIB grants for improvements on Cedar, Central and Ash. The decline from 2017 to 2018 is clearly due to the lack of grant funds.

EXPENDITURES:

Expenditures include salaries and benefits, professional services such as planning and engineering, operating expenses including supplies, utilities, insurance, equipment rental and capital outlay. Salaries and benefits and operating expenses mostly go towards street maintenance done by the City, while professional services and capital outlay are mostly dedicated to major street projects that are contracted. Appendix 2G contained detailed Street Fund expenditure data.

The following graphs show two views of Street Fund expenditures. The first shows expenditure trends over the past five years, and the second shows the relative size of each expenditure category for the period of 2015 through 2019.

Figure 4.9.3 – Street Fund Expenditure Trends

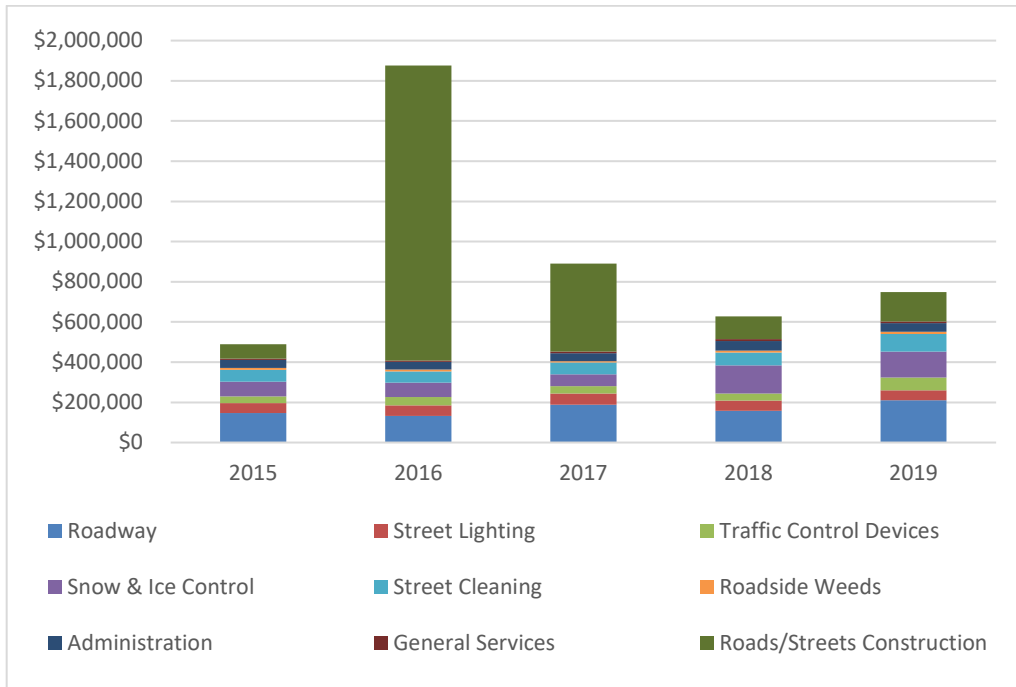
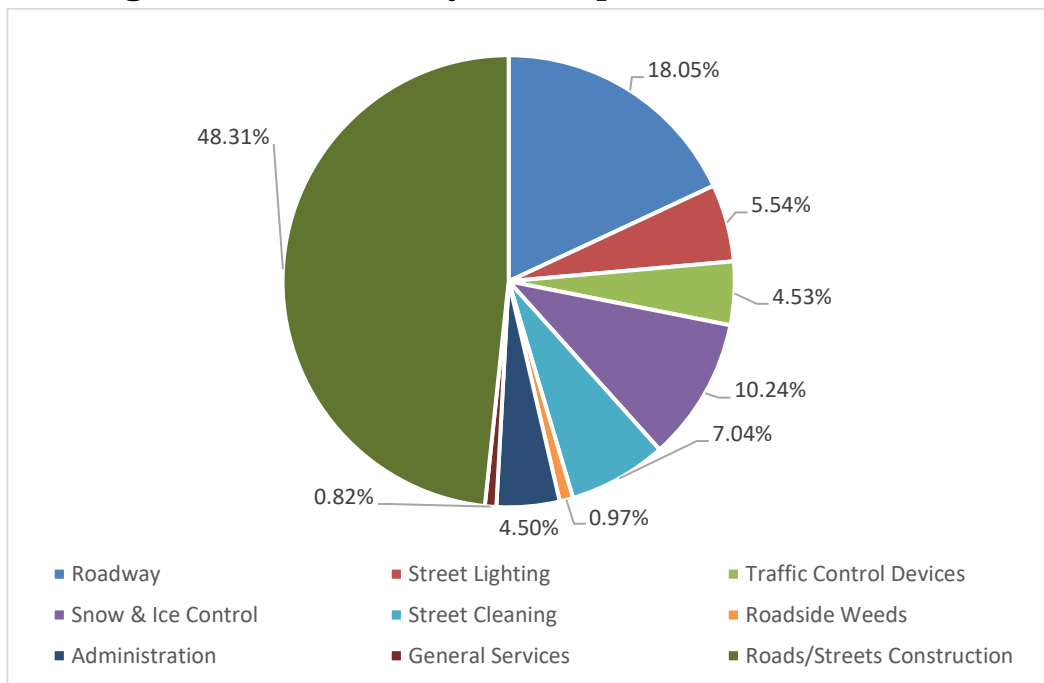


Figure 4.9.4 - Street System Expenditure Distribution



These graphs show that expenditures vary significantly, primarily due to large, grant funded projects. Regular operating expenses such as salaries and benefits, operating supplies etc... have remained relatively stable but increasing each year.

An analysis of the data finds that salaries and benefits (as averaged for the period 2015-2019) represents 28.82% of Street Fund Expenditures. Due to capital improvements, which significantly vary from year to year and are primarily grant funded, salaries and benefits comprise anywhere from 9.5% to 38% of annual expenditures. Overall, if construction dollars are removed, Street Fund expenditures during this period showed an average increase of 9.83% per year.

Table 4.9.6 provides a comparison of Street Fund revenues and expenditures.

Table 4.9.6 Street Fund Revenue and Expenditure Comparison

	2015	2016	2017	2018	2019
Revenue	\$528,717	\$1,566,175	\$1,233,482	\$540,886	\$752,575
Expenditures	\$488,346	\$1,875,768	\$889,804	\$627,146	\$748,788
Difference	\$40,371	(\$309,593)	\$343,678	(\$86,260)	\$3,787

PROJECTED REVENUES AND EXPENDITURES:

The following projections are limited to the Street Fund. Projecting revenue is always uncertain, and depends on many assumptions that may not be accurate. For this projection, it is assumed that:

- property tax revenue will increase 1% annually.
- no Indirect Revenues are projected.
- no grant funding is projected.
- state shared revenues will increase at 1% annually.
- Charges for Service will average \$1000 annually.
- miscellaneous revenues will increase 1% annually.
- no revenue is projected from sale of property.

Expenditures from the Street Fund are likewise very uncertain. For the purposes of projecting expenditures, the following assumptions were made:

- Salaries and benefits, office and operating supplies, other services and charges, legal and engineering fees, permits and taxes and other operating expenses will increase 2% annually.
- Equipment Rental charges will increase at 2% annually.
- Public Utility services will increase at 2% annually.
- \$30,000 will be spent on small capital projects each year.
- None of the planned capital projects have been included.

The following table shows projected Street Fund revenues and expenditures given the above assumptions.

Table 4.9.7 – Street Fund Revenue and Expenditure Projections

REVENUES	2021	2022	2023	2024	2025	2026
Taxes	\$437,113	\$441,484	\$445,899	\$450,358	\$454,861	\$459,410
Federal Grants	\$0	\$0	\$0	\$0	\$0	\$0
State Grants	\$0	\$0	\$0	\$0	\$0	\$0
State Entitlements	\$122,430	\$123,654	\$124,891	\$126,140	\$127,401	\$128,675
Weed Control	\$0	\$0	\$0	\$0	\$0	\$0
Charges for Service	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
Miscellaneous	\$3,838	\$3,876	\$3,915	\$3,954	\$3,994	\$4,034
Sale of Property	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$564,381	\$570,015	\$575,705	\$581,452	\$587,257	\$593,119
EXPENDITURES						
Roadway Maintenance	\$267,819	\$272,826	\$277,932	\$283,141	\$288,454	\$293,873
Street Lighting	\$53,500	\$54,520	\$55,560	\$56,622	\$57,704	\$58,808
Traffic Control Devices	\$72,415	\$73,041	\$73,680	\$74,332	\$74,996	\$75,674
Snow and Ice Control	\$152,668	\$155,541	\$158,472	\$161,462	\$164,511	\$167,621
Street Cleaning	\$80,568	\$82,179	\$83,823	\$85,499	\$87,209	\$88,953
Roadside Weeds	\$17,214	\$17,473	\$17,736	\$18,005	\$18,279	\$18,558
Administration	\$50,666	\$51,537	\$52,425	\$53,331	\$54,255	\$55,197
General Services	\$7,794	\$7,901	\$8,009	\$8,120	\$8,234	\$8,349
Roads/Streets Construction	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Total	\$732,644	\$745,018	\$757,637	\$770,512	\$783,642	\$797,033
Surplus/Deficit	(\$168,263)	(\$175,504)	(\$181,932)	(\$189,560)	(\$196,886)	(\$204,414)

This table does not include beginning or ending fund balances. The table shows that if the assumptions are correct and present trends continue, the Street Fund will have to rely on beginning fund balances to make up the deficit, reduce services or find additional sources of revenue. It is also apparent that the millions of dollars of planned improvements will require significant grant funds through the Transportation Improvement Board, WSDOT, STP funding through County, other state or federal sources and private partners.

FINANCIAL ANALYSIS OF PLANNED CAPITAL PROJECTS:

The following table and text provide an analysis of the financial impact of the planned improvements listed in Table 4.9.5 using the projections of revenues and expenditures from the previous sections. The following assumptions, in addition to those listed in the previous sections, were used in the analysis:

- The city will be responsible for 100% of capital project costs for small projects (\$30,000 included in total for small projects) with large projects funded through grants requiring a 10% to 13.5% local cash match.
- Projects on SR 155 and 215 and US 97 not included as capital expenditures.

Table 4.9.8 – Street System Capital Projects Financial Analysis

REVENUES	2021	2022	2023	2024	2025	2026
Taxes	\$437,113	\$441,484	\$445,899	\$450,358	\$454,861	\$459,410
Grants	\$736,000	\$3,152,250	\$1,088,300	\$1,322,000	\$4,558,750	\$692,000
State Entitlements	\$122,430	\$123,654	\$124,891	\$126,140	\$127,401	\$128,675
Weed Control	\$0	\$0	\$0	\$0	\$0	\$0
Charges for Service	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
Miscellaneous	\$3,838	\$3,876	\$3,915	\$3,954	\$3,994	\$4,034
Sale of Property	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$1,300,381	\$3,722,264	\$1,664,005	\$1,903,452	\$5,146,006	\$1,285,119
EXPENDITURES						
Roadway Maintenance	\$267,819	\$272,826	\$277,932	\$283,141	\$288,454	\$293,873
Street Lighting	\$53,500	\$54,520	\$55,560	\$56,622	\$57,704	\$58,808
Traffic Control Devices	\$72,415	\$73,041	\$73,680	\$74,332	\$74,996	\$75,674
Snow and Ice Control	\$152,668	\$155,541	\$158,472	\$161,462	\$164,511	\$167,621
Street Cleaning	\$80,568	\$82,179	\$83,823	\$85,499	\$87,209	\$88,953
Roadside Weeds	\$17,214	\$17,473	\$17,736	\$18,005	\$18,279	\$18,558
Administration	\$50,666	\$51,537	\$52,425	\$53,331	\$54,255	\$55,197
General Services	\$7,794	\$7,901	\$8,009	\$8,120	\$8,234	\$8,349
Small Capital Projects	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Roads/Streets Construction	\$776,000	\$3,850,000	\$1,405,000	\$1,500,000	\$5,250,000	\$800,000
Debt Service – Principle	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service - Interest	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,508,644	\$4,595,018	\$2,162,637	\$2,270,512	\$6,033,642	\$1,597,033
Surplus/Deficit	(\$208,263)	(\$872,755)	(\$468,632)	(\$367,060)	(\$887,636)	(\$281,914)

Table 4.9.8 shows that given the assumptions, Street Fund revenues will fall well short through the life of this plan with 2022 and 2025 showing a significant shortfall. Several of the projects in both years may be able to rely on some private contributions from developments benefiting from the projects (Shumway and Sandflat Road improvements). Part 6 of this plan provides two alternative spending plans.

4.10 WATER SYSTEM

This chapter presents details on the City's Water System.

BACKGROUND, INVENTORY AND EXISTING CONDITIONS:

The City of Omak's domestic water system presently serves 2,126 accounts, with 100% of the connections metered. Meters were installed in 1994, and a rate system based on meter readings was established in 1995 after preliminary readings.

The existing potable water system currently consists of seven wells, one steel reservoir, five concrete reservoirs, three booster pumping stations and one small booster, two PRV's, and approximately 42 miles of water distribution lines. Complete inventory information and details about the system are available in the City of Omak Water System Plan Update prepared by Gray & Osborne, Inc and adopted by the City Council in January 2018.

TRANSMISSION, DISTRIBUTION, SOURCE, STORAGE AND DISINFECTION SYSTEMS:

The City's existing transmission and distribution system along with main sizes, valves, and fire hydrant locations can be found in the City of Omak Comprehensive Water Plan. Line sizes within the system are six-inch or larger with only a few exceptions. All water mains are ductile iron or cast-iron pipe, and most are looped except where topography or City limit boundaries make loops impractical. An inventory of the Omak water distribution system is presented in the following table.

Table 4.10.1 – Water Distribution System Inventory¹

Pipe Diameter (inches)	Length (feet)	% of Total
<=3	15,300	7.0
4	3,400	2.0
6	85,200	38
8	53,600	24.0
10	17,500	8.0
12	37,800	17.0
14	900	<1.0
16	7,100	3.0
20	1,500	1.0
TOTAL	222,300	100.0

¹ - Inventory data updated in 2019 based on data obtained from 2018 Comprehensive Water Plan prepared by Gray & Osborn, Inc.

Sources:

The City's domestic water system is supplied by four of its eight groundwater wells. A ninth well was drilled at the Omak Airport in 2018 and is scheduled to be developed in 2020 in order to provide fire flow and domestic water to a planned DNR Firebase as well as potential future opportunities at the airport. The City also has a well for irrigation of the City of Omak Cemetery and an existing well at the Airport that serves the terminal building and provides water for firefighting aircraft. Table 4.10.2 provides information on the wells.

Table 4.10.2 – Water Sources

Well Name/ Tag Number	Casing Size (inches)	Status	Year Drilled	Depth (feet)	GPM (maximum)	Water Rights (Gallons per Minute and Acre Feet)	Priority Date
Eastside/ AGJ179	14	Active	1958	30	1550	1,300 gpm/ 2,080 ac ft annual	1958
Apple/ N/A	11	Out of Service	1958	30	300	375 gpm/ 600 ac ft annual	1958
Kenwood/ N/A	11-14	Active Emergency	1931	20	350	500 gpm/ 600 ac ft annual	1913
Okoma/ ABR843	16	Active Emergency	1988- 1989	90	500	600 gpm/ 560 ac ft annual	1970
Park/ AGJ178	48	Irrigation Only	1968	28	300	300 gpm/ 180 ac ft annual	1968
OWP No. 2/ AAR993	24	Active	1978	69	2200	5,000 gpm/ 3,500 ac ft annual	Tribal Permit
NE Omak/ AEC887	12	Active	2001	295	120	800 gpm/ 96 ac ft annual	1936
Julia Maley/ BIF542	16	Active	2016	400	800	Point of withdrawal of existing water rights	2019
Airport Well No. 1	8	Active	1964	94	10	10 gpm/ 16 ac ft annual	1959
Cemetery	6	Irrigation Only	1960	55	70	70 gpm/24 ac ft annual	1960
Airport Well No. 2	8	Inactive	2018	90	50	10/20 GPM, 4 acre feet annual	2020

STORAGE:

The City's water system contains six reservoirs. Table 4.10.3 provides inventory data on water storage infrastructure.

Table 4.10.3 – Storage Inventory

Name/ Number	Year Built	Pressure Zone	Type	Capacity (gallons)
Riverside No. 1	1946	Lower	Concrete	365,000
Riverside No. 2	Mid 1920's	Lower	Concrete	734,000
South Hill	1977	Lower	Concrete	528,000
Ross Canyon No. 1	1965	Middle	Concrete	318,000
Ross Canyon No. 2	1965	Middle	Concrete	528,000
Coleman Butte	1998	Upper	Steel	576,000

BOOSTER STATIONS:

The City operates four booster stations that serve the middle and upper pressure zones with a small closed pressure zone in the northeast part of the City. Table 4.10.4 provides inventory data on the booster stations.

Table 4.10.4 – Booster Station Inventory

Name	Pressure Zone	Year Installed	Capacity (gpm max)
Ash Street	Middle	1972	60
Koala	Upper	2000	25
Riverside	Middle	2008	78
Wildwood	Closed	1996	20

TREATMENT AND DISINFECTION:

The City provides disinfection via gas chlorinator injection directly into the discharge piping of each well currently in use. Table 4.10.5 provides information on the City's disinfection systems.

Table 4.10.5 – Chlorination and Disinfection Inventory

Source (well)	Disinfection Information
Eastside	Regal gas chlorinator
OWP No. 2	Two-cylinder Regal gas chlorinator and scale. Chlorination equipment housed in separate room
NE Omak	Regal model 216 gas chlorinator housed in separate chlorine room
Julia Maley	Correct Equipment gas chlorine system

FIRE HYDRANTS:

Fire hydrants within the system are connected to only 6-inch or larger mains. All hydrants have 5¼-inch main valve openings. Domestic services consist of 3/4-inch or 1-inch copper tubing to meters with corp stops at the main, and curb stops located at the property line. Larger services consist of galvanized iron pipe with gate valves at the main, and curb stops at the property line. Touch-read meters were installed in 1994 and are set in Mueller "McCulloch" style boxes with setters and flexible tubing. There are approximately 2,126 individual services within the City's water system at this time.

PERSONNEL:

There are presently 3 full-time equivalent employees in the water department. Additionally, the water department absorbs around 30% of the time of the Public Works Director and Assistant Director.

EQUIPMENT:

The water department uses general City equipment owned by the Equipment Rental fund, which is described more fully in Chapter 4.4.

DEMAND & LEVEL OF SERVICE:**HISTORIC AND CURRENT DEMAND:**

As with most communities, water demand in Omak is seasonal, with peak use in the summer months and much lower use in the winter months. Prior to the installation of water meters, peak use reached 4,579,100 gallons per day (gpd) in the month of July, 1994, nearly six times greater than the average winter month daily rate of 800,000 gpd. At the 1994 population of 4,220 the peak use was equal to 1,085 gallons per capita per day, much higher than typical for metered systems, but quite typical of unmetered

systems. Winter use in 1994 was 190 gallons per capita per day, which is typical of winter use in Eastern Washington communities, both metered and unmetered.

With the installation of meters, and at the 2000 population of 4,721, peak use was reduced to 3,719,000 gallons. In 2001, this was equal to 786 gallons per capita per day in the summer. Winter use in 2001 was reduced to 152 gallons per capita per day.

In 2018, these figures with a population of 4,806, and 3,060,000 gallons peak use amounted to 636 gallons per capita per day. Please refer to the 2018 Water System Plan Update for data on future demand.

STANDARD FOR LEVEL OF SERVICE:

The Level of Service Standard for water is established at 260 gallons per person per day² at 30 pounds per square inch (psi). This LOS standard is based on use figures and projections contained in the City's 2018 Comprehensive Water Plan, prepared by Gray & Osborn and adopted by the City Council in January 2018, provides specific policy direction and implementation measures to assist the City in attaining this LOS standard.

PLANS OF OTHER PROVIDERS OF PUBLIC FACILITIES:

The operation of the City's water system can be greatly affected by actions of the public and private sectors. The public sector can affect the system in many ways, including requirements for water treatment, limitation on new water rights, increased demands for storage and fire flows, and new quality standards.

At present there are two large private systems providing domestic service to growing residential areas north and east of the City. One is the Duck Lake Water Association, which provides domestic water to residences along Shumway and Copple Roads, recently completed a significant expansion. The other, the Sandflat Water Users Association, provides water to the developed residential areas east of the City, north of the Okanogan River. In addition, there are many smaller systems in the unincorporated areas immediately adjacent to the City limits. The City's current policy on acceptance and use of an existing private system requires that such systems meet current City standards, or be upgraded to current City standards.

Other private sector impacts to the system include demands for new distribution lines, expansion of existing private or quasi-public systems within the City's Urban Growth Area and at the City's Airport, and increased demand for water and other factors created through community growth and development. The plans of major and minor developers should continue to be reviewed for impact on the water supply system.

² - LOS figure derived by taking the number of residential services (page 30 2018 Water Comprehensive Plan) x 2.46 (household size)/projected peak daily demand (page 30 2018 Water Comprehensive Plan).

PROPOSED CAPITAL PROJECTS:

Table 4.10.6 contains the list of proposed projects contained in the 2018 Water System Plan prepared by Gray & Osborne.

Table 4.10.6 – Proposed Capital Improvements

Capital Project/Item	Estimated Cost	Year
Okoma Well Inspection	\$67,000	2021
Dewberry Avenue Loop	\$405,000	2021
Airport Water Reservoir	\$3,200,000	2021
2021 TOTAL	\$3,672,000	
Julia Maley Well, Generator and Filtration	\$2,000,000	2022
Jackson Street Water Main Upsize and 7 th Avenue Water Main Improvements	\$1,138,000	2022
Riverside Res. Transmission Line Valve Repl.	\$250,000	2022
2022 TOTAL	\$3,388,000	
Okoma Well Rehabilitation	\$400,000	2023
Columbia Street Water Main	\$445,000	2023
Granite Street Water Main	\$214,000	2023
2023 TOTAL	\$1,059,000	
Garfield Street Water Main and Hanford Street Alley Water Main	\$286,000	2024
2024 TOTAL	\$286,000	
Nothing Planned		2025
2025 TOTAL	\$0	
Nothing Planned		2026
2026 TOTAL	\$0	

FINANCIAL INFORMATION:

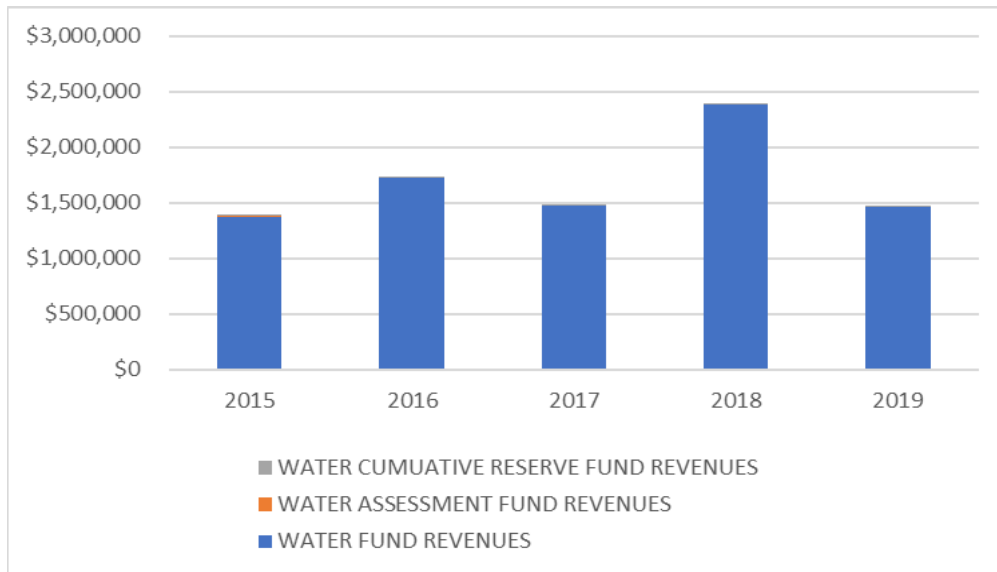
Water system revenue is primarily through water sales, with minor revenue from connection charges and interest earnings. Revenues also can include loans or grants obtained to pay for planning, engineering and construction of capital improvements. Expenditures are for wages and benefits, operating expenses such as insurance, equipment rental, electrical power charges for pumping, repairs and maintenance, and capital improvements.

The City sent its first water bills for metered water use in September, 1995, based on water use for the month of August. The current (July 2019) base rate for most residential and commercial accounts is \$ between \$32.69 and \$75.97 per month, based on meter size, with a base amount of 1,000 cubic feet (7,481 gallons). Use over the base November 2020

amount is billed at .70 cents per 100 cubic feet. This current rate structure took effect in March, 2019.

The Water Department has three revenue funds: Water Fund, Water Assessment Fund and Water Cumulative Reserve Fund. Appendix 2H contains Water Department revenue data for the years 2015-2019. The following graph shows Water Department revenues by Fund.

Figure 4.10.1 - Water Department Revenues by Fund



The graph clearly illustrates that the Water Fund is the primary source of revenue for Water Department operations. The following graphs show Water Fund revenue trends for the period of 2015-2019, and the average distribution of each revenue category for the same period.

Figure 4.10.2 - Water Fund Revenue Trends

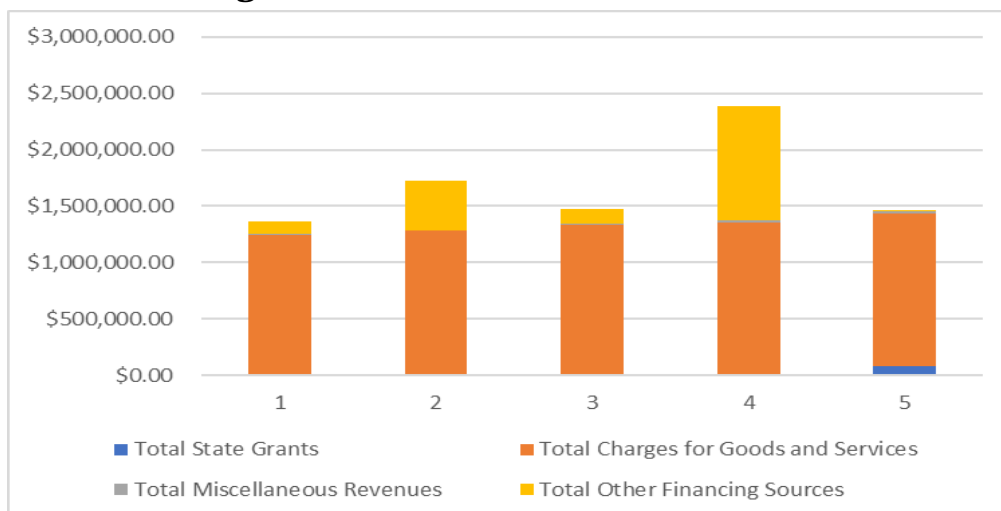
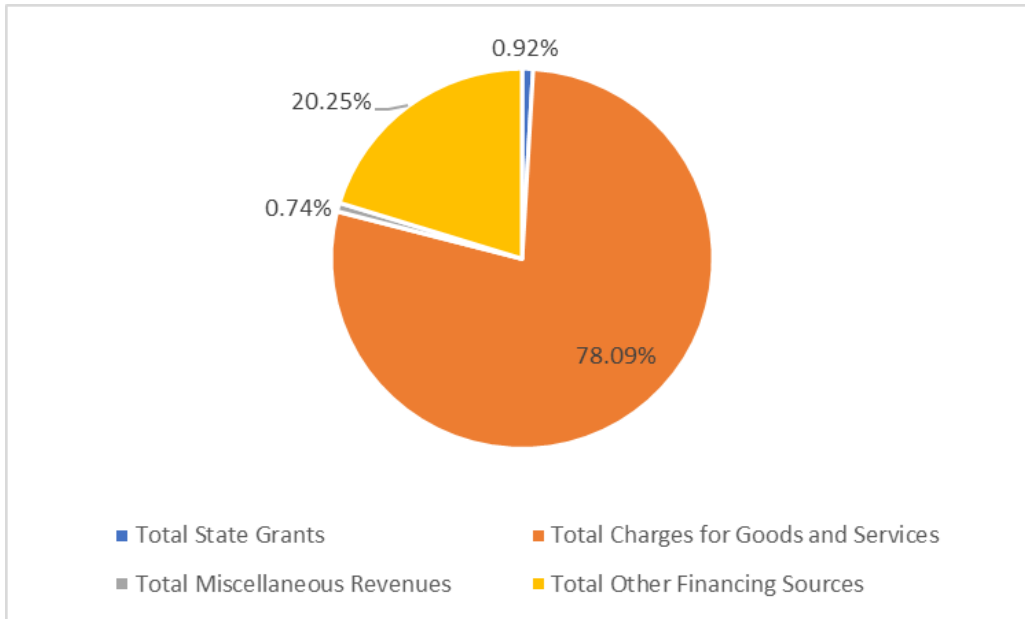


Figure 4.10.3 - Water Fund Revenue Distribution



The preceding graphs clearly show the importance of charges for services to Water Fund revenues with an average of 78.09% of annual revenue from this source.

Appendix 2H contains detailed Water Department expenditure data from 2015-2019. Given the vast majority of expenditures are from the Water Fund, the following two graphs give two views of Water Fund expenditures for the years 2015-2019. The first shows expenditure trends, the second shows the relative size of each of the expenditure categories.

Figure 4.10.4 – Water Fund Expenditure Trends

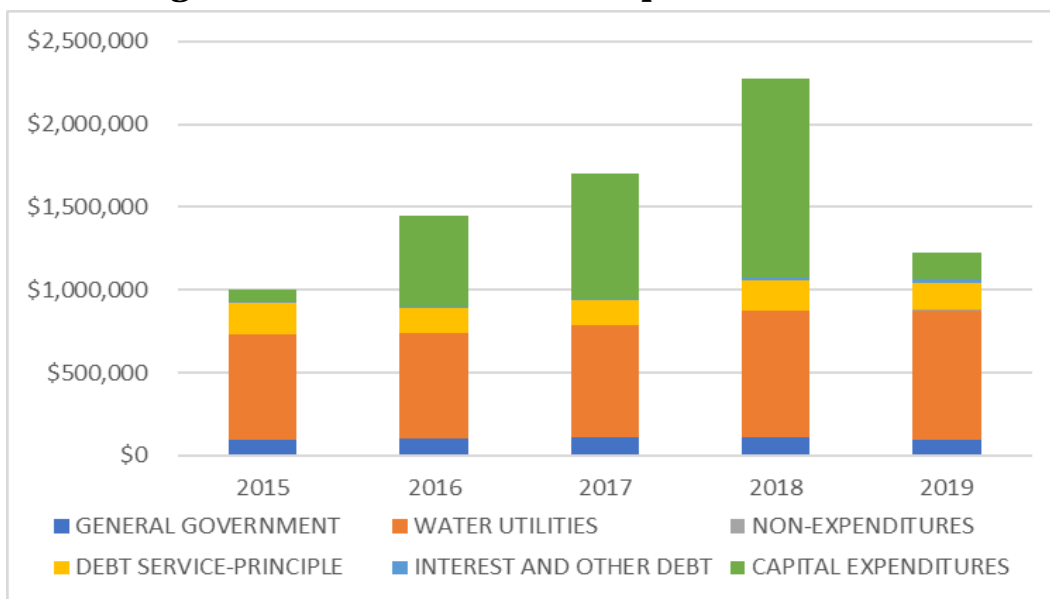
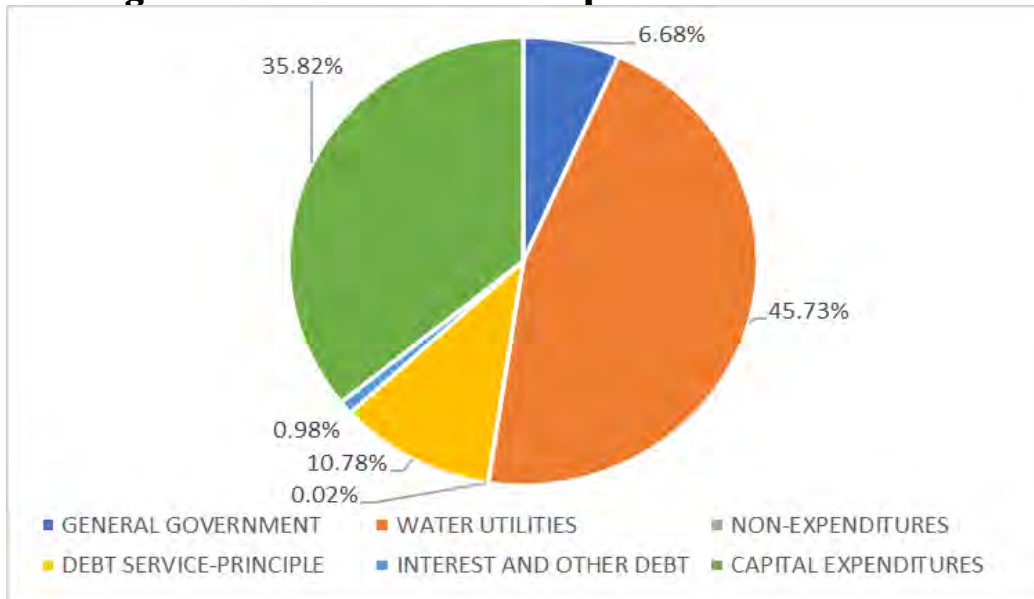


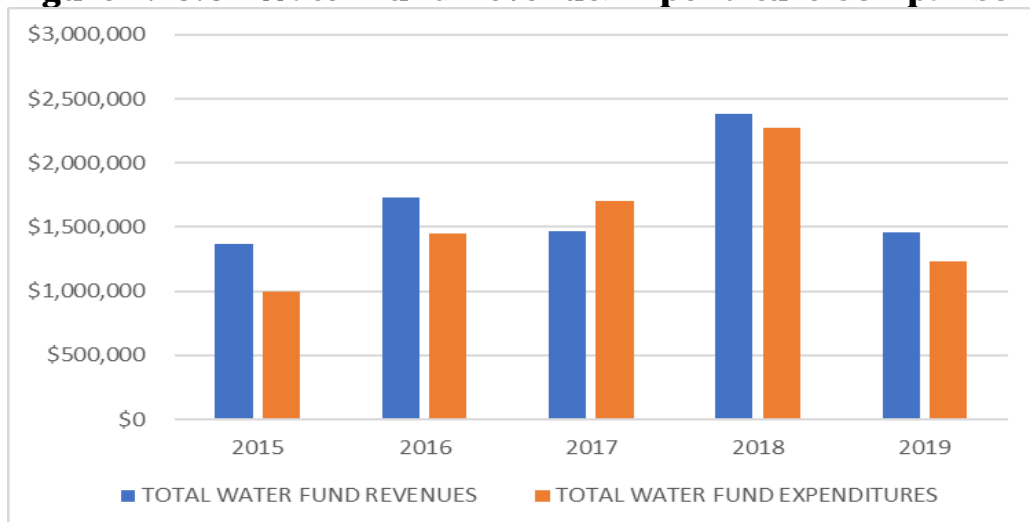
Figure 4.10.5 - Water Fund Expenditure Distribution



From the graphs it is clear that Water Utilities, which make up most of department operations, and Capital Expenditures are the two largest expenses followed by Debt Service principle and interest. It is important to note that for the period 2015-2019 salaries, wages and benefits accounted for an average of 23.38% of total Water Fund expenditures. If capital expenditures are deducted from the total, salaries, wages and benefits increase to 34.20% of annual expenditures.

The following graph provides a comparison between Water Fund revenues and expenditures for the same period.

Figure 4.10.6 - Water Fund Revenue/Expenditure Comparison



PROJECTED REVENUES AND EXPENDITURES:

The following projections are limited to the Water Fund. Projecting revenue is always uncertain, and depends on many assumptions that may not be accurate. For this projection, it is assumed that:

- the proportion of businesses and residential water accounts will remain roughly the same over time.
- revenue will rise proportional to population. In 2018, Water Fund revenue was approximately \$274.33/per person per year (4,935 people, \$1,353,802 in actual revenue (limited to Charges for Goods and Services).
- No revenue projected from system development charges.
- Flat revenue from other water system related items.
- the service population will grow at an annual rate of .25%.
- the City will gradually expand into the Urban Growth Area, as well as continuing to build out vacant lots inside the City itself.
- miscellaneous revenues will average \$15,000 annually.
- Grants/loans not included.

Expenditures from the Water Fund are likewise very uncertain. Some expenditures are under the control of the City but many are not. For the purposes of projecting expenditures, the following assumptions were made:

- Salaries and benefits, office and operating supplies, other services and charges, legal and engineering fees, permits and taxes and other operating expenses will increase 2% annually.
- Equipment Rental charges will increase at 3% annually.
- Public Utility services will increase at 2% annually.
- debt service will be approximately \$172,364 per year with interest of \$34,533, until such a time as additional debt is acquired to pay for the planned capital improvements.
- interfund charges will be a constant \$18,272 annually.
- \$30,000 will be spent on small capital projects each year.
- transfers to water reserve and debt service will remain at \$0 annually.
- None of the planned capital projects or new debt service has been included.

The following table shows projected Water Fund revenues and expenditures given the above assumptions.

Table 4.10.8 – Water System Revenue and Expenditure Projections

REVENUES	2021	2022	2023	2024	2025	2026
Charges for Services	\$1,507,500	\$1,510,905	\$1,514,318	\$1,517,740	\$1,521,171	\$1,524,610
Miscellaneous Revenues	\$15,200	\$15,200	\$15,200	\$15,200	\$15,200	\$15,200
TOTAL	\$1,524,721	\$1,528,127	\$1,531,541	\$1,534,964	\$1,538,396	\$1,539,810
EXPENDITURES						
General	\$110,806	\$112,657	\$114,545	\$116,470	\$118,434	\$120,437
Water Utilities	\$872,017	\$889,883	\$908,132	\$926,770	\$945,809	\$965,255
Non-Expenditures	\$500	\$500	\$500	\$500	\$500	\$500
Debt Service, Principle	\$172,364	\$172,364	\$172,364	\$172,364	\$172,364	\$172,364
Debt Service, Interest	\$34,533	\$34,533	\$34,533	\$34,533	\$34,533	\$34,533
Capital Expenditures	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Transfer to Debt Service	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,220,220	\$1,239,937	\$1,260,074	\$1,280,637	\$1,301,640	\$1,323,089
Surplus/Deficit	\$304,501	\$288,190	\$271,467	\$254,327	\$236,756	\$216,721

This table does not include beginning or ending fund balances. The table shows that if the assumptions are correct, present trends continue and capital expenditures are limited to \$30,000 per year, the City will be generating surplus revenues required to complete and/or finance proposed capital improvements. Any surplus revenues within the life of this plan can be used for capital projects, placed into the Water Reserve for future projects or used to reduce debt. However, it will be important to review actual revenues and expenditures regularly to keep these projections up to date and realistic and to look at the projections in light of the planned capital.

FINANCIAL ANALYSIS OF PLANNED CAPITAL PROJECTS:

The following table and text provide an analysis of the financial impact of the planned improvements listed in Table 4.10.9 using the projections of revenues and expenditures from the previous sections. The following assumptions, in addition to those listed in the previous sections, were used in the analysis:

- The city will be responsible for 100% of capital project costs for small projects with large projects funded through a combination of grants and low interest loans.
- All grants, with the exception of the airport water reservoir, will be 50% of total project cost.
- All loans will be at 1.5% with a 20-year payback with payment to begin the year following construction.

Table 4.10.9 – Water System Capital Projects Financial Analysis

REVENUES	2021	2022	2023	2024	2025	2026
Charges for Services	\$1,507,500	\$1,510,905	\$1,514,318	\$1,517,740	\$1,521,171	\$1,524,610
Grants/Loans	\$3,605,000	\$3,388,000	\$1,059,000	\$257,400	\$0	\$0
Miscellaneous Revenues	\$15,200	\$15,200	\$15,200	\$15,200	\$15,200	\$15,200
TOTAL	\$5,127,700	\$4,914,105	\$2,588,518	\$1,790,340	\$1,536,371	\$1,539,810
EXPENDITURES						
General	\$110,806	\$112,657	\$114,545	\$116,470	\$118,434	\$120,437
Water Utilities	\$872,017	\$889,883	\$908,132	\$926,770	\$945,809	\$965,255
Non-Expenditures	\$500	\$500	\$500	\$500	\$500	\$500
Debt Service, Principle	\$172,364	\$182,536	\$267,643	\$294,245	\$300,711	\$300,711
Debt Service, Interest	\$34,533	\$48,782	\$62,174	\$66,360	\$67,378	\$67,378
Small Capital Expenditures	\$97,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Large Capital Expenditures	\$3,605,000	\$3,388,000	\$1,059,000	\$257,400	\$0	\$0
Transfer to Debt Service	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$4,892,220	\$4,652,358	\$2,441,994	\$1,691,745	\$1,462,832	\$1,484,281
Surplus/ Deficit	\$235,480	\$261,747	\$146,524	\$98,595	\$73,539	\$55,529

Table 4.10.12 shows that given the assumptions, Water Fund revenues will be sufficient to complete planned projects providing assumed grant/loan funding is secured. However, the projections show that surplus revenues will decline each year and will not be sufficient to build reserves or provide funding for projects that require matching funds.

4.11 SEWER SYSTEM

This chapter presents details on the City's Sewer Treatment System.

BACKGROUND, INVENTORY AND EXISTING CONDITIONS:

The City provides central sewer treatment services to all areas within the corporate boundary with limited service to tribal facilities outside of the city limits.

The Sewer collection and treatment facility is a typical activated sludge oxidation ditch system with outfall to the Okanogan River. According to the city engineers, the collection system is well laid out with a good configuration of trunk and interceptor lines coupled with feeder or collector laterals. Collection pipes are mostly PVC plastic and HDPE with some areas of original concrete pipe remaining. The treatment facility, is located at 635 South Fir Street in South Omak. The City's wastewater collection system includes over 24 miles of gravity sewer pipe, approximately 0.3 miles of force main pipe, four sewage lift stations, and associated telemetry.

The sections that follow present information on the current status of the treatment and collection systems, personnel, facilities, and equipment primarily derived from the October 2019 City of Omak Wastewater Treatment Facilities Engineering Report Addendum, prepared by Gray & Osborne, Inc.



TREATMENT PLANT:

The following data on the treatment system is summarized from the City's National Pollutant Discharge Elimination System permit issued in 2019; the Wastewater Treatment Facilities Engineering Report Addendum prepared by Gray & Osborne in 2019; and current inventory information. The following table presents an inventory of major parts of the Sewer treatment plant.

Table 4.11.1 - Sewer Treatment System

Item	Condition
Treatment Plant Property	good
Main lift station	fair
Head works	fair
Oxidation ditch	fair
Clarifier #1	fair
Clarifier #2	fair
Clarifier #3	new
Equipment building	good
Backwash storage tank	fair
Flow diversion vault	good
UV disinfection system	good
Control and lab building	good
Shop and garage building	good
RAS/WAS Building	good
Dewatering Building	good
Compost Mixing Building	good
Compost Control Building	good

PLANT CAPACITY:

The City's discharge permits specify the following design criteria:

- Design Flow Rate: 1.89 million gallons/day
- Influent BOD₅ Loading (maximum month): 1,530 lbs./day
- Influent Total Suspended Solids Loading for (maximum month): 1,650 lbs./day
- Design population equivalent: 6,375

Since 1996, influent BOD and TSS loadings had, at times, exceeded the maximum month design loading criteria for the Omak wastewater treatment facility. Despite these higher-than-expected loadings, the facility continuously met its permitted effluent limits. The main reasons for the higher than expected TSS and BOD-5 loadings to the plant came from the SunOpta Fruit Group due to lack of sufficient pretreatment of their discharge. The TSS was mainly due to a high grit

concentration coming from the aging collection system. Both problems have been successfully addressed by projects over the past decade.

SEWAGE LIFT STATIONS

The City presently operates five sewer lift stations. The newest lift station was installed on the east side of the Okanogan River at Fourth Avenue in order to increase the capacity of the system needed to serve the Twelve Tribes Casino. The new lift station converts the line placed on the bed of the Okanogan River from a syphon to a force main. Please refer to the October 2019 City of Omak Wastewater Treatment Facilities Engineering Report Addendum, prepared by Gray & Osborne, Inc. for descriptions of the City’s sewage lifts stations. An inventory of the lift stations is shown in Table 4.11.2.

Table 4.11.2 – Sewage Lift Stations

Parameter	East				
	E. Omak Park LS	Dewberry LS	Wal-Mart LS	Koala Avenue	Fourth Ave
Location	North end of Ferry Street	E. Dewberry Ave.	Engh Rd/US 97	Koala Avenue	Fourth Ave east of Okanogan River
Station Type	Package Station	Wet Well	Wet Well	Wet Well	Wet Well
Station Size	6’ ID x 12’ deep	57.5” ID x 151” deep	6’ ID x 271.5” deep	86” ID x 202” deep	12’ ID x 15’ deep
No. of Pumps	2	2	2	2	2
Pump Manuf.	Flyght	ABS	Flyght	Flyght	Flyght
Model No.	1	Piranha	CP-3085	CP-3102	CP-3085
Pump type	Verticle Centrifugal	Grinder	Submersible	Submersible	Submersible
Rated Flow (gpm)	300	40	300	300	300
Rated Head (ft)	40	20	22.5	20	15
Speed (rpm)	1170	3450	N/A	N/A	1745
Motor hp	5	2	7.5	5	5
Force Main Pipe	4” PVC (200’)	2” (210’)	6” (370’)	6” (625’)	6” (538’)

DRAINAGE BASINS:

The City is presently divided into 13 sewage drainage basins with two additional basins likely due to future development. For a complete description of the drainage basins and any deficiencies, please refer to the October 2019 City of Omak Wastewater Treatment Facilities Engineering Report Addendum, prepared by Gray & Osborne, Inc.

1 - Pump is being replaced, no model information available.

SLUDGE DISPOSAL:

Most of the biosolids are Class “B” dewatered bio-solids hauled from the plant and stored for land application on property northeast of the City. The Class “B” solids, the majority (80%) of the bio-solids generated the plant, are land applied under permit from the Department of Ecology, with a cover of Class “A” solids to reduce odor. In 2002, Omak received a statewide environmental excellence award from the Washington Department of Ecology for its successful innovation and effective treatment of biosolids.

COLLECTION/TRANSMISSION SYSTEM:

The City owns approximately 24 miles (126,720 feet) of sewer collection lines, of which, 110,000 feet (20.8 miles) was comprised of 50 to 80-year old concrete pipes. Approximately 36,291 feet (6.8 miles) of the old concrete pipe has been replaced with PVC pipe over the past 9 years Distribution of pipe sizes is as follows:

Table 4.11.3 - Collection System

Pipe Size	Overall Length (feet)
4" Force Main	420
6"	9,310
8"	96,200
10"	3,620
12"	7,590
15"	5,140
18"	3,270
24"	1,050

On November 19, 2009, a sewer interceptor line with the City’s sanitary sewer collection system on East Dewberry Avenue between Maple and Locust Streets failed, causing a sewage backup and overflow, ultimately spilling and estimated 30,000 gallons of raw sewage into the nearby Okanogan River. Then in March 2011, the same line failed further down Dewberry with another 25,000 gallons of raw sewage leaking into the river. The Dewberry interceptor line failures temporarily displaced local residents due to the disruption of sanitary sewer and potable water services while City personnel made necessary emergency repairs. Excavation of the Dewberry interceptor line revealed significant deterioration of the old concrete pipe.

Once repairs to the Dewberry interceptor were made, the City initiated a sewer cleaning and video inspection program to assess the conditions of its concrete sewer lines beginning with the Dewberry interceptor. Since the Dewberry interceptor sewer failure, the City has cleaned and video inspected 100% of the more than 110,000 feet of old concrete sewer pipe within its sanitary sewer collection system. The City's records indicate concrete sewer pipe within its system is between 50 and 80 years old.

Video inspection of the old concrete sewer lines revealed severe pipe degradation, including; exposed concrete aggregate, manhole step corrosion, exposed aggregate benches. Root intrusion is also evident in the City's old brick manholes.

As a result, the City made application for grants and loans and has completed four phases of the five-phase sewer line replacement project. The entire project, when completed is estimated to cost \$26 million.

LABORATORY AND CONTROL BUILDING:

The City operates a state-certified laboratory and performs all required tests on site.

DISCHARGE PERMIT:

The treatment plant operates under a National Pollutant Discharge Elimination System permit issued in August, 2019 by the Washington State Department of Ecology. The permit will expire in August, 2024 and establishes flow limits based on the design capacity of the plant, effluent limitations, and a testing schedule. The permit requires monitoring with reports submitted according to a schedule set in the NPDES permit. The monitoring requires a variety of daily, weekly and monthly testing and are submitted to Ecology. Details on the monitoring and reporting requirements are found in the NPDES permit on file at City Hall. The City will need to apply for a renewed NPDES permit by January, 2024.

EFFLUENT LIMITS:

The NPDES permit establishes limits for four parameters: 5-day biochemical oxygen demand (BOD₅), total suspended solids (TSS), fecal coliform bacteria and pH. At the moment, the plant is meeting these limits. The following table represents the effluent limitations.

Table 4.11.4 – Effluent Limitations

Parameter	Average Monthly^a	Average Weekly^a
Biochemical Oxygen Demand (5 day)	30 mg/L, 229.5 lbs/day and 85% minimum removal	45 mg/L, 344.3 lbs/day
Total Suspended Solids	30 mg/L, 247.5 lbs/day and 85% minimum removal	45 mg/L, 371.3 lbs/day
Fecal Coliform Bacteria	100/100 ml	200/100 ml
PH	Daily minimum is equal to or greater than 6 and the daily maximum is less than or equal to 9.	
^a The average monthly and weekly effluent limitations are based on the arithmetic mean of the samples taken with the exception of fecal coliform, which is based on the geometric mean.		

SEWER PLAN:

The City has a Wastewater Treatment Facilities General Sewer Plan (1996) and an Engineering Report (1996), both prepared by Huibregtse, Louman & Associates, Inc. An updated Engineering Report, prepared by Gray & Osborne, was completed in 2019, and improvements recommended in the draft report are used as the basis for improvements recommended in this plan.

PERSONNEL:

The Sewer plant employs approximately 2.5 full-time equivalent employees, plus around 5% of the time of the Public Works Director and Assistant Director.

EQUIPMENT:

Beyond the equipment specific to operation of the treatment plant, the Sewer Department makes use of general City equipment owned by the Equipment Rental fund, described in section 4.4.

DEMAND & LEVEL OF SERVICE:

HISTORICAL AND CURRENT DEMAND

Flows for the period 2010 through 2018 have ranged from a low of 0.5235 million gallons per day (MGD) in 2010, to a high of 0.825 MGD in 2019. The average flow for the period 2010 through 2018 was 0.4733 MGD. With an average service population of 4,776 for the same period, the annual average flow of 0.4733 MGD represents a hydraulic loading of 99.09 gallons/capita/day. The highest monthly flows typically occur in May and June brought

on by high river flows elevating the surrounding ground water levels, but have been greatly reduced through the replacement of old concrete lines. Data on historical plant loadings are available in the Wastewater Treatment Facilities Engineering Report Addendum (G&O 2010).

ACCOUNT BREAKDOWN:

City sewer account records provide the number of sewer connections by customer classification (residential, commercial, etc.) for 2019. Table 4.11.5 provides a breakdown of sewer connections by classification.

Table 4.11.5 – 2019 Sewer connections

Sewer Account Type	Number
Commercial/Business	222
Food Service	19
Industrial	1
Motels	6
Multi-Residential	100
Not on city sewer	54
Residential	1215
Schools	22
Senior	154
Senior Multi-Residential	3
TOTAL	1794

Water consumption records were reviewed to determine an appropriate allocation of wastewater flows to each customer classification based on winter water usage. 2018 City Equivalent Residential Units (ERUs) by customer classification are shown in Table 4.11.6.

Table 4.11.6 – 2018 ERUs

Sewer Account Type	2018 ERUs
Residential ²	2,033
Commercial ³	822

2 - residential includes single and multi-family residences

3 - commercial includes commercial, food services and schools

STANDARD FOR LEVEL OF SERVICE

Sewer Level of Service Standard is based on the discussion in the Wastewater Treatment Facility Engineering Report. Average flows are estimated at 237 gallons per person per day. Maximum monthly flows, peak day flows, and peak hour flows are estimated based on the current ratio between average flows and these values. BOD and TSS loadings are based on current per capita loadings.

FORECAST OF FUTURE DEMAND:

Service population is based on the "moderate growth" projection of 1% per year, and assumptions about how many new residents outside the current City limits will come onto the system. While this resulted in an overall future growth rate of 1.38% per year, which is equal to the growth rate for the period of 1990 to 2000, the experience from the period 2000 through 2010 found population growth to have slowed, a trend which continued into the period from 2010 through 2017 when the trend reversed. Growth between 2018 and 2019 is estimated at 2.71%. The 2010 Facilities Engineering Addendum uses a 1.38% growth rate to project demand, a reasonable assumption that will ensure available capacity for both known (Housing Authority of Okanogan County's Meadow Point Planned Development and Tribal Clinic) and unanticipated users (potential tribal developments).

Data on future demand is included in the 2010 Facilities Engineering Addendum.

PLANS OF OTHER PROVIDERS OF PUBLIC FACILITIES:

The operation of the City's waste water system can be greatly affected by actions of the public and private sectors. The public sector, primarily through new regulations passed by the state and federal governments, permit provisions for treatment plant operations and Tribal development projects can affect the system in many ways, including increased requirements for testing, new quality standards, increased maintenance and significant upgrades to the treatment plant and collection system.

The private sector impacts the system through demands for new collection lines, and other factors created through community growth and development. Plans of major and minor developers should be studied for impact on the Sewer collection and treatment system as part of the permitting process.

PLANNED AND PRIORITIZED CAPITAL PROJECTS:

Omak has several major projects underway that will result in upgrades the WWTP and replacement of the majority of the collection system.

The City began a systematic, phased approach to replace its aging, deteriorated sanitary sewer system in order to reduce the potential public and environmental health risk to the City

and its residents, and the City’s exposure to potential fines and/or compliance orders from Ecology. The completed project will also reduce operations and maintenance costs at the wastewater treatment plant due to reductions in infiltration and total suspended solids, and positions the City for continued growth and development into the future.

The Sewer System Improvements project has been divided into five phases of work. Project phases were prioritized based on an analysis of sewer video inspections, sewage flow quantities, and pipeline age. Total estimated project cost for all phases is approximately \$26,000,000. These costs do not include annual operations and maintenance costs as it is anticipated that operations and maintenance of the proposed system will be less than that of the existing system. As of the date this update was prepared, the City has been successful in obtaining a \$7 million loan (.5% interest, 20-year payback) from the Public Works Board and \$3.8 million in loans (2.5% interest, 20-year payback) from the Department of Ecology. The \$7 million was used for construction of Phases 1 and 2 while the Ecology funds were used to engineer the entire project and construct Phase 1.

As of the time this CFP was prepared the City has completed Phase 1, Phases 2A and 2B, Phase 4B, replaced the Okanogan River crossing, and, completed Eastside sewer main project. Projects costs have included \$1.695 million in 2013-2014, \$303,772 for the river crossing in 2016 and \$192,965 for the Eastside sewer main project also in 2016.

The following table lists the prioritized capital projects from the Sewer Treatment Facility Engineering Report Addendum. The projects were not subject to the prioritization process outlined herein, but rather will be considered in the priority provided by the City’s engineers.

Table 4.11.7 - Prioritized Capital Projects

Proposed Improvement	Estimated Cost	Year Proposed
Sewer Line Replacement	\$700,000	2023
Eastside Sewer Manhole Replacement	\$300,000	2024
Total	\$1,000,000	

FINANCIAL INFORMATION:

Sewer system revenue is primarily through sales of service, with minor revenue from connection charges, engineering services, and interest earnings with larger projects usually funded through grants or loans from state and/or federal sources. Expenditures are for wages and benefits, operating expenses such as insurance, equipment rental, electrical power charges for pumping, repairs and maintenance, and capital improvements. Appendix 2I contains detailed data sewer system revenues and expenditures for the period 2015-2019.

The following graphs illustrate Sewer revenue trends and the relative contribution of the different revenue sources to the total revenue picture. These graphs show the dominance of charges for Sewer service in funding the department.

Figure 4.11.1 - Sewer System Revenue Trends

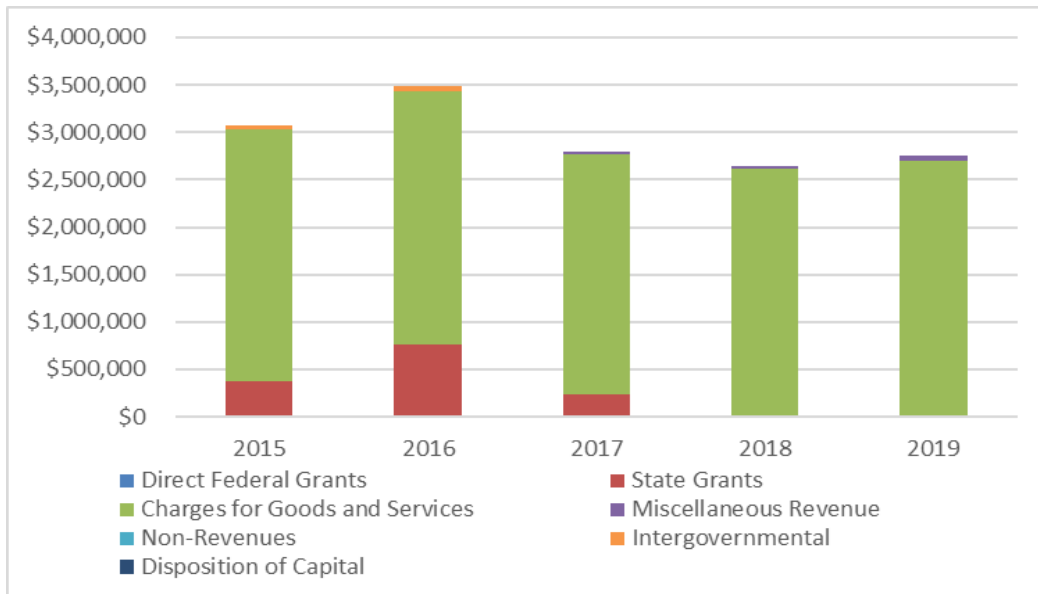
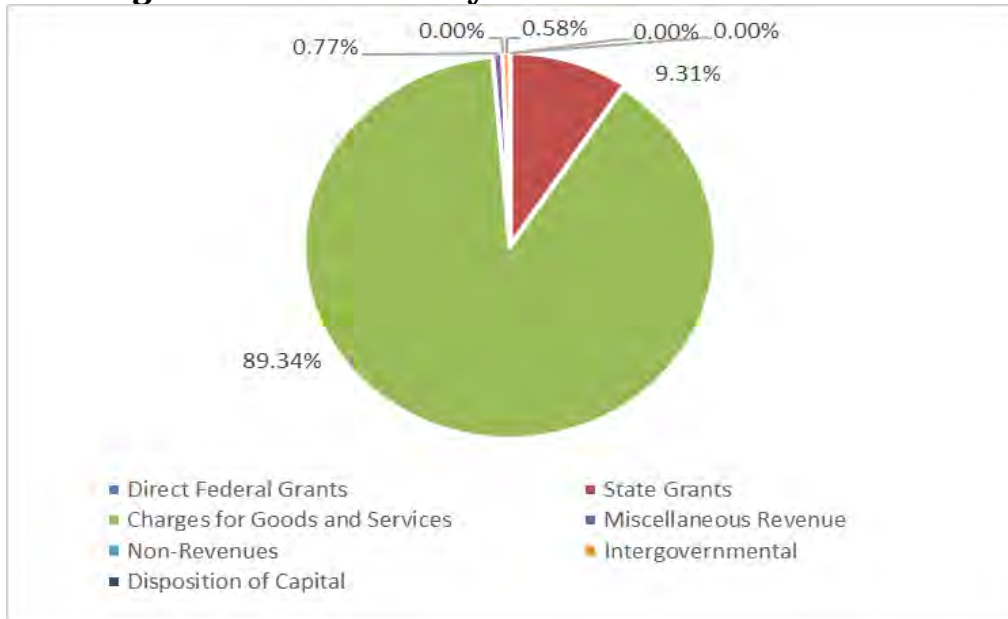


Figure 4.11.2 - Sewer System Revenue Distribution



The preceding graphs show that charges for service make up almost 90% of sewer system revenue and occasional infusions of grant or loan dollars also significant sources. The following graphs provide a similar view on department expenditures.

Figure 4.11.3 - Sewer Expenditure Trends

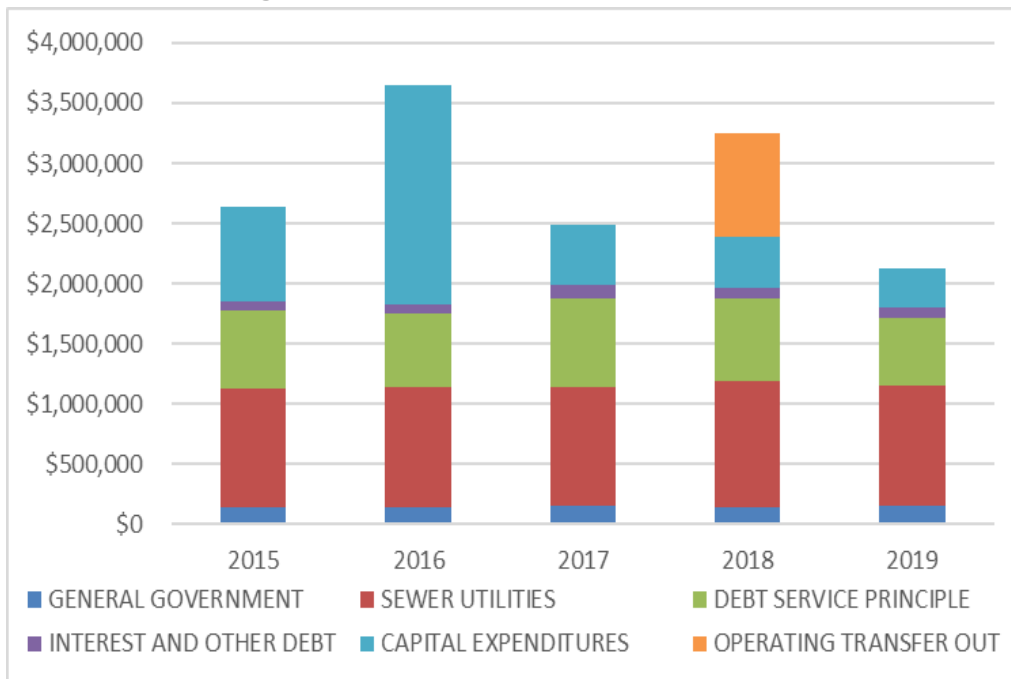
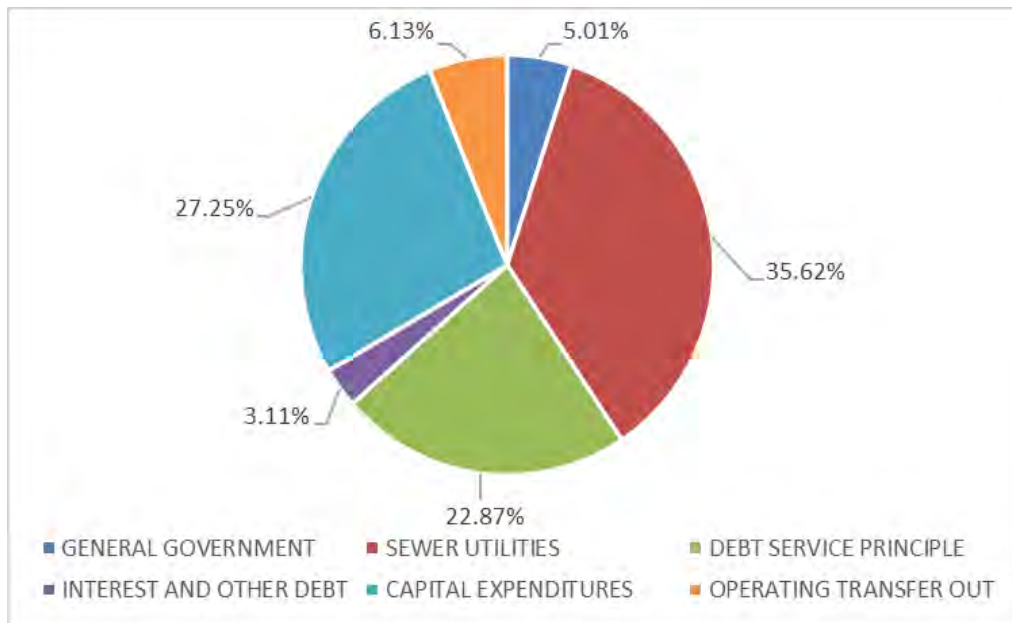


Figure 4.11.4 - Sewer System Expenditure Distribution



The preceding graphs show that sewer utilities (as averaged for the period 2015-2019) is the largest single expenditure category at 35.62% and that capital expenditures averaged 27.25% of the budget during the same period. Overall, the department’s expenses, due to major capital projects during this period, rose and fell accordingly. Salaries, wages and benefits averaged 17.24% of total operation expenses.

PROJECTED REVENUES AND EXPENDITURES:

Projecting revenues and expenditures is always uncertain, and depends on many assumptions that may not be accurate. Some expenditures are under the control City but many are not. For a number of years, no or limited rate increases were imposed on system customers. However, rates were increased by nearly \$12/month during 2010 and again in March 2011 up to a total of nearly \$57/month, and in March of 2019 increased to \$79.65/month (residential) in order to generate revenue for debt service and begin building reserves for future projects. Rates have also been increased to meet funding agency criteria that allow loans to be converted to either grant or no payback.

The following revenue projections are limited to the Sewer Fund. For these projections, it is assumed that:

- the proportion of businesses and residential water accounts will remain roughly the same over time.
- revenue will rise proportional to population. In 2010, sewer revenue was approximately \$247/per person per year (4,774 people, \$1,180,000 actual

revenue – charges for services), in 2019 this is estimated to be \$2,674,900 or \$542.03/per person (4,935 people).

- the service population will grow at an annual rate of .25%.
- no system development charges are included.
- Miscellaneous charges for service will average \$2,500 annually.
- the City will gradually expand into the Urban Growth Area, as well as continuing to build out vacant lots inside the City itself.
- miscellaneous revenues will average \$20,000 annually.
- other revenue sources will be \$0 annually
- No grant or loan dollars are included

The following expenditure projections are limited to the Sewer Fund. For these projections, it is assumed that:

- General administration (city administrator, budgeting and financial) and Sewer Utilities administration will increase 2% annually.
- Interfund Charges will average \$35,000 annually.
- Sewer line operations will increase 2% annually.
- Sewer plant operations will increase 2% annually.
- Sewer B&O expenditures will average \$230,000 annually.
- Capital outlay (excluding grant/loan funded projects) will average \$82,000 annually.
- Debt service - principle will be \$570,000 per year.
- Debt service -interest will be \$80,000 per year.

The following table shows projected Sewer Fund revenues and expenditures given the above assumptions.

Table 4.11.8 – Sewer System Revenue and Expenditure Projections

REVENUES	2021	2022	2023	2024	2025	2026
Charges for Services	\$2,983,891	\$3,057,128	\$3,132,172	\$3,209,068	\$3,287,863	\$3,368,602
Miscellaneous Revenues	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
TOTAL	\$3,003,891	\$3,077,128	\$3,152,172	\$3,229,068	\$3,307,863	\$3,388,602
EXPENDITURES						
General and Sewer Utilities Administration/	\$227,798	\$231,951	\$236,188	\$240,510	\$244,918	\$249,415
Inter-fund Charges	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
Sewer Line Operations	\$105,261	\$107,030	\$108,834	\$110,675	\$112,553	\$114,468
Sewer Plant Operations	\$1,023,372	\$1,031,460	\$1,039,710	\$1,048,126	\$1,056,709	\$1,065,464
Capital Outlay Improvements	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000
Debt Service, Principle	\$570,000	\$570,000	\$570,000	\$570,000	\$570,000	\$557,895
Debt Service, Interest	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$79,637
TOTAL	\$2,131,431	\$2,145,441	\$2,159,732	\$2,174,311	\$2,189,180	\$2,191,879
SURPLUS/ DEFICIT	\$872,460	\$931,687	\$992,440	\$1,054,757	\$1,118,683	\$1,196,723

Table 4.11.8 does not include beginning fund balances or planned capital projects, or make projections based on recent grant/loan funded capital projects. The table shows that if the assumptions are correct and present trends continue, the City, depending on when loan dollars are drawn and expended the City will have enough revenue to build reserves for future improvements and cover debt service (principle and interest) for existing loans obtained for replacement and upgrade of the collection system. It will be important to review actual revenues and expenditures regularly to keep these projections up to date and realistic.

FINANCIAL ANALYSIS WITH PLANNED CAPITAL PROJECTS:

The following table and text provide an analysis of the financial impact of the planned improvements listed in Table 4.11.9 using the above projections of revenues and expenditures. The following assumptions were used in the analysis:

- The city will be responsible for 10% of capital project costs projects.

Table 4.11.9 – Sewer System Capital Projects Financial Analysis

REVENUES	2021	2022	2023	2024	2025	2026
Charges for Services	\$2,983,891	\$3,057,128	\$3,132,172	\$3,209,068	\$3,287,863	\$3,368,602
Miscellaneous Revenues	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
TOTAL	\$3,003,891	\$3,077,128	\$3,152,172	\$3,229,068	\$3,307,863	\$3,388,602
EXPENDITURES						
General and Sewer Utilities Administration/	\$227,798	\$231,951	\$236,188	\$240,510	\$244,918	\$249,415
Inter-fund Charges	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
Sewer Line Operations	\$105,261	\$107,030	\$108,834	\$110,675	\$112,553	\$114,468
Sewer Plant Operations	\$1,023,372	\$1,031,460	\$1,039,710	\$1,048,126	\$1,056,709	\$1,065,464
Capital Outlay Improvements	\$90,000	\$90,000	\$790,000	\$390,000	\$90,000	\$90,000
Debt Service, Principle	\$570,000	\$570,000	\$570,000	\$570,000	\$570,000	\$557,895
Debt Service, Interest	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$79,637
TOTAL	\$2,131,431	\$2,145,441	\$2,859,732	\$2,474,311	\$2,189,180	\$2,191,879
Surplus/ Deficit	\$872,460	\$931,687	\$292,440	\$754,757	\$1,118,683	\$1,196,723

Table 4.11.10 shows that given the assumptions, Sewer Fund revenues will be sufficient to cover ongoing debt service as well as planned projects over the next 6 years.

4.12 STORM WATER FACILITIES

This chapter presents details on the City's storm water system.

BACKGROUND, INVENTORY AND EXISTING CONDITIONS:

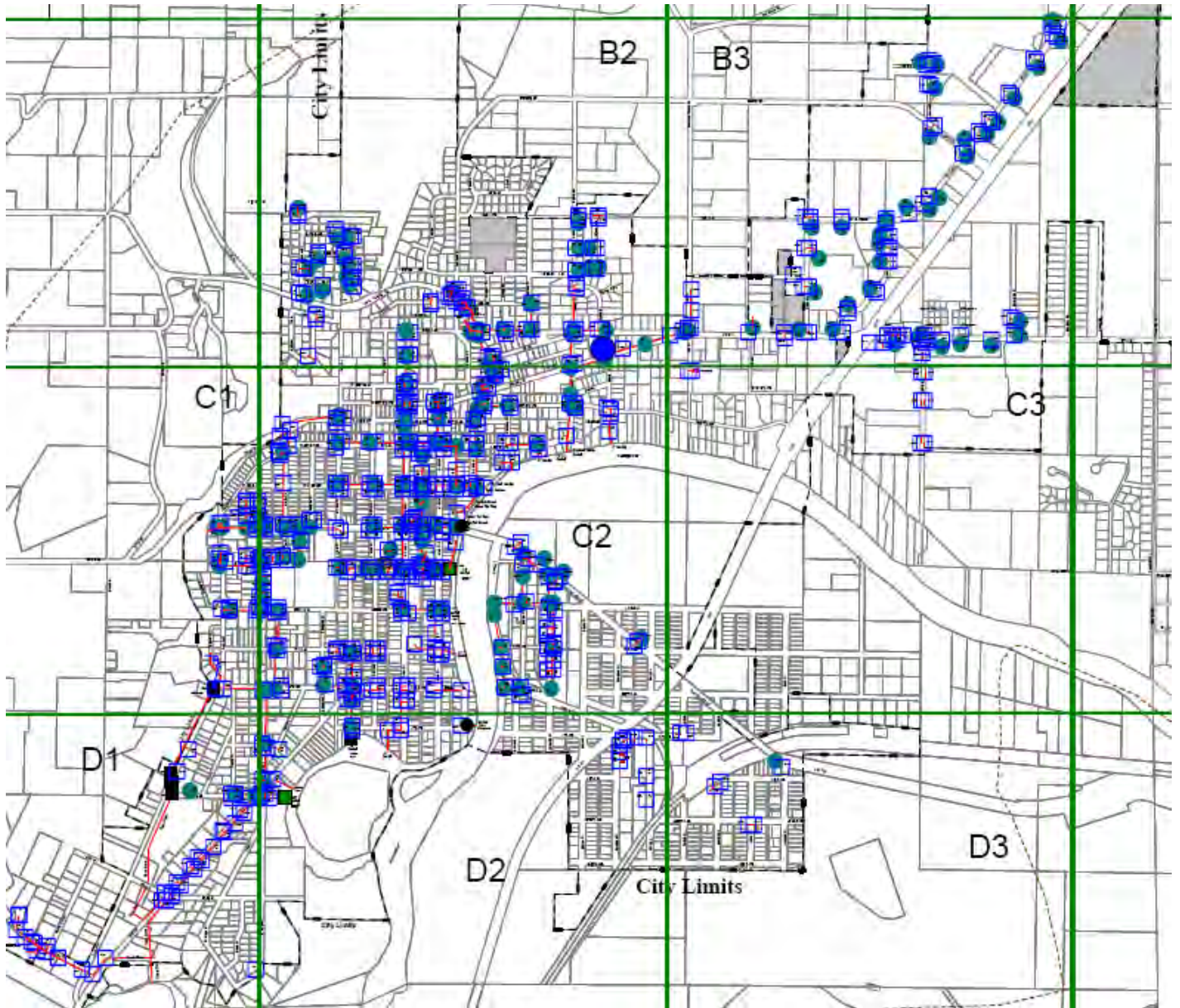
In 1987, the U.S. Congress amended the Federal Clean Water Act requiring a two-phase implementation of a comprehensive national program to address the water quality of storm water discharges. The Department of Ecology (DOE) administers the program within the state of Washington. However, the City of Omak is not specifically designated under the program requirements, but the City is growing, and would like to have storm water regulations in place prior to anticipated development to maintain the integrity of the City's storm water system, and to protect the health of the Okanogan River. It is also anticipated that future regulations will be promulgated that apply to smaller communities, and Omak will already have the necessary storm water management program in place. The current system was built in the mid to late 1980's, and is described in the City's Comprehensive Storm Drainage Plan (2009).

The Storm Water Management Plan has two study boundaries. The first boundary is the physical limits of the drainage basins that encompass the area above, and within the City that contribute storm water runoff, either overland, or through the existing drainage system. The second boundary is the limit of existing, and future development (a.k.a. Urban Growth Area) within the drainage basins. The purpose of the storm water study was to create a new City of Omak Storm Water Management Plan for control of storm water runoff within the study area, develop a capital improvement plan, and examine a means of financing the recommended improvements to the storm water system.

The City of Omak's existing storm water system (See Figure 4.12.1 for map of existing storm water system) serves portions of the residential, commercial, and industrial areas of the City, and consists of a series of roadway and parking lot inlets, storm water pipes, and surface drains. However, not all areas within Omak are served by the storm water system. In unserved areas, storm water typically flows off the roadway, and onto adjacent properties where it is absorbed into the ground. This is common in portions of the study area where the roadway is without curb and gutter.

An analysis was performed on the City of Omak storm drainage system to determine the hydraulic (or flow) capacity of the system. Runoff amounts from various storm events were calculated using a computer model. These amounts were then compared with the capacities of the existing pipe system, and existing lift stations. The primary focus of the analysis was to determine if the lift stations adjacent to the Okanogan River are capable of handling the larger flows due to increased development.

Figure 4.12.1 – Stormwater System Map



The storm water models were run for each watershed using the following storm events: 10-year 24-hour storm, 25-year 3-hour storm, 25-year 4-hour storm, 25-year 24-hour storm, and the 50-year 24-hour storm. The storm water flow rates from each watershed were compared to the existing pump capacities to determine if additional pumping capacity was necessary.

Existing system deficiencies relate primarily to the physical ability of the existing storm drain system to carry the flows. These deficiencies are summarized below.

Table 4-12.1 – Storm Water System Deficiencies

Storm Water Infrastructure	
Location	Deficiency
Fir Street and Central Avenue intersection	shallow pipeline
3 rd Street and Cedar Street intersection	sediment collection & ponding
Ross Canyon Road	excessive runoff & erosion
4 th Street, 5 th Street, & Juniper Street intersections	ponding & flooding at high river levels.
Juniper and Apple	ponding
Riverside Drive	discharge onto private property
Central and Birch	ponding
Central and Ash	ponding
Elm from Bartlett south to Apple	sediment in pipeline
Ash Street from Bartlett south to Central	sediment in pipeline
4 th Ave. from Jasmine east to Fir	shallow pipeline
Elm Street between Bartlett and Central, and Central heading west from Elm to Fir	inadequate pipe capacity
Alley west of Fir and south of Apple	inadequate inlet and pipeline capacity
Ross Canyon Road	inadequate inlet and pipeline capacity
Kenwood Street	inadequate inlet and pipeline capacity
Storm Water Lift Stations	
Log Cabin Lift Station	single undersized pump, continuous flow of water and inadequate capacity for 50-year storm
Apple Lift Station	inadequate capacity for 50-year storm
First Ave. Lift Station	inadequate capacity for 50-year storm

DEMAND & LEVEL OF SERVICE:

The general approach to Level of Service standards for storm drainage design is to size the system to handle a given type of storm event, such as the 5-year, 24-hour storm. In addition to calculating the expected flow from such a storm, given local rainfall patterns and the area of the local drainage, you must take into account the runoff from Spring snowmelt, and higher river levels associated with this snow melt which will directly impact the system's ability to pump water into the river.

According to City staff, the current system is sized to handle a 50-year storm event, and the desired LOS is the removal of all storm water from City streets within 24 hours of a storm event.

Future demand for storm drainage will be very strongly influenced by land use decisions by the City. If land use development causes surface waters to run over the ground instead of percolating into the ground, then this water will eventually flow down City streets and into the storm water facilities. In order to minimize expansions of the City system, the City requires storm drainage facilities be provided on site as new development proceeds.

REGULATORY CONSIDERATIONS

Currently, two major regulations apply to storm water management in Omak – the Underground Injection Control (UIC) regulations, and the construction storm water permit requirements for projects disturbing more than one acre of ground. The Washington Department of Ecology's (WDOE) Phase II NPDES Municipal Storm Water Permit does not apply to Omak because the census defined urban area population is less the 50,000 people. Therefore, if Omak wants greater control over storm water discharges, the City must develop its own program.

The Underground Injection Control (UIC) regulations apply to subsurface disposal of storm water. These regulations affect all communities, industries, and individuals who use dry wells and infiltration trenches, the two most common methods of subsurface disposal. UIC storm water disposal facilities must either be rule-authorized, or covered by a state waste discharge permit to operate. If a UIC well is rule-authorized, a permit is not required, but the well must be registered with WDOE. For a storm water UIC well to be rule authorized, the well must be designed, constructed, operated, and maintained according to an Ecology storm water manual, or another equivalent department approved manual. As a result, Omak has specified that all storm water infiltration facilities meeting the definition of a UIC well meet the requirements of an approved manual (e.g., the *Storm Water Management Manual for Eastern Washington*), and registered with WDOE.

Construction storm water permits are required for all projects that disturb one acre or more. These permits are obtained through WDOE. Omak would like to extend control of

construction storm water to projects that disturb 10,000 square feet or more. Projects larger than one acre would still fall under the jurisdiction of WDOE.

RECOMMENDATIONS

To help achieve the desired storm water quality goals, the City of Omak has adopted two ordinances that relate to storm water quality, and the discharge of pollutants into the storm water system: Illicit Discharge Detection and Elimination; and Erosion and Sediment Control. The capacity of the existing system can be protected through the implementation of more stringent design standards.

Illicit Discharge Detection and Elimination Ordinance (9.12 OMC): The “Illicit Discharge Detection and Elimination” ordinance makes it illegal to dump anything down the storm drain system, have any sanitary sewer lines that are connected to the storm drain system, and sets fines for non-compliance.

Erosion and Sediment Control Ordinance (14.36 OMC): The “Erosion and Sediment Control” ordinance defines BMPs that construction contractors must implement and install to treat storm water before it leaves the site. The goal is to reduce the amount of sediment that leaves construction sites, either through rainstorm runoff, or on the wheels of trucks that drive from public roads onto a construction site and back. Fines should be determined for non-compliance. The ordinance differentiates between projects of more than one acre, which continue to fall under the jurisdiction of WDOE, and projects between 10,000 SF and one acre, which will fall under the jurisdiction of the City of Omak.

PLANS OF OTHER PROVIDERS OF PUBLIC FACILITIES:

There are no plans of other providers of public facilities that impact the City's storm water system at the present time, other than the City's own sewer collection system replacement project. In the future it will be important for the City to examine proposed projects which may impact the storm drainage system by increasing the area with impermeable surfaces within, and adjacent to the City's service area. In these cases, the City should pursue requirements for on-site retention and treatment of storm water runoff.

PLANNED CAPITAL PROJECTS:

Recommended improvements to the City of Omak storm water system are summarized in Table 4-12.2. The existing system is well maintained, and many of the system deficiencies are related to minor flooding that occurs during storm events. Lift station improvements are proposed to increase capacities to meet demands placed on the system during a 50-year storm. The intent of the capital improvement plan is to provide a guide for constructing future

improvements, and establish a schedule of costs so financing strategies can be formulated. More severe problems are addressed first, but consideration was given to spreading out the annual costs to provide adequate funds for making the improvements. However, the schedule of improvements could be changed to coordinate with other public facility improvements, such as construction of storm drain improvements in conjunction with sewer, water or street improvements. Proposed improvements should be reviewed yearly as priorities and City growth patterns change.

Table 4.12.2 Planned Capital Projects

Planned Improvement	Estimated Cost¹	Year Proposed
Replace culverts on Jasmine	\$20,000	2022
Replace Catch Basins at Juniper and Apple	\$46,000	2022
Replace Log Cabin Lift Station	\$453,000	2022
New Cedar Street Lift Station	\$346,000	2023
Replace Catch Basins at Central and Ash	\$45,000	2023
New Elm and Central Storm Drain	\$140,000	2024
New Storm Drain in Juniper, New Lift Station near Juniper and 5th	\$280,000	2024
Upper Ross Canyon Improvements (part of second phase Ross Canyon Road improvements)	\$356,000	2025
Replace 4 th Street Storm Drain, Jasmine to Fir	\$125,000	2025
Replace Storm Drain in Alley West of Fir and South of Apple	\$105,000	2025
Total	\$1,974,000	

FINANCIAL INFORMATION:

Omak has a storm drainage and surface water utility (Omak Municipal Code Chapter 9.12). As a funding method, a storm water utility provides a stable and equitable source of revenue from which to operate the storm water program.

Stormwater revenue is primarily through charges for service, interest on investments and grants or loans from state and/or federal sources. Expenditures are for wages and benefits, operating expenses such as insurance, equipment rental, electrical power charges

1- Improvements with a planned construction year have had cost estimates adjusted for 3% annual inflation in accordance with the 2009 City of Omak Stormwater Management Plan.

for pumping, repairs and maintenance, and capital improvements. Appendix 2J contains detailed data on stormwater system revenues and expenditures for the period 2015-2019.

The following graphs depict revenue information (2015-2019) for the storm drainage utility.

Figure 4.12.1 - Storm Drainage Utility Revenue Trends

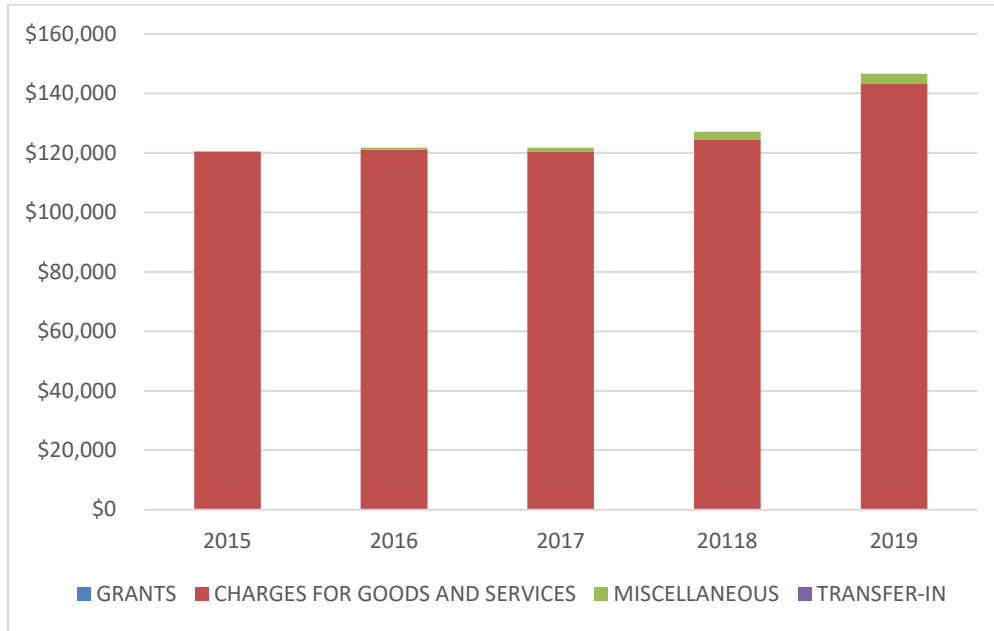
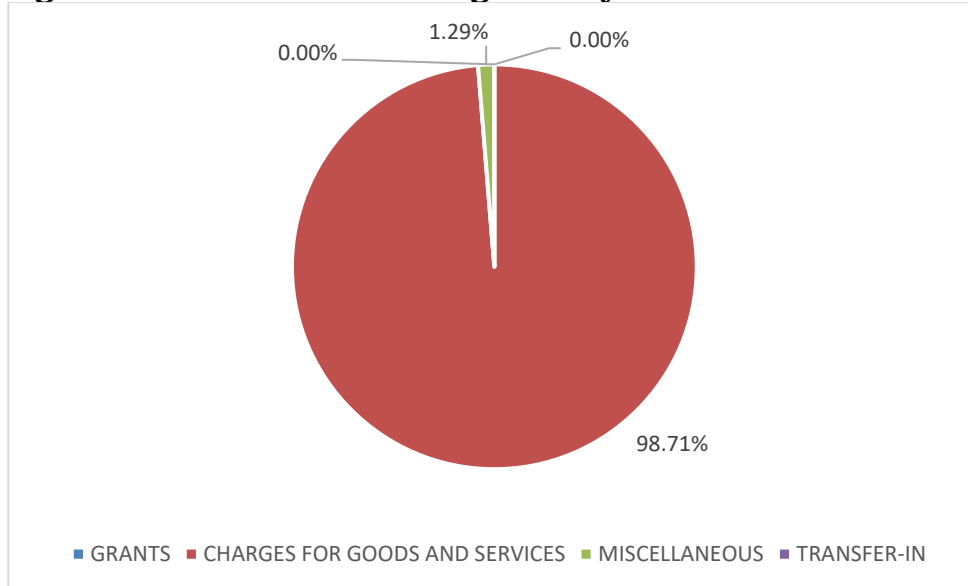


Figure 4.12.2 - Storm Drainage Utility Revenue Distribution



The graphs clearly show that the vast majority of revenues for maintenance and operation of the stormwater system are derived from charges for service.

Expenditures are for wages and benefits, operating expenses such as insurance, equipment rental, electrical power charges for pumping, repairs and maintenance, and capital improvements.

The following graphs show storm drainage expenditure trends from 2015 through 2019, and relative size of each category of expenditure over the same four years.

Figure 4.12.3 - Storm Drainage Utility Expenditure Trends

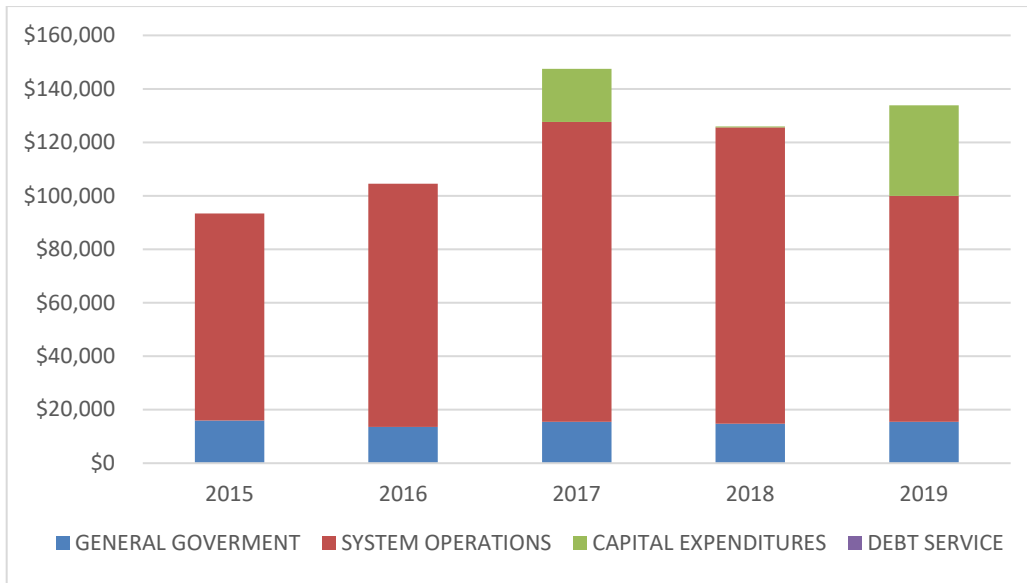
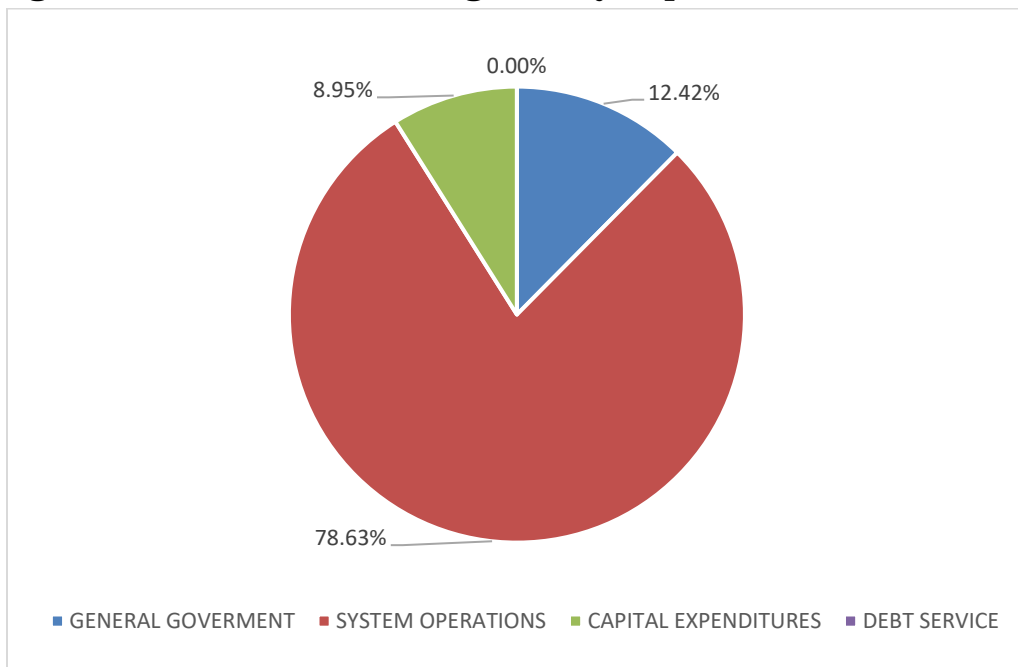


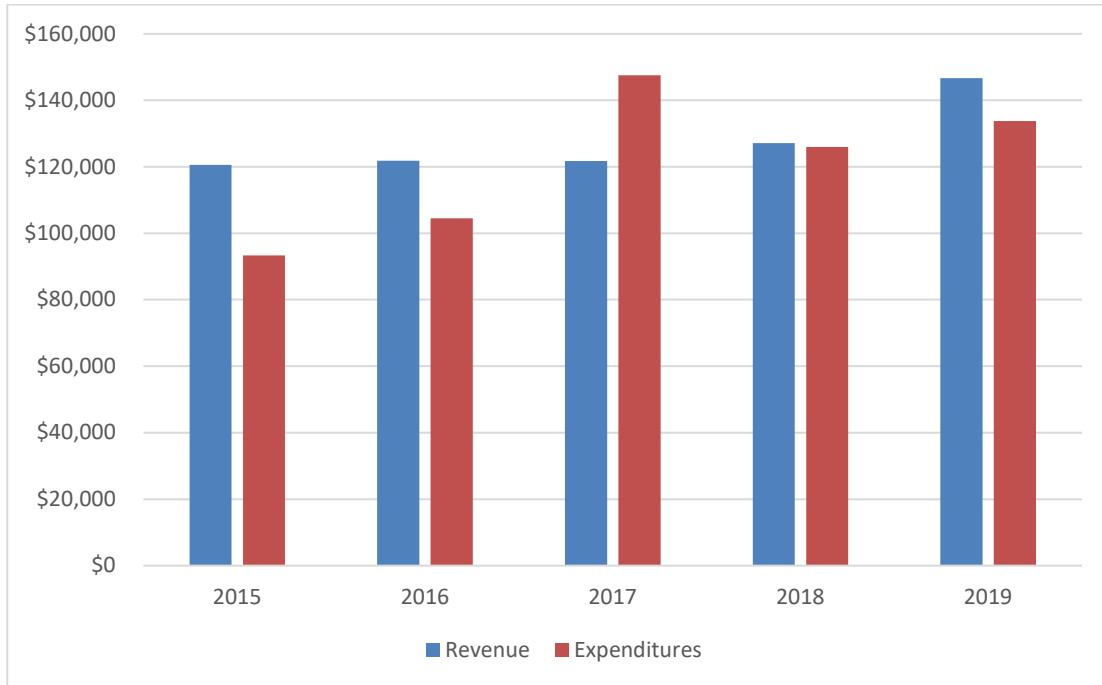
Figure 4.12.4 - Storm Drainage Utility Expenditure Distribution



The preceding graphs show that system operations comprise an average of 78.63% of annual expenditures, with capital expenditures averaging 8.95%. Salaries, wages and related benefits average 52% of annual spending.

The following graph provides a comparison of revenues and expenditures for the Storm Water Utility for the years 2015 through 2019.

Figure 4.12.5 - Storm Drainage Utility Revenue/Expenditure Comparison



PROJECTED REVENUE AND EXPENDITURES:

Projecting revenue is always uncertain, and depends on many assumptions which may not be accurate. For this projection, it is assumed that revenue (Charges for service) will increase proportional to population. It is also assumed that the service area population will grow at the rate of .25% per year, the rate experienced from 2000 to present. The expectation is that the City will gradually expand into the Urban Growth Area, as well as continuing to build out vacant lots inside the City itself, and that the storm drainage system will gradually be expanded with other City utilities.

Expenditures are also very uncertain. Some expenditures are under the control of the City, but many are not. It is also likely that improvements to the system will be included as part of the ongoing sewer collection system replacement project. It is anticipated that any work required on the storm water system as a result of the sewer project will be included as part of the cost of that project.

Currently, the storm drainage system is building reserves for debt service needed for capital improvements. However, should inflation continue to be higher than population growth and the city begins to address the deficiencies, this surplus will quickly be eliminated. The following table provides projections of Storm Drain revenues and expenditures. Please note the projections do not include beginning or ending fund balances or planned capital expenditures.

The following projections are limited to the Storm Drain Fund. For these projections, it is assumed that:

- Revenue from utility services and reserve funds will increase proportional to population growth, the service population will grow at an annual rate of .25%. In 2019 with a population of 4935 persons, the total revenue is estimated at \$ \$145,800 or \$33.85 person.
- B&O Reserves will average \$12,000 annually.
- the City will gradually expand into the Urban Growth Area, as well as continuing to build out vacant lots inside the City itself.
- miscellaneous revenues will average \$2,000 annually.
- other revenue sources, including grants/loans will be \$0 annually.
- Salaries and benefits, supplies, services and charges, B&O expenditures, equipment, office supplies, interfund charges, etc... are all projected to increase 2% annually.
- Equipment rental will increase 2% annually.
- Capital expenditures are assumed to be \$15,000 each year.
- debt service, both interest and principle will be \$0.

Table 4.12.3 Revenue and Expenditure Projections¹

REVENUES	2021	2022	2023	2024	2025	2026
Grants	\$0	\$0	\$0	\$0	\$0	\$0
Charges for Service	\$152,343	\$155,842	\$159,428	\$163,103	\$166,871	\$170,733
Miscellaneous Revenue	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Transfer-In	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$154,343	\$157,842	\$161,428	\$165,103	\$168,871	\$170,733
EXPENDITURES						
General Government	\$13,406	\$13,658	\$13,915	\$14,178	\$14,445	\$14,718
Interfund Charges	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
System Operations	\$148,431	\$151,282	\$154,190	\$157,157	\$160,182	\$163,269
Capital Expenditures	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Debt Service, Principle	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service, Interest	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$178,837	\$181,940	\$185,105	\$188,335	\$191,627	\$194,987
Surplus/ Deficit	(\$24,494)	(\$24,098)	(\$23,677)	(\$23,232)	(\$22,756)	(\$24,254)

The Table shows that storm water revenues, given the assumptions, will be not be sufficient to cover maintenance and operation costs. With significant capital improvements planned over the next 6 years, the City will need to review current stormwater utility rates as well as seek additional grant funding for the projects.

FINANCIAL ANALYSIS WITH PLANNED CAPITAL PROJECTS:

The following table and text provide an analysis of the financial impact of the planned improvements listed in Table 4.12.2 using the projections of revenues and expenditures from previous sections. The following assumptions, in addition to those listed in previous sections, were used in the analysis:

- The city will be responsible for 100% of capital costs for smaller projects.
- Larger projects will be funded through 20 year, 1.5% loans/50% grant requiring a 10% local cash match.

¹-Does not include planned capital improvements or beginning or ending fund balances.

Table 4.12.4 – Storm Water System Capital Projects Financial Analysis

REVENUES	2021	2022	2023	2024	2025	2026
Charges for Services	\$152,343	\$155,842	\$159,428	\$163,103	\$166,871	\$170,733
Miscellaneous Revenues	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Grants/Loans	\$0	\$407,700	\$311,400	\$378,000	\$527,400	\$0
Transfers-In	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$154,343	\$565,542	\$472,828	\$543,103	\$696,271	\$172,700
EXPENDITURES						
General Government	\$13,406	\$13,658	\$13,915	\$14,178	\$14,445	\$14,718
Interfund Charges	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
System Operations	\$148,431	\$151,282	\$154,190	\$157,157	\$160,182	\$163,269
Capital Expenditures	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Capital Outlay Improvements - Small	\$0	\$46,000	\$45,000	\$0	\$0	\$0
Capital Outlay Improvements – Large	\$0	\$453,000	\$346,000	\$420,000	\$586,000	\$0
Debt Service, Principle	\$0	\$0	\$10,197	\$18,015	\$27,510	\$40,752
Debt Service, Interest	\$0	\$0	\$1,614	\$2,846	\$4,340	\$6,426
TOTAL	\$178,837	\$680,940	\$587,916	\$629,196	\$809,477	\$242,165
Surplus/Deficit	(\$24,494)	(\$115,398)	(\$115,088)	(\$86,093)	(\$113,206)	(\$69,465)

Table 4.12.4 shows that given the assumptions, Storm Water revenues will be insufficient to cover expenditures required to implement the Storm Water Management Plan over the next 6 years. The continuing deficit is the result of the assumption that the city will provide a 10% cash match for any projects requiring grant/loan dollars it is awarded, no assumed rate increases and, of course, the increasing debt service and interest as the major capital projects are constructed.

In order to address the capital needs, the City will either need to increase stormwater utility rates, defer projects or borrow money from other city funds.

PART 5

FINANCIAL INFORMATION

This part of the CFP describes overall financial conditions for the Current Expense Fund, Street Department Funds and long-term debt and debt capacity. Financial information for revenue generating utilities – water, sewer, storm drainage and garbage, and funds with separate revenue funds is contained in Part 4.

Financial data for five years (2015-2019) were analyzed and assumptions developed to project both revenue and expenditures. These assumptions are then applied to the future to estimate how much surplus revenue might be available for projects that meet the definition of a capital expenditure contained in Part 1. This potential surplus revenue is then compared to the capital projects identified by each department that relies on the Current Expense Fund or Street Department Funds for these projects and/or acquisitions.

CURRENT EXPENSE FUND REVENUES:

Table 5.1 shows the various categories of revenue and Figures 5.1 and 5.2 show trends and average percentage each source makes up of the Current Expense Fund.

Table 5.1 Current Expense Revenues

Source	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
TAXES					
Property Taxes	\$393,500	\$398,562	\$410,545	\$416,601	\$421,132
Retail Sales Tax	\$1,738,638	\$1,748,923	\$1,842,059	\$1,992,959	\$2,000,000
Criminal Justice Tax	\$67,383	\$68,158	\$70,755	\$75,556	\$71,000
Electric Utility Tax	\$288,240	\$298,324	\$321,562	\$312,160	\$310,000
C.E. B&O-Water	\$100,478	\$99,621	\$103,790	\$97,428	\$106,285
C.E. B&O-Sewer	\$207,686	\$211,732	\$220,661	\$205,980	\$224,705
C.E. B&O-Garbage	\$94,495	\$92,044	\$93,987	\$91,978	\$100,330
C.E. B&O-St. Drain	\$10,440	\$9,624	\$10,504	\$9,814	\$12,000
Television Cable	\$40,920	\$39,801	\$28,617	\$38,049	\$37,500
Telephone Utility Tax	\$143,036	\$134,911	\$130,690	\$125,524	\$105,750
Leasehold Excise Tax	\$6,835	\$7,318	\$7,705	\$7,856	\$7,500
TOTAL TAXES	\$3,091,651	\$3,109,018	\$3,240,875	\$3,373,904	\$3,396,202
LICENSES AND PERMITS					
Fire Permits	\$2,600	\$2,260	\$2,060	\$2,005	\$2,000

Source	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Float Permits & Firework Permits	\$50	\$100	\$340	\$260	\$230
Taxi Cab Fees	\$360	\$0	\$0	\$0	\$0
Cable TV Franchise Fee	\$23,609	\$23,257	\$22,788	\$22,669	\$22,000
Business Registration Fees	\$1,125	\$1,325	\$1,200	\$1,725	\$1,400
Building Permits	\$44,672	\$42,667	\$52,121	\$58,763	\$57,750
Animal License	\$4,470	\$4,825	\$3,420	\$4,588	\$3,000
Street Closure Permits	\$100	\$150	\$100	\$325	\$450
Other License/Permits-NON Business	\$723	\$145	\$0	\$310	\$185
Concealed Weapon Permit-City	\$335	\$418	\$611	\$694	\$400
Peddler Permits	\$0	\$220	\$400	\$300	\$300
TOTAL LICENSES AND PERMIT	\$78,044	\$75,367	\$83,039	\$91,639	\$87,715
DIRECT FEDERAL GRANTS					
Bullet Proof Vest Program	\$861	\$0	\$0	\$0	\$0
TOTAL DIRECT FEDERAL GRANTS	\$861	\$0	\$0	\$0	\$0
INDIRECT FEDERAL GRANTS					
WASPC Traffic Safety Grant	\$0	\$0	\$0	\$0	\$0
Reimb. Admin Costs-July 2012 Storm Damage Revenue	\$250	\$0	\$0	\$0	\$0
FEMA-Indirect Disaster Assistance	\$0	\$9,948	\$0	\$0	\$0
TOTAL INDIRECT FEDERAL GRANTS	\$250	\$9,948	\$0	\$0	\$0
STATE GRANTS					
Criminal Justice Training Com	\$0	\$0	\$0	\$0	\$0
A.O C.-Reimbursement for Court Laptop	\$0	\$0	\$0	\$0	\$0
State Military Grant-2015 Okanogan Complex Fire	\$0	\$1,658	\$0	\$0	\$0
Military Grant-2014 Carlton Compl Fire	\$1,323	\$0	\$0	\$0	\$0
WA Traffic Safety Commission Grant '17	\$0	\$0	\$2,904	\$823	\$0
WA Traffic Safety Commission Grant '18	\$0	\$0	\$0	\$6,476	\$0
WA Traffic Safety	\$0	\$0	\$0	\$0	\$4,603

Source	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Commission Grant '19					
Growth Manage Update Grant	\$0	\$0	\$0	\$0	\$3,713
Firefighter Medical Reimbursement	\$680	\$280	\$166	\$0	\$0
TOTAL STATE GRANTS	\$2,004	\$1,938	\$3,071	\$7,299	\$8,316
PUD TAX					
P.U.D. Privilege Tax	\$44,235	\$42,899	\$44,870	\$48,134	\$46,700
TOTAL PUD TAX	\$44,235	\$42,899	\$44,870	\$48,134	\$45,700
STATE ENTITLEMENTS					
City Assistance	\$42,227	\$74,686	\$97,433	\$121,036	\$113,000
Dnr-Nap-Nrca Pilt	\$2,498	\$2,865	\$2,728	\$2,874	\$2,735
Fish & Wildlife State PILT	\$3,692	\$3,625	\$3,525	\$6,082	\$3,500
CJ High Crime	\$13,983	\$0	\$0	\$0	\$0
CJ- Population	\$5,919	\$4,041	\$1,392	\$1,428	\$1,400
CJ Special Programs	\$4,739	\$4,921	\$5,054	\$5,162	\$5,350
Marijuana Enforcement	\$0	\$0	\$3,315	\$0	\$0
Marijuana Excise Tax	\$2,153	\$3,494	\$1,838	\$13,907	\$13,000
DUI - Cities	\$733	\$764	\$746	\$728	\$728
Liquor Excise Tax	\$13,177	\$22,862	\$23,739	\$24,897	\$26,300
Liquor Board Profits	\$42,410	\$42,210	\$41,581	\$40,808	\$40,200
TOTAL STATE ENTITLEMENTS	\$131,530	\$159,467	\$181,353	\$216,923	\$264,529
INTERGOVERNMENTAL					
Polygraph Exam Fee	\$0	\$0	\$0	\$0	\$0
Fire Dist 3 Annual HVAC Share	\$0	\$0	\$0	\$0	\$0
FD #3 Vehicle Maintenance	\$0	\$0	\$0	\$0	\$0
TOTAL INTERGOVERNMEN TAL	\$0	\$0	\$0	\$0	\$0
CHARGES FOR GOOD AND SERVICES					
Crim Justice Legal Srvs	\$209	\$0	\$41	\$0	\$100
Duplication & Printing Services	\$504	\$42	\$30	\$109	\$79
Notary/fingerprint Fees	\$1,490	\$1,770	\$1,350	\$840	\$1,025
Public Works M&O Hotel Motel Reimbursement	\$0	\$0	\$0	\$0	\$0

Source	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Central Svcs.-Interfund Charges	\$76,286	\$58,808	\$97,901	\$118,613	\$52,066
Law Enforcement Svcs-MIP Patrols	\$2,389	\$7,765	\$6,119	\$9,967	\$1,121
Law Enf. Services-Serve Papers	\$80	\$120	\$140	\$20	\$80
DUI Emergency Response Fee	\$4	\$0	\$33	\$0	\$0
Towing Services OPD - Reimbursement	\$0	\$0	\$242	\$879	\$1,116
Fire Protection Services & Cost Share	\$4,800	\$4,800	\$6,000	\$9,818	\$9,285
Firefighter Medical Reimbursement-Fire District	\$0	\$0	\$0	\$200	\$850
Colville Tribe Fire Protection	\$12,141	\$12,141	\$27,342	\$27,342	\$27,341
Service Air Tanks	\$63	\$231	\$138	\$432	\$200
Part-Time Firefighter-Cost Share-Fire Dist No. 3	\$0	\$0	\$0	\$0	\$0
Charge For Service - Bldg Official	\$0	\$0	\$0	\$559	\$0
DUI Emergency Response Recovery Fee (Ok Cnty)	\$1,913	\$1,147	\$832	\$585	\$625
Animal Shelter Fees	\$525	\$2,177	\$1,025	\$1,320	\$750
Abatement Fees	\$0	\$0	\$0	\$660	\$0
Other Planning & Development Services	\$0	\$0	\$0	\$3,000	\$0
Land Use Fees	\$2,811	\$3,639	\$3,159	\$1,651	\$943
Pool Admissions & Rentals	\$23,242	\$21,751	\$23,269	\$25,088	\$27,552
Arena Admissions Royalty	\$32,961	\$36,993	\$39,744	\$39,992	\$39,464
Swimming Lessons	\$5,150	\$5,540	\$4,940	\$5,010	\$5,990
TOTAL CHARGES FOR GOODS AND SERVICES	\$164,568	\$156,923	\$212,305	\$246,084	\$168,587
FINES AND PENALTIES					
Proof of Vehicle Insurance	\$164	\$140	\$356	\$224	\$0
Traffic Fines	\$947	\$3,698	\$13,989	\$17,134	\$10,000
Traffic Fines	\$17,038	\$8,921	\$0	\$0	\$0
Legislative Assmnt-Traffic	\$538	\$638	\$835	\$1,010	\$300

Source	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Deferred Finding Administrative Fees	\$0	\$0	\$0	\$0	\$650
Non-Traffic Fines	\$766	\$282	\$1,647	\$1,445	\$850
Parking Fines	\$120	\$35	\$87	\$125	\$111
Non-Court Fines & Penalties	\$525	\$100	\$375	\$128	\$75
TOTAL FINES AND PENALTIES	\$20,098	\$13,814	\$17,289	\$20,066	\$11,986
Miscellaneous Revenue					
Investment Interest	\$1,776	\$4,608	\$9,457	\$19,304	\$17,500
Int Earn. Gain/loss #CUSIP 3130ABF92	\$0	\$0	\$0	\$0	\$992
Sales Tax Interest	\$763	\$1,070	\$1,506	\$2,664	\$1,900
Int. Income Municipal Court	\$3,027	\$1,935	\$2,064	\$1,873	\$1,300
Interfund Loan Interest - Airport Fund	\$0	\$0	\$0	\$0	\$4,000
Tax Interest to Towns	\$0	\$0	\$0	\$0	\$0
R.V. Park Rentals	\$81,897	\$94,721	\$83,434	\$104,704	\$92,000
Police Impound Fees	\$400	\$300	\$300	\$450	\$500
Fire District 3 Lease	\$6,000	\$6,000	\$6,000	\$6,000	\$7,500
Tourist Center Lease	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Surface Leases	\$50	\$50	\$50	\$2,219	\$2,000
E/side Park Fire Camp	\$10,000	\$0	\$0	\$200	\$0
R.V. Park Showers	\$3,039	\$2,612	\$2,757	\$2,829	\$2,700
Private Donations	\$196	\$0	\$1,100	\$11,394	\$5,000
Private Donations-Pol Memorial	\$0	\$0	\$0	\$0	\$0
Rodeo-Reimb Park Supplies/damages	\$0	\$0	\$0	\$0	\$0
Private Donation- Rotary Club	\$0	\$0	\$0	\$0	\$0
Private Donations-Dog Park	\$0	\$0	\$0	\$0	\$0
Sale of Unclaimed Property	\$0	\$0	\$0	\$0	\$0
Unclaimed Money	\$0	\$0	\$0	\$0	\$193
Felony Seizures	\$0	\$176	\$0	\$0	\$0
Judgements, Settlements & Restitution	\$927	\$94	\$154	\$271	\$430
Over/short	\$37	(\$40)	(\$44)	(\$24)	(\$50)
Other Misc. Revenue	\$1,434	\$23,649	\$15,045	\$19,065	\$9,022
Court - Customer	\$0	\$1	\$0	\$0	\$0

Source	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Overpayment					
Petty Cash	\$725	\$0	\$0	\$0	\$0
NSF Fees	\$770	\$770	\$745	\$795	\$500
TOTAL MISCELLANEOUS REVENUE	\$113,041	\$137,946	\$124,568	\$173,744	\$147,487
NON-REVENUES					
Interfund Loan Received	\$0	\$0	\$0	\$0	\$200,000
Completion Bond-River Ridge	\$0	\$0	\$0	\$0	\$0
Prior Year Correction	\$0	\$0	\$73,404	\$0	\$0
Park Sales & Lodging Taxes	\$9,064	\$11,793	\$10,332	\$13,221	\$11,782
Legislative Assmnt- Court Fees-Shared	\$8	\$3	\$68	\$0	\$0
Trauma Care	\$120	\$687	\$1,060	\$1,619	\$960
Other Non-Revenue	\$590	\$590	\$0	\$681	\$641
TOTAL NON- REVENUES	\$9,782	\$13,074	\$84,864	\$15,521	\$213,383
DISPOSITION OF CAPITAL					
Sale of Surplus	\$0	\$400	\$0	\$1,800	\$0
Sale of Incubator Property	\$0	\$0	\$0	\$66,848	\$0
Insurance Recoveries	\$151	\$7,060	\$1,863	\$2,458	\$7,902
TOTAL DISPOSITION OF CAPITAL	\$151	\$7,460	\$1,863	\$71,106	\$7,902
TOTAL CURRENT EXPENSE	\$3,656,214	\$3,727,853	\$3,994,096	\$4,264,420	\$4,297,791

A better picture of the relative importance of each of each revenue category is developed in the following graphs. Figure 5.1 depicts revenue trends by category and Figure 5.2 shows the average distribution of total revenues by category.

Figure 5.1 - Current Expense Fund Revenue Trends

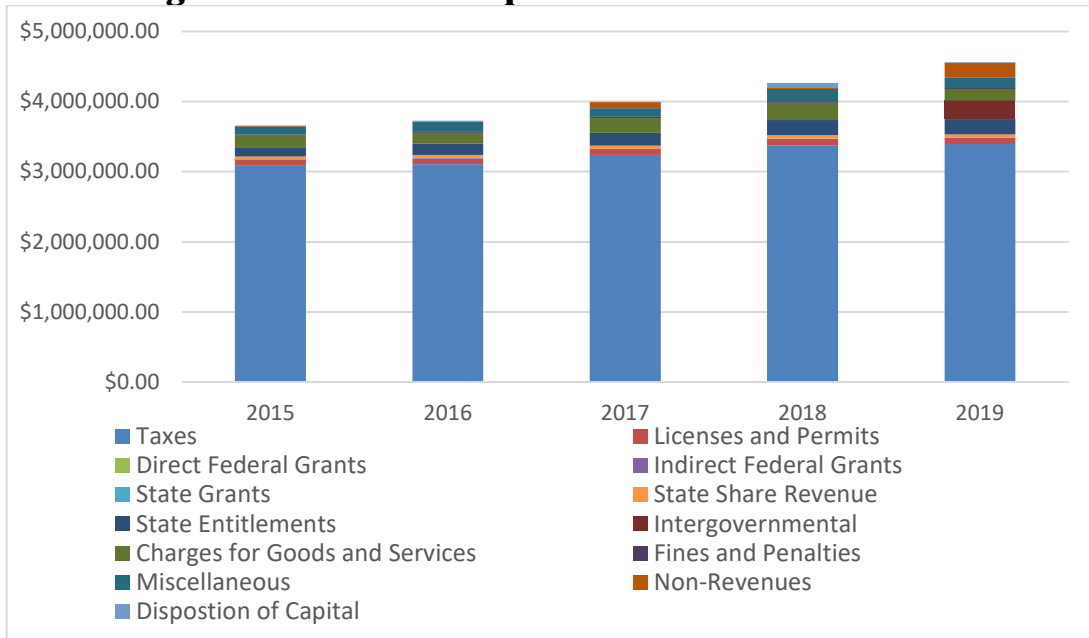
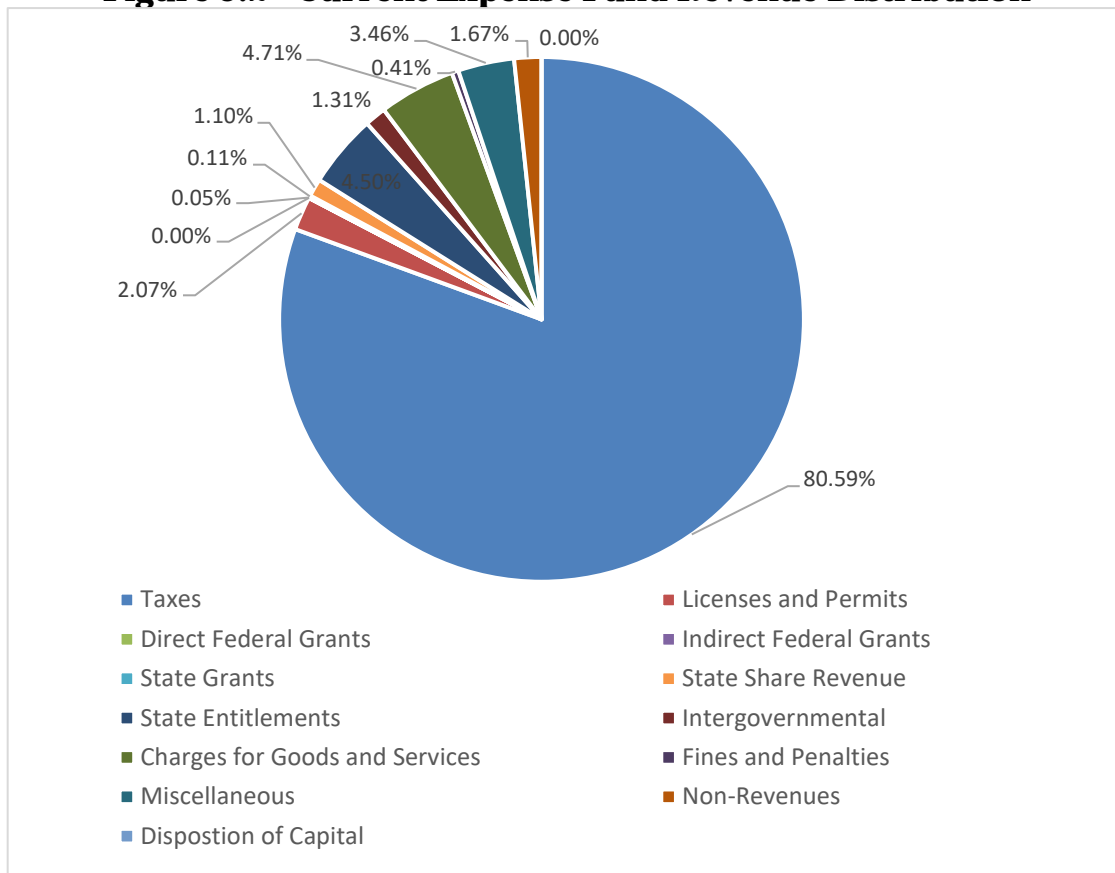


Figure 5.2 - Current Expense Fund Revenue Distribution



A review of the table and graphs shows that Current Expense Fund revenues, excluding the beginning fund balance, have been growing an average of 3.83% per year. It is important to note that grants, licenses and permits, disposition of capital and non-revenues can significantly alter the revenue in any given year. It is also clear that revenue from taxes (property, sales, utility) represents that largest portion of revenues, an average of 75.44% over the past five years (when excluding beginning fund balance).

Given the importance of tax revenues to the Current Expense Fund, Figures 5.3 and 5.4 provide more detailed information about the sources of these revenues and their trends and distribution.

Figure 5.3 - Current Expense Fund Tax Revenue Trends

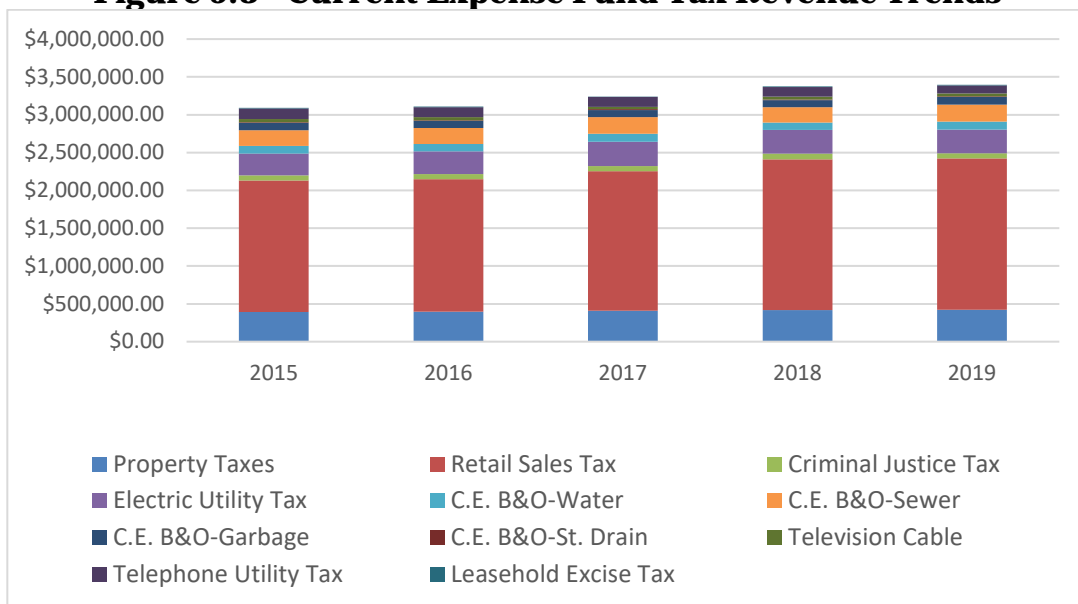
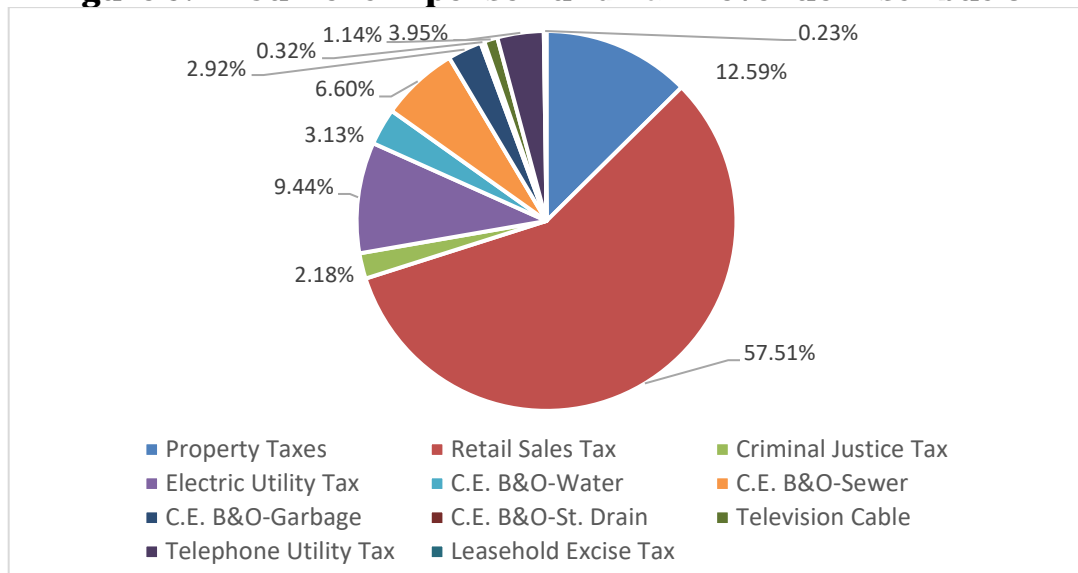


Figure 5.4 - Current Expense Fund Tax Revenue Distribution



The preceding graphs clearly show that retail sales and property taxes, 57.51% and 12.59% respectively are the most important sources of revenue for the Current Expense Fund. The electric utility tax (9.44%) and B&O Sewer Utility Tax (6.60%) make up a significant portion of the balance of current expense tax revenues.

CURRENT EXPENSE FUND EXPENDITURES:

The following table presents data on Current Expense Fund expenditures.

Table 5.2 - Current Expense Expenditures

Expenditure	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
General Government					
Legislative Services					
Salaries & Wages	\$25,800	\$30,750	\$31,650	\$38,250	\$36,800
Fica	\$1,974	\$2,352	\$2,421	\$2,926	\$2,815
Industrial Insurance	\$25	\$29	\$29	\$32	\$32
Office & Operating Supplies	\$61	\$59	\$0	\$0	\$1,782
Legislative Services	\$16,000	\$0	\$0	\$0	\$0.00
Travel & Training	\$837	\$934	\$445	\$2,037	\$1,845
Insurance	\$5,844	\$6,402	\$8,051	\$7,770	\$7,394
Legislative Services Total	\$50,540	\$40,527	\$42,597	\$51,015	\$50,668
Lobbying Activities					
Lobbying Activities	\$0	\$18,000	\$18,000	\$18,000	\$18,000
Lobbying Activities Total	\$0	\$18,000	\$18,000	\$18,000	\$18,000
Municipal Court					
Salaries & Wages	\$9,600	\$10,800	\$10,800	\$11,400	\$12,246
Fica	\$734	\$826	\$826	\$872	\$872
Industrial Insurance	\$7	\$8	\$8	\$8	\$9
Small Tools & Equipment	\$0	\$0	\$0	\$0	\$0
Interpreter Services	\$30	\$45	\$180	\$210	\$90
Travel	\$0	\$54	\$260	\$137	\$156
Miscellaneous	\$0	\$0	\$0	\$0	\$0
Salaries & Wages	\$6,419	\$7,301	\$7,272	\$6,965	\$7,922
Overtime	\$0	\$1	\$1	\$1	\$8
Fica	\$491	\$551	\$556	\$533	\$605
Industrial Insurance	\$35	\$48	\$48	\$45	\$56
Unemployment Insurance	\$13	\$15	\$14	\$14	\$16

Expenditure	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$654	\$816	\$856	\$888	\$1,018
All Other Benefits	\$1,349	\$1,667	\$1,579	\$1,476	\$1,646
Office & Operating Supplies	\$228	\$256	\$324	\$32	\$11
Small Tools & Equipment	\$0	\$0	\$109	\$0	\$45
Legal Services	\$203	\$0	\$0	\$0	\$0
Communications	\$1,324	\$1,436	\$1,454	\$1,389	\$1,393
Travel & Training	\$25	\$0	\$961	\$586	\$1,2568
Repairs & Maintenance	\$0	\$0	\$0	\$0	\$445
Miscellaneous	\$0	\$0	\$12	\$0	\$0
Municipal Court Total	\$21,111	\$23,824	\$25,259	\$24,557	\$27,791
Executive					
Mayor					
Salaries & Wages	\$14,400	\$15,600	\$15,600	\$15,683	\$15,600
Fica	\$1,102	\$1,193	\$1,193	\$1,193	\$1,193
Industrial Insurance	\$104	\$122	\$118	\$120	\$128
Office & Operating Supplies	\$0	\$25	\$26	\$41	\$14
Small Tools & Equipment	\$216	\$1,794	\$0	\$0	\$0
Communications	\$611	\$754	\$898	\$981	\$599
Travel & Training	\$1,196	\$427	\$486	\$50	\$1,313
Repairs & Maintenance	\$308	\$239	\$311	\$309	\$286
Administrator					
Salaries & Wages	\$64,495	\$71,164	\$63,630	\$64,697	\$67,931
Fica	\$4,923	\$5,033	\$4,395	\$4,662	\$4,901
Industrial Insurance	\$169	\$273	\$205	\$211	\$228
Unemployment Insurance	\$129	\$142	\$127	\$129	\$136
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$6,575	\$7,956	\$7,597	\$8,245	\$17,831
All Other Benefits	\$6,517	\$12,234	\$13,460	\$15,517	\$15,948
Office & Operating Supplies	\$0	\$274	\$69	\$368	\$32
Small Tools & Equipment	\$1,581	\$0	\$0	\$1,913	\$0
Communications	\$211	\$181	\$219	\$231	\$241
Travel & Training	\$542	\$1,751	\$1,698	\$1,479	\$2,237
Repairs & Maintenance	\$308	\$239	\$311	\$309	\$442
Miscellaneous	\$0	\$40	\$0	\$0	\$0

Expenditure	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Executive Total	\$103,387	\$119,442	\$110,346	\$116,138	\$129,060
FINANCIAL AND RECORDS					
Financial Services					
Salaries & Wages	\$42,936	\$47,330	\$43,517	\$44,246	\$46,455
Fica	\$3,074	\$3,428	\$3,119	\$3,263	\$3,445
Industrial Insurance	\$141	\$184	\$181	\$177	\$195
Unemployment Insurance	\$86	\$95	\$87	\$89	\$93
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$4,377	\$4,528	\$5,196	\$5,649	\$5,966
All Other Benefits	\$8,399	\$7,901	\$9,014	\$9,894	\$9,466
Travel & Training	\$528	\$1,123	\$1,281	\$1,316	\$1,514
Financial Services Total	\$59,542	\$64,589	\$62,394	\$64,632	\$67,134
Budgeting					
Salaries & Wages	\$31,261	\$40,211	\$45,623	\$43,129	\$47,772
Overtime	\$0	\$17	\$20	\$38	\$32
Fica	\$2,206	\$3,020	\$3,475	\$3,296	\$3,637
Industrial Insurance	\$164	\$283	\$291	\$302	\$328
Unemployment Insurance	\$63	\$80	\$91	\$84	\$96
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$3,187	\$4,480	\$5,398	\$4,894	\$6,139
All Other Benefits	\$8,363	\$9,090	\$9,318	\$7,758	\$10,203
Office & Operating Supplies	\$10,504	\$10,028	\$10,817	\$10,277	\$10,532
Small Tools & Equipment	\$0	\$1,194	\$1,814	\$5,539	\$1,795
State Audit Services	\$9,157	\$9,076	\$0	\$13,023	\$1,500
Communications Website	\$0	\$0	\$0	\$0	\$5,500
Travel & Training	\$1,558	\$2,884	\$2,153	\$3,559	\$3,719
Advertising	\$3,555	\$2,890	\$1,183	\$2,192	\$1,240
Equipment Lease	\$6,488	\$7,159	\$7,124	\$7,943	\$6,577
Office Equipment Repairs & Mtnc	\$6,295	\$10,002	\$7,546	\$7,735	\$13,784
Miscellaneous	\$325	\$315	\$390	\$6,857	\$335
Budgeting Total	\$83,127	\$100,730	\$95,244	\$116,625	\$113,187
Election Costs					
Election Costs	\$1,092	\$0	\$2,792	\$0	\$3,000
Voter Registration Costs	\$7,780	\$7,565	\$8,249	\$6,611	\$7,615
Election Costs Total	\$8,872	\$7,565	\$11,041	\$6,611	\$0

Expenditure	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
FINANCIAL AND RECORDS TOTAL	\$151,540	\$172,884	\$168,680	\$187,869	\$187,936
Legal Services					
City Attorney-Advice	\$32,285	\$18,579	\$24,003	\$24,623	\$25,228
Codification Services	\$2,824	\$1,442	\$496	\$3,401	\$2,458
Legal Service CJ Arbitration	\$293	\$0	\$0	\$0	\$0
Legal Services-Personnel	\$0	\$0	\$575	\$0	\$0
City Attorney-Claims & Litigation	\$0	\$0	\$0	\$0	\$0
Legal Services Total	\$35,402	\$20,022	\$25,074	\$28,024	\$27,687
L&I Retro					
L&I Retro	\$5,525	\$5,584	\$14,560	\$7,092	\$7,070
L&I Retro Total	\$5,525	\$5,584	\$14,560	\$7,092	\$7,070
Central Services					
Salaries & Wages	\$2,981	\$3,045	\$1,880	\$1,734	\$3,716
Overtime	\$18	\$223	\$75	\$99	\$79
Fica	\$215	\$235	\$146	\$134	\$280
Industrial Insurance	\$114	\$147	\$84	\$72	\$167
Unemployment Insurance	\$6	\$6	\$4	\$4	\$7
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$304	\$365	\$234	\$234	\$487
All Other Benefits	\$749	\$811	\$460	\$491	\$995
Operating Supplies	\$2,797	\$2,444	\$1,605	\$1,860	\$3,873
Small Tools & Minor Equipment	\$378	\$3,816	\$1,934	\$770	\$2,306
Janitorial Services	\$14,048	\$13,727	\$14,650	\$14,210	\$11,368
Communications	\$11,789	\$12,279	\$12,102	\$12,395	\$10,943
Equipment Rental Fees	\$5,551	\$1,541	\$2,059	\$2,485	\$2,447
Insurance	\$10,053	\$10,055	\$8,941	\$11,388	\$11,236
Public Utility Services	\$15,130	\$15,815	\$17,349	\$15,640	\$15,896
Repairs & Maintenance	\$5,932	\$2,564	\$4,855	\$4,247	\$6,373
City Hall Roof Repairs	\$0	\$3,384	\$0	\$0	\$1,279
City Hall Parking Lot – Crack Repair/Seal Coat	0	0	0	0	\$0
Miscellaneous Fees & Dues	\$4,363	\$11,544	\$5,247	\$4,815	\$6,223
Central Services Total	\$74,428	\$82,002	\$71,626	\$70,577	\$77,676
Miscellaneous General					
Misc. Judgments & Settlements	\$17,000	\$0	\$0	\$0	\$0

Expenditure	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Miscellaneous General Total	\$17,000	\$0	\$0	\$0	\$0
GENERAL GOVERNMENT TOTAL	\$458,932	\$482,284	\$476,142	\$503,271	\$525,889
LAW ENFORCEMENT					
Administration					
Salaries & Wages	\$77,124	\$86,974	\$78,156	\$79,464	\$83,354
Fica	\$5,608	\$6,259	\$5,304	\$5,766	\$6,360
Industrial Insurance	\$1,865	\$2,354	\$2,608	\$2,681	\$3,443
Unemployment Insurance	\$154	\$174	\$156	\$159	\$167
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$4,034	\$3,748	\$4,166	\$4,315	\$4,496
All Other Benefits	\$13,019	\$13,681	\$19,228	\$19,181	\$10,577
Health Ins. LEOFF I Retirees	\$49,451	\$41,141	\$27,682	\$36,487	\$41,380
Medical Expenses LEOFF I	\$1,236	\$817	\$369	\$1,976	\$3,138
Legal Services	\$4,140	\$1,180	\$674	\$0	\$0
Labor Legal Services	\$175	\$0	\$0	\$938	\$3,668
Insurance Deductible	\$0	\$0	\$0	\$250	\$0
Travel & Training	\$451	\$339	\$0	\$64	\$693
Advertising	\$50	\$85	\$105	\$0	\$120
Miscellaneous	\$196	\$360	\$328	\$180	\$193
Administration Total	\$157,503	\$157,113	\$138,777	\$151,461	\$157,589
Civil Service					
Salaries & Wages-Civil Service	\$3,393	\$3,024	\$3,388	\$4,035	\$3,616
Overtime	\$0	\$0	\$0	\$0	\$0
Fica	\$240	\$224	\$252	\$304	\$272
Industrial Insurance	\$15	\$17	\$18	\$22	\$20
Unemployment Insurance	\$7	\$6	\$7	\$8	\$7
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$346	\$312	\$405	\$514	\$464
All Other Benefits	\$811	\$579	\$675	\$826	\$728
Office & Operating Supplies	\$700	\$770	\$700	\$752	\$808
Legal Services	\$0	\$130	\$0	\$0	\$0
Advertising	\$397	\$578	\$0	\$0	\$0
Civil Service Total	\$5,909	\$5,641	\$5,444	\$6,460	\$5,916

Police Clerical					
Salaries & Wages- Office Staff	\$64,185	\$65,992	\$57,985	\$58,108	\$67,539
Overtime	\$0	\$0	\$0	\$0	\$0
Fica	\$4,910	\$5,048	\$4,436	\$4,445	\$5,167
Industrial Insurance	\$408	\$500	\$408	\$417	\$523
Unemployment Insurance	\$128	\$132	\$116	\$116	\$135
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$6,558	\$7,378	\$6,859	\$7,408	\$8,674
All Other Benefits	\$8,985	\$9,252	\$9,590	\$9,410	\$9,674
Travel & Training	\$0	\$0	\$0	\$0	\$193
Police Clerical Total	\$85,174	\$88,303	\$79,394	\$79,905	\$91,905
TOTAL POLICE ADMINISTRATION	\$248,586	\$251,056	\$223,615	\$237,826	\$255,410
Police Operations					
Salaries & Wages	\$608,695	\$571,726	\$625,372	\$681,891	\$661,437
Overtime	\$55,535	\$66,837	\$63,021	\$78,361	\$73,117
Fica	\$49,191	\$47,281	\$50,649	\$56,094	\$54,190
Industrial Insurance	\$20,234	\$26,391	\$27,688	\$30,283	\$34,460
Unemployment Insurance	\$1,329	\$1,277	\$1,377	\$1,521	\$1,469
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$34,196	\$32,795	\$36,712	\$41,282	\$38,959
All Other Benefits	\$198,752	\$191,445	\$231,039	\$229,534	\$227,632
Uniforms	\$4,588	\$5,073	\$1,965	\$5,912	\$6,702
Office Supplies	\$2,495	\$4,750	\$4,804	\$4,171	\$4,188
Patrol Operating Supplies	\$9,720	\$6,170	\$6,269	\$3,404	\$1,948
Fuel Consumed	\$7,122	\$5,660	\$5,286	\$2,691	\$1,096
Small Tools & Equipment	\$1,560	\$172	\$1,885	\$2,146	\$3,474
Interpreter Services	\$0	\$326	\$0	\$0	\$0
Professional Services Medical	\$0	\$1,126	\$2,264	\$0	\$0
Professional Services	\$0	\$600	\$0	\$1,010	\$675
Communications	\$22,414	\$24,166	\$23,140	\$26,119	\$25,159
Communications-Wsp Access Fees	\$2,136	\$2,136	\$2,400	\$1,800	\$0
Travel & Training	\$3,390	\$6,103	\$6,385	\$4,970	\$3,186
Basic Academy Training	\$0	\$3,187	\$0	\$0	\$3,347
Equipment Rental Fees	\$38,775	\$49,883	\$59,892	\$69,572	\$94,302
Insurance	\$29,001	\$31,143	\$32,088	\$36,441	\$38,396
Repairs and	\$8,365	\$8,275	\$9,073	\$6,686	\$7,038

Maintenance					
Miscellaneous	\$0	\$0	\$50	\$100	\$172
Vehicle Towing Service	\$1	\$211	\$1,147	\$2,838	\$1,795
Police Operations Total	\$1,097,499	\$1,086,733	\$1,192,506	\$1,286,826	\$1,282,743
Stampede Police					
Salaries & Wages-Stampede Police	\$5,252	\$5,270	\$4,562	\$0	\$0
Fica	\$402	\$403	\$349	\$0	\$0
Industrial Insurance	\$187	\$249	\$178	\$0	\$0
Unemployment Insurance	\$11	\$11	\$9	\$0	\$0
PFML Premium	\$0	\$0	\$0	\$0	\$0
Operating Supplies	\$0	\$0	\$0	\$0	\$0
Per Diem & Lodging	\$1,965	\$2,035	\$1,933	\$0	\$0
Repairs & Maintenance-Stampede	\$0	\$0	\$0	\$0	\$0
Stampede Police Total	\$7,816	\$7,968	\$7,031	\$0	\$0
POLICE OPERATIONS TOTAL	\$1,105,315	\$1,094,701	\$1,199,537	\$1,286,826	\$1,282,743
Crime Prevention					
CJ Special Programs-Supplies	\$3,441	\$2,230	\$0	\$0	\$0
Youth At Risk-Supplies	\$0	\$0	\$0	\$838	\$0
Bike Safety Program	\$0	\$0	\$1,224	\$0	\$0
Crime Prevention Total	\$3,441	\$2,230	\$1,224	\$838	\$0
Facilities-building					
Operating Supplies	\$1,600	\$1,281	\$1,753	\$1,624	\$440
Small Tools & Minor Equipment	\$0	\$53	\$256	\$0	\$0
Janitorial Services	\$4,612	\$4,608	\$4,796	\$4,949	\$2,500
Public Utility Services	\$11,162	\$11,071	\$11,966	\$12,501	\$4,202
Repairs & Maintenance	\$2,292	\$0	\$9,155	\$51	\$11,856
Trustee Meals	\$0	\$0	\$0	\$0	\$3,289
Gun Range Lease	\$2,500	\$2,500	\$2,500	\$2,500	\$0
Salaries & Wages	\$2,124	\$2,328	\$1,524	\$1,036	\$717
Overtime	\$0	\$0	\$0	\$0	\$0
Fica	\$156	\$166	\$112	\$75	\$52
Industrial Insurance	\$64	\$113	\$62	\$41	\$30
Unemployment Insurance	\$4	\$5	\$3	\$2	\$1
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$197	\$260	\$182	\$132	\$92

All Other Benefits	\$368	\$612	\$356	\$294	\$199
Vehicle Operating Supplies	\$1,873	\$442	\$130	\$1,086	\$536
Repairs/maint Vehicles	\$1,139	\$291	\$0	\$2,871	\$373
Repairs/maint Other Equip	\$630	\$505	\$1,007	\$468	\$417
Facilities-building Total	\$28,723	\$24,234	\$33,802	\$27,630	\$24,705
LAW ENFORCEMENT TOTAL	\$1,386,066	\$1,372,221	\$1,458,179	\$1,553,120	\$1,562,857
FIRE CONTROL					
Administration					
Salaries & Wages	\$75,660	\$75,924	\$76,680	\$77,964	\$81,864
Fica	\$5,476	\$5,792	\$5,850	\$5,947	\$6,253
Industrial Insurance	\$2,802	\$3,773	\$3,945	\$4,074	\$5,068
Unemployment Insurance	\$151	\$152	\$153	\$156	\$164
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$3,957	\$3,971	\$4,087	\$4,233	\$4,411
All Other Benefits	\$13,184	\$9,579	\$9,912	\$9,718	\$10,082
Health Ins. LEOFF I Retirees	\$15,163	\$14,203	\$9,815	\$10,612	\$11,412
Medical Expenses LEOFF I	\$3,500	\$0	\$0	\$0	\$0
Office & Operating Supplies	\$1,806	\$3,760	\$864	\$1,984	\$900
Small Tools/equipment	\$0	\$270	\$0	\$141	\$1,672
Professional Services	\$270	\$0	\$0	\$0	\$0
Communications	\$2,425	\$2,778	\$2,862	\$2,903	\$2,519
Travel & Training	\$0	\$55	\$256	\$38	\$0
Advertising	\$0	\$14	\$0	\$0	\$0
Insurance	\$8,522	\$8,894	\$9,292	\$8,701	\$8,204
Repairs & Maintenance	\$989	\$923	\$1,673	\$4,397	\$286
Miscellaneous	\$768	\$1,177	\$1,072	\$302	\$1,298
Administration Total	\$134,674	\$131,264	\$126,461	\$131,169	\$134,133
Fire Suppression					
Salaries & Wages	\$33,368	\$38,111	\$38,440	\$46,385	\$38,205
Fica	\$2,553	\$2,916	\$2,941	\$3,549	\$2,923
Industrial Insurance	\$0	\$0	\$0	\$0	\$0
Unemployment Insurance	\$67	\$76	\$77	\$70	\$0
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$0	\$0	\$0	\$0	\$0
Firemen Pension Fund	\$3,570	\$2,936	\$1,586	\$3,230	\$4,130

Medical Expenses	\$924	\$521	\$275	\$1,909	\$367
Uniforms	\$1,701	\$813	\$1,116	\$5,439	\$4,172
Operating Supplies	\$2,636	\$2,621	\$1,421	\$2,732	\$3,897
Fuel Consumed	\$850	\$616	\$720	\$1,284	\$948
Small Tools & Equipment	\$2,359	\$6,157	\$36	\$5,662	\$794
Equipment Rental Fees	\$13,126	\$11,754	\$11,488	\$13,637	\$10,450
Hydrant Rental	\$8,050	\$4,025	\$4,025	\$4,063	\$4,063
Fire Suppression Water Use	\$26	\$0	\$0	\$0	\$0
Repairs & Maintenance	\$5,614	\$4,080	\$4,269	\$7,075	\$4,810
Fire Protection - Cost Share to Fire District #3	\$0	\$0	\$15,201	\$15,201	\$15,201
Fire Suppression Total	\$74,844	\$74,625	\$81,594	\$110,234	\$89,958
Suppression Training					
Travel & Training	\$182	\$894	\$1,261	\$1,261	\$1,486
Suppression Training Total	\$182	\$894	\$1,261	\$1,261	\$1,486
Facilities/Vehicles					
Operating Supplies	\$1,319	\$194	\$329	\$561	\$203
Janitorial Services	\$1,100	\$1,096	\$1,091	\$1,104	\$916
Public Utility Services	\$11,074	\$10,443	\$11,877	\$12,412	\$11,767
Repairs & Maintenance	\$114	\$3,951	\$1,496	\$0	\$1,43
Salaries & Wages	\$1,504	\$1,646	\$2,946	\$2,044	\$4,973
Overtime	\$655	\$0	\$0	\$163	\$0
Fica	\$159	\$118	\$216	\$164	\$363
Industrial Insurance	\$75	\$78	\$129	\$86	\$219
Unemployment Insurance	\$4	\$3	\$6	\$4	\$10
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$216	\$184	\$352	\$281	\$637
All Other Benefits	\$419	\$418	\$779	\$521	\$1,399
Vehicle Repair Supplies	\$3,889	\$2,210	\$700	\$2,430	\$5,318
Travel & Training	\$1,058	\$1,045	\$1,090	\$1,232	\$1,206
Repairs & Maintenance	\$856	\$1,879	\$1,647	\$918	\$1,632
Facilities/Vehicles Total	\$22,442	\$23,264	\$22,656	\$21,921	\$30,135
FIRE CONTROL TOTAL	\$232,142	\$230,047	\$231,971	\$264,584	\$255,713
CARE AND CUSTODY OF PRISONERS					
Jail Booking/Housing Charges	\$221,391	\$196,626	\$312,025	\$351,614	\$281,984
Inmate Medical	\$12,756	\$21,637	\$17,919	\$16,581	\$3,771

Expenses					
CARE AND CUSTODY OF PRISONERS TOTAL	\$234,147	\$218,264	\$329,944	\$368,196	\$285,755
INSPECTIONS, PERMITS, LICENSES					
Salaries & Wages	\$60,636	\$59,104	\$61,884	\$62,916	\$59,930
Fica	\$4,639	\$4,521	\$4,734	\$4,688	\$4,456
Industrial Insurance	\$1,969	\$1,585	\$2,194	\$2,301	\$2,176
Unemployment Insurance	\$121	\$118	\$124	\$126	\$120
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$6,182	\$6,608	\$7,389	\$8,018	\$7,666
All Other Benefits	\$8,991	\$9,259	\$9,589	\$13,291	\$12,851
Uniforms	\$108	\$0	\$0	\$0	\$179
Office & Operating Supplies	\$295	\$1,313	\$208	\$450	\$583
Small Tools & Equipment	\$32	\$324	\$3,027	\$266	\$0
Plan Check Services	\$0	\$137	\$0	\$3,971	\$15,869
Legal Services	\$405	\$810	\$0	\$0	\$0
Interim Building Official Contr Svcs	\$0	\$3,632	\$0	\$0	\$1,260
Communications	\$692	\$628	\$593	\$589	\$910
Travel & Training	\$666	\$0	\$1,029	\$1,115	\$289
Equipment Rental Fees	\$3,355	\$2,978	\$3,388	\$4,300	\$4,641
Insurance	\$1,615	\$1,715	\$1,900	\$1,858	\$1,776
Repairs & Maintenance	\$343	\$239	\$311	\$309	\$286
Miscellaneous	\$399	\$230	\$230	\$276	\$340
INSPECTIONS, PERMITS, LICENSES TOTAL	\$90,447	\$93,200	\$96,600	\$104,474	\$113,335
EMERGENCY SERVICES					
OK County Emergency Services	\$15,112	\$14,778	\$14,178	\$14,448	\$15,824
EMERGENCY SERVICES TOTAL	\$15,112	\$14,778	\$14,178	\$14,448	\$15,824
COMMUNICATIONS					
County Dispatch Services	\$73,450	\$83,318	\$80,632	\$93,749	\$122,645
COMMUNICATIONS TOTAL	\$73,450	\$83,318	\$80,632	\$93,749	\$122,645
FLOOD CONTROL					
Administration					
Salaries & Wages	\$2,744	\$2,418	\$2,762	\$2,808	\$2,947

Fica	\$185	\$171	\$202	\$206	\$219
Industrial Insurance	\$79	\$90	\$87	\$85	\$93
Unemployment Insurance	\$6	\$5	\$6	\$6	\$6
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$280	\$270	\$330	\$358	\$379
All Other Benefits	\$700	\$556	\$523	\$645	\$583
Administration Total	\$3,993	\$3,511	\$3,909	\$4,107	\$4,226
Operations					
Salaries & Wages	\$20,456	\$21,816	\$26,165	\$17,985	\$12,096
Overtime	\$223	\$446	\$620	\$13,322	\$78
Fica	\$1,522	\$1,652	\$2,009	\$2,320	\$926
Industrial Insurance	\$709	\$1,071	\$1,199	\$1,308	\$516
Unemployment Insurance	\$41	\$44	\$54	\$62	\$24
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$2,109	\$2,489	\$3,191	\$3,984	\$1,563
All Other Benefits	\$4,566	\$4,865	\$5,779	\$7,117	\$2,347
Operating Supplies	\$2,192	\$1,326	\$824	\$927	\$1,937
Small Tools & Equipment	\$105	\$317	\$312	\$150	\$83
Engineering Services	\$0	\$0	\$0	\$0	\$0
Equipment Rental Fees	\$5,951	\$9,745	\$8,578	\$8,105	\$26,543
Repairs & Maintenance	\$85	\$0	\$32	\$240	\$10
2018 Flood Repairs and Maintenance	\$0	\$0	\$0	\$25,814	\$0
Operations Total	\$37,959	\$43,771	\$48,762	\$81,336	\$46,123
FLOOD CONTROL TOTAL	\$41,952	\$47,281	\$52,671	\$85,443	\$50,349
MOSQUITO CONTROL					
Office & Operating Supplies	\$4,840	\$4,476	\$4,394	\$4,368	\$3,257
Mosquito Control Services	\$0	\$1,072	\$585	\$618	\$0
Travel & Training	\$0	\$0	\$0	\$0	\$696
MOSQUITO CONTROL TOTAL	\$4,840	\$5,548	\$4,979	\$4,986	\$3,953
ANIMAL CONTROL					
Salaries & Wages	\$43,992	\$44,183	\$45,070	\$45,744	\$47,988
Overtime	\$0	\$0	\$0	\$0	\$0
Fica	\$3,365	\$3,380	\$3,448	\$3,499	\$3,671
Industrial Insurance	\$1,762	\$2,463	\$2,237	\$2,176	\$2,460
Unemployment Insurance	\$88	\$88	\$90	\$91	\$96

PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$4,485	\$4,940	\$5,381	\$5,829	\$6,163
All Other Benefits	\$9,208	\$9,467	\$9,705	\$9,525	\$9,786
Uniforms	\$148	\$145	\$0	\$135	\$0
Office & Operating Supplies	\$101	\$104	\$183	\$474	\$330
Vehicle Repair Supplies	\$0	\$0	\$0	\$0	\$0
Fuel Consumed	\$0	\$0	\$0	\$0	\$0
Small Tools & Equipment	\$0	\$0	\$171	\$0	\$0
Animal Disposals	\$0	\$23	\$0	\$0	\$0
Communications	\$265	\$217	\$302	\$386	\$565
Travel & Training	\$0	\$0	\$0	\$0	\$115
Equipment Rental Fees	\$6,421	\$5,587	\$5,477	\$5,587	\$7,603
Insurance	\$1,311	\$1,384	\$1,572	\$1,514	\$1,425
Repairs & Maintenance	\$0	\$0	\$80	\$309	\$286
Miscellaneous	\$0	\$0	\$0	\$0	\$35
ANIMAL CONTROL TOTAL	\$71,147	\$71,980	\$73,716	\$75,271	\$80,522
ABATEMENT					
Office & Operating Supplies	\$0	\$0	\$197	\$602	\$820
Professional Services	\$0	\$0	\$0	\$383	\$0
ABATEMENT TOTAL	\$0	\$0	\$197	\$984	\$820
PLANNING					
Salaries & Wages	\$7,097	\$6,031	\$7,065	\$7,183	\$7,542
Overtime	\$0	\$3	\$0	\$0	\$0
Fica	\$500	\$450	\$530	\$543	\$569
Industrial Insurance	\$32	\$35	\$39	\$40	\$43
Unemployment Insurance	\$14	\$12	\$14	\$14	\$15
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$724	\$634	\$844	\$915	\$969
All Other Benefits	\$1,758	\$1,193	\$1,397	\$1,437	\$1,516
Planning Services	\$14,263	\$12,816	\$12,830	\$14,242	\$17,919
Land Use Examiner	\$0	\$0	\$475	\$550	\$575
Gis Map Services	\$0	\$0	\$0	\$0	\$0
Advertising-Land Use Examiner	\$171	\$56	\$219	\$219	\$100
Advertising	\$90	\$356	\$276	\$114	\$736
PLANNING TOTAL	\$24,649	\$21,585	\$23,689	\$25,257	\$29,984
SUBSTANCE ABUSE					
Alcohol Program Ok. County	\$1,112	\$1,328	\$1,306	\$1,314	\$1,344

SUBSTANCE ABUSE TOTAL	\$1,112	\$1,328	\$1,306	\$1,314	\$1,344
STADIUM AND AUDITORIUM					
Stampede Arena Operations	\$18,000	\$18,000	\$29,000	\$15,000	\$16,250
Stampede Arena Insurance	\$4,516	\$4,518	\$4,908	\$5,208	\$4,327
Stampede Arena Utilities	\$11,304	\$10,735	\$20,159	\$14,002	\$15,232
STADIUM AND AUDITORIUM TOTAL	\$33,820	\$33,253	\$54,067	\$34,211	\$35,808
PARK FACILITIES					
Swimming Pool					
Salaries & Wages	\$9,947	\$10,747	\$15,620	\$13,685	\$16,483
Overtime	\$456	\$902	\$880	\$563	\$896
Fica	\$754	\$847	\$1,224	\$1,051	\$1,280
Industrial Insurance	\$439	\$559	\$739	\$497	\$821
Unemployment Insurance	\$21	\$23	\$33	\$28	\$35
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$1,060	\$1,302	\$1,971	\$1,819	\$2,154
All Other Benefits	\$2,736	\$2,884	\$4,430	\$3,908	\$4,588
Operating Supplies	\$19,985	\$20,579	\$18,440	\$14,631	\$18,121
Small Tools & Equipment	\$1,631	\$3,463	\$1,696	\$1,091	\$245
Communications	\$638	\$799	\$893	\$734	\$427
Travel & Training	\$0	\$0	\$684	\$0	\$797
Advertising	\$0	\$0	\$0	\$0	\$0
Public Utility Service	\$7,949	\$7,542	\$13,889	\$7,773	\$8,000
Repairs & Maintenance	\$114	\$321	\$449	\$130	\$188
Miscellaneous	\$0	\$300	\$600	\$319	\$334
Salaries & Wages-Lifeguards	\$36,966	\$42,551	\$41,171	\$40,242	\$47,352
Overtime	\$7	\$0	\$192	\$0	\$0
Fica	\$2,828	\$3,255	\$3,164	\$3,079	\$3,622
Industrial Insurance	\$3,933	\$5,666	\$4,714	\$4,159	\$5,156
Unemployment Insurance	\$74	\$85	\$83	\$81	\$95
PFML Premium	\$0	\$0	\$0	\$0	\$0
Medical Expenses	\$545	\$0	\$681	\$0	\$0
Uniforms	\$703	\$800	\$783	\$1,065	\$1,273
WSI Training	\$500	\$1,550	\$990	\$810	\$1,080
Miscellaneous	\$150	\$0	\$105	\$0	\$0
Swimming Pool Total	\$91,437	\$104,177	\$113,430	\$95,665	\$112,949

RV Park					
Salaries & Wages	\$15,855	\$16,619	\$13,978	\$15,873	\$18,664
Overtime	\$164	\$0	\$327	\$75	\$17
Fica	\$1,188	\$1,233	\$1,061	\$1,178	\$1,401
Industrial Insurance	\$513	\$663	\$373	\$417	\$565
Unemployment Insurance	\$32	\$33	\$28	\$31	\$37
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$1,633	\$1,858	\$1,708	\$1,911	\$2,394
All Other Benefits	\$3,019	\$3,209	\$3,435	\$3,764	\$4,080
Office & Operating Supplies	\$1,538	\$2,929	\$1,099	\$2,154	\$1,404
RV Park Camp Host	\$0	\$0	\$0	\$0	\$2,750
RV Park Internet Services	\$385	\$490	\$774	\$638	\$700
Advertising	\$792	\$0	\$0	\$180	\$190
Public Utility Services	\$7,305	\$7,279	\$7,538	\$7,217	\$595
Repairs & Maintenance	\$0	\$132	\$1,682	\$1,188	\$6,474
RV Reservation System Service Fees	\$0	\$0	\$0	\$9,273	\$24
Excise Taxes	\$541	\$585	\$543	\$656	\$10,725
RV Park Total	\$32,964	\$35,030	\$32,548	\$44,557	\$50,021
General Parks					
Salaries & Wages	\$97,238	\$102,716	\$115,546	\$107,340	\$105,358
Overtime	\$5,325	\$4,680	\$5,877	\$6,367	\$6,962
Fica	\$7,409	\$7,784	\$8,944	\$8,408	\$8,428
Industrial Insurance	\$4,627	\$5,815	\$6,455	\$5,568	\$5,913
Unemployment Insurance	\$205	\$215	\$243	\$227	\$225
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$10,495	\$12,007	\$14,509	\$14,483	\$14,348
All Other Benefits	\$20,117	\$21,147	\$23,258	\$20,506	\$18,285
Uniforms	0	0	0	0	\$0
Operating Supplies	\$21,773	\$17,941	\$21,380	\$18,971	\$19,581
Irrigation Repair Supplies	\$0	\$0	\$0	\$0	\$0
Small Tools & Equipment	\$913	\$797	\$1,142	\$1,773	\$246
Professional Services-Engineering	\$0	\$0	\$0	\$0	\$0
Travel & Training	\$26	\$96	\$20	\$104	\$90
Equipment Rental Fees	\$86,347	\$87,414	\$81,961	\$79,107	\$73,486
Insurance	\$11,678	\$12,163	\$13,576	\$14,401	\$12,427
Public Utility Services	\$37,878	\$40,829	\$50,307	\$56,358	\$54,569
Repairs & Maintenance	\$5,106	\$4,263	\$3,149	\$1,915	\$3,330

Miscellaneous	\$0	\$0	\$108	\$123	\$100
Administration					
Salaries & Wages	\$20,265	\$17,737	\$20,364	\$20,704	\$21,730
Fica	\$1,361	\$1,269	\$1,496	\$1,520	\$1,612
Industrial Insurance	\$588	\$677	\$654	\$639	\$695
Unemployment Insurance	\$41	\$35	\$41	\$41	\$44
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$2,066	\$1,983	\$2,432	\$2,638	\$2,791
All Other Benefits	\$5,235	\$4,007	\$3,832	\$4,836	\$4,493
Medical/CDL Expenses	\$492	\$879	\$771	\$950	\$664
Uniforms	\$318	\$462	\$473	\$255	\$861
Operating Supplies	\$0	\$296	\$493	\$370	\$137
Small Tools & Equipment	\$122	\$0	\$0	\$0	\$30
Labor Legal Services	\$0	\$176	\$0	\$0	\$0
Legal Services	0	0	0	0	\$0
Communications	\$60	\$224	\$70	\$137	\$138
Travel	\$34	\$66	\$110	\$0	\$36
Repairs & Maintenance	\$77	\$93	\$132	\$190	\$210
Miscellaneous	\$0	\$14	\$0	\$0	\$27
General Parks Total	\$339,794	\$345,787	\$377,341	\$367,931	\$356,814
Other Park Programs					
Tree Board Operating Supplies	\$1,227	\$1,259	\$258	\$0	\$0
Dog Park Operating Supplies	\$226	\$0	\$0	\$0	\$0
Other Park Programs Total	\$1,454	\$1,259	\$258	\$0	\$0
PARK FACILITIES TOTAL	\$465,649	\$486,253	\$523,578	\$508,154	\$519,784
NON-EXPENDITURES					
Interfund Loan Issued	\$0	\$0	\$0	\$200,000	\$0
Proceeds of Incubator Property to HUD	\$0	\$0	\$0	\$66,848	\$0
Non-Expenditures-Sales Tax	\$10,159	\$11,280	\$8,410	\$10,674	\$9,274
Assignment of Bond Proceeds-River Ridge	\$0	\$0	\$0	\$0	\$0
Prior Year Correction	\$0	\$0	\$0	\$0	\$0
Other Non-Expenditure-Sales Tax	\$590	\$590	\$1,885	\$2,787	\$2,227
Other Non-Expenditures-Stamped Ins. Reimb.	\$0	\$0	\$641	\$0	\$565

NON-EXPENDITURES TOTAL	\$10,749	\$11,870	\$10,937	\$280,310	\$12,066
REDEMPTION OF LONG-TERM DEBT					
Principal City Hall GO Bond	\$70,000	\$140,000	\$75,000	\$60,000	(\$2)
Principal Fire Local Loan	\$0	\$0	\$0	\$0	\$0
Ladder Truck LOCAL Loan-Principle	\$37,320	\$38,440	\$39,977	\$41,576	\$43,240
REDEMPTION OF LONG-TERM DEBT	\$107,320	\$178,440	\$114,977	\$101,576	\$43,238
INTEREST AND INTEREST ON DEBT SERVICE					
Interest City Hall GO Bond	\$8,108	\$10,211	\$5,008	\$2,692	\$0
Debt Reg City Hall GO Bond	\$425	\$0	\$600	\$0	\$127
Interest Fire Local Loan	\$0	\$0	\$0	\$0	\$0
Ladder Truck LOCAL Loan-Interest	\$11,786	\$10,666	\$9,129	\$7,530	\$5,867
INTEREST ON DEBT SERVICE TOTAL	\$20,319	\$20,878	\$14,736	\$10,222	\$5,993
CAPITAL EXPENDITURES					
Finance Dept Equipment	\$0	\$0	\$0	\$0	\$0
City Hall/Fire/Pol/Insp Computer Upgrades	\$0	\$0	\$0	\$0	\$69
City Hall Server Upgrade	\$9,109	\$0	\$0	\$0	\$0
Carpet for City Hall	\$0	\$0	\$0	\$0	\$32,418
Phone System - City Wide	\$0	\$0	\$0	\$0	\$11,278
Police Building	\$0	\$0	\$0	\$0	\$0
Police Dept. Equipment	\$4,687	\$4,154	\$9	\$0	\$0
Police Dept. Vehicles	\$37,861	\$60,633	\$36,405	\$0	\$44,371
Police Dept. Vehicle Equipment	\$0	\$0	\$0	\$0	\$0
Building - Fire	\$0	\$0	\$0	\$0	\$0
Fire Hall Door Modifications	\$0	\$0	\$0	\$0	\$0
Fire Department Training Facility Fence	\$0	\$0	\$0	\$0	\$17,853
Fire Dept. Equipment	\$9,756	\$85,971	\$0	\$0	\$0
Aerial Fire Truck Purchase	\$0	\$0	\$0	\$0	\$0
Fire Department Vehicle	\$0	\$0	\$0	\$0	\$0
Replace City Hall HVAC	\$0	\$0	\$0	\$0	\$0

Unit					
Animal Control Dog Pound Bldg Improvements	\$0	\$0	\$0	\$0	\$0
Code Enforcement Vehicle Canopy	\$0	\$0	\$0	\$0	\$0
Code Enforcement Vehicle	\$0	\$0	\$0	\$0	\$0
High Water Replacement Pump	\$0	\$0	\$0	\$0	\$0
Mosquito Fogger and Equipment	\$10,995	\$0	\$0	\$0	\$0
City Hall Server Upgrade	\$0	\$0	\$0	\$0	\$0
New Park-Ironwood/Ross Canyon	\$0	\$0	\$0	\$0	\$0
Park Tables/Rebuild Supplies	\$0	\$0	\$0	\$0	\$0
Skate Park Design	\$0	\$0	\$0	\$4,895	\$12,500
Eastside Park Restroom-Utilities	\$0	\$0	\$0	\$0	\$0
RV Park Reservation System	\$0	\$0	\$0	\$1,000	\$0
Municipal Pool ADA Compliant Disability Lift	\$0	\$0	\$0	\$0	\$0
Municipal Pool Chemical Feed Controller & PPM Sensor	\$0	\$0	\$0	\$0	\$0
McCormack Field Roof Repair	\$0	\$0	\$0	\$0	\$0
Replacement Municipal Pool Covers	\$4,842	\$0	\$0	\$0	\$0
Parks Equipment Trailer	\$2,531	\$0	\$0	\$0	\$0
Diving Board Repair and Replacement	\$0	\$4,714	\$6,500	\$0	\$6,086
Municipal Pool Pulsar Chlorine Unit	\$0	\$4,919	\$0	\$0	\$0
Pool Filters and Assembly Replacement	\$0	\$0	\$7,276	\$0	\$0
CAPITAL EXPENDITURES TOTAL	\$79,782	\$160,391	\$50,189	\$5,895	\$124,575
TRANSFERS OUT					
Transfer TO Drug Fund	\$4,000	\$5,250	\$5,250	\$5,250	\$2,000
Transfer TO Cemetery Fund	\$30,000	\$30,000	\$40,000	\$40,000	\$65,000
Transfer TO Airport Fund	\$70,000	\$170,000	\$100,000	\$145,000	\$145,000
Transfer TO Library Fund	\$150,000	\$145,000	\$140,000	\$115,000	\$115,000

TRANSFERS OUT TOTAL	\$254,000	\$350,250	\$285,250	\$305,250	\$327,000
TOTAL CURRENT EXPENSE	\$3,605,635	\$3,883,169	\$3,897,938	\$4,340,715	\$4,117,455

This table shows that total Current Expense Fund expenditures have been increasing an average of 5.57% per year.

The Current Expense Fund supports a number of other City funds through operating transfers. These include the library, streets, storm drain, cemetery, airport, and bond redemption funds. While some of the operating transfers may be used for capital expenditures, most of the funds are used for ongoing operations and maintenance needs therefore such transfers are included in the analysis of overall operation and maintenance.

Debt service for some previous capital projects (new city hall) is funded through the Current Expense Fund as well. Stampede Arena Redevelopment funds include \$930,000 in loan dollars from the State’s LOCAL program with the balance in the form of a one-time grant from the State Capital budget. The LOCAL loan is repaid with revenues from use of arena, an annual Okanogan County Infrastructure Fund appropriation, and if needed, a transfer from the Hotel/Motel fund. Once a capital item that requires debt financing is completed, the debt (principal and interest) becomes part of the City’s operations and maintenance budget.

Finally, the Current Expense Fund has also been the source of dollars for a variety of capital projects over the past five years. The average funding from current expense committed to capital projects over the past five years has been approximately \$84,000 annually. While many of the capital expenditures are for items listed in the capital facilities plan, these expenditures have included normal and routine replacement of equipment (e.g. copiers, computers, small tools, police vehicles, turnout gear, hose etc...)

The following graphs depict expenditure trends and distribution for the years 2015 through 2019.

Figure 5.5 - Current Expense Fund Expenditure Trends

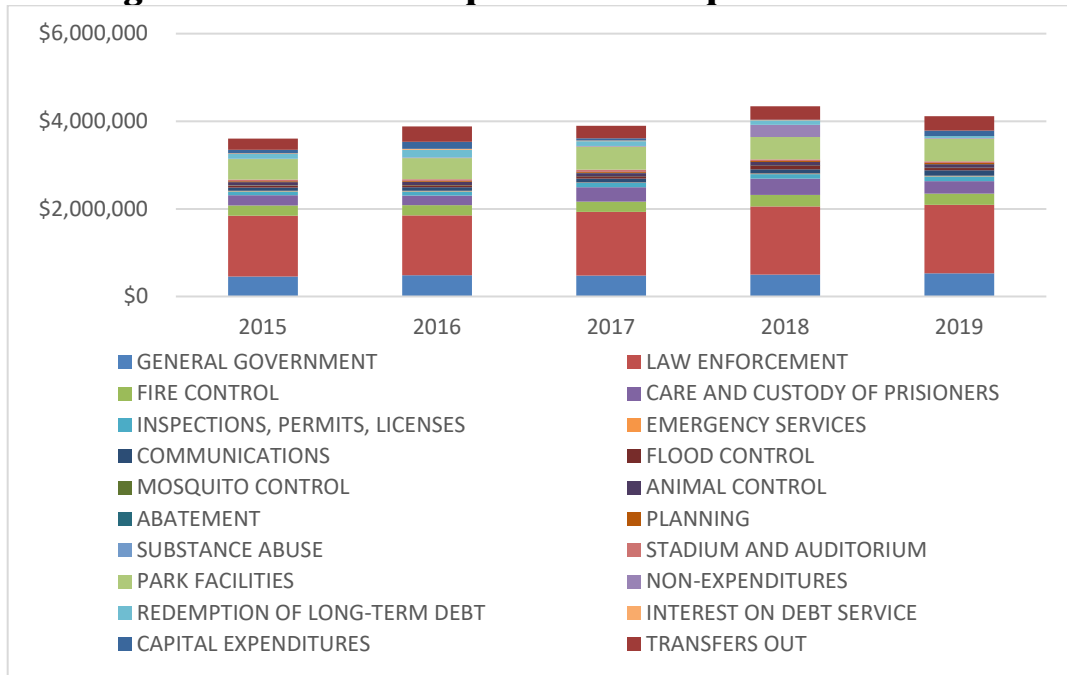
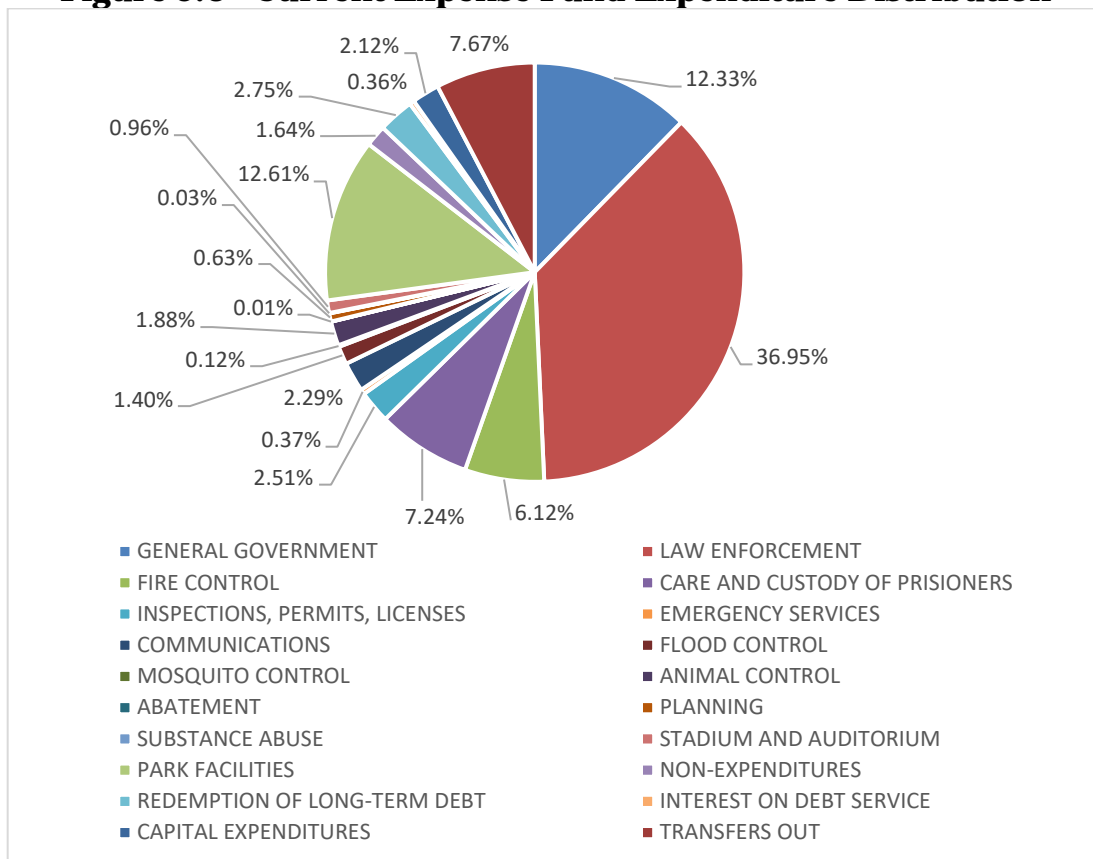


Figure 5.6 - Current Expense Fund Expenditure Distribution



The preceding graphs show that Law Enforcement account for an average of 36.95% of Current Expense expenditures followed by Park Facilities at 12.61% and General Government at 12.33%.

CURRENT EXPENSE REVENUE AND EXPENDITURE PROJECTIONS:

While Table 5.1 above shows that current expense revenues have been increasing at an average annual rate of 3.83%, while expenditures are increasing at 5.57% on the average. With this in mind and uncertainty in the local, state and national economies, this analysis assumes that revenue growth will remain in the 3% range and expenditures will be adjusted accordingly.

Tax revenues show an average annual growth rate of around 2.39% for the analysis period, however 2016 showed only a slight .56% increase over 2015 with overall tax revenue in 2019 declining .66% from 2018. It seems reasonable that tax revenues will maintain a slower growth rate in the 2% range as the City feels the continuing effects of the national recession.

Other categories of current expense revenue are also generally growth related and should show a similar 2% growth rate.

The projected revenues also include the Stampede Arena and Airport Funds since both impact the Current Expense Fund. Revenues included in the projection for the Stampede Arena Fund are limited to \$77,000 annually from admission tax and allocation from the Okanogan County Infrastructure Fund. Airport Fund revenues are limited to those funds placed directly into the Fund which excludes any interfund transfers or grant dollars, which is assumed to be \$300,000 a year.

In an attempt to be conservative, total revenues, are projected to rise at 2% per year, well under the average for the past five years. The beginning fund balance and other financing sources are not included in the projection since they are quite variable and are not considered actual revenue. This projection is of course speculative, and should be examined and adjusted each year.

It is likewise impossible to predict operation and maintenance expenditures with precision, but it seems reasonable and conservative to assume that such expenditures will rise at a 2-3% growth rate well below the 5.63% average experienced over the past five years and the rate of inflation – 2.30%¹. The expenditure projection assumes expenditures will increase at 2% per year, with the exception of debt service which was \$49,106 in 2019 and will continue to decrease as the City Hall debt has been retired leaving the only outstanding Current Expense debt for the new ladder truck begins. Debt service is projected to remain the same through 2025. Debt for the Stampede Arena Redevelopment project is included in the analysis with the assumption that revenue from the County Infrastructure Fund and events will be more than adequate for debt service (assumed to be \$69,000 per year). Annual capital outlay, excluding

¹ - the average rate of inflation as of December 31, 2019.

large projects that require grant or loan dollars, is assumed to be \$80,000 for the purposes of this projection.

The following table shows projected revenues given the above assumptions.

Table 5.3 - Current Expense Revenue Projections²

Revenues	2021 Projected	2022 Projected	2023 Projected	2024 Projected	2025 Projected	2026 Projected
Taxes	\$3,371,982	\$3,439,422	\$3,508,210	\$3,578,375	\$3,649,942	\$3,722,941
Licenses and Permits	\$114,760	\$116,147	\$117,562	\$119,005	\$120,477	\$121,979
Federal Grants	\$0	\$0	\$0	\$0	\$0	\$0
State Grants	\$0	\$0	\$0	\$0	\$0	\$0
State Shared Revenue	\$50,552	\$51,563	\$52,594	\$53,646	\$54,719	\$55,813
State Entitlements	\$195,908	\$197,546	\$199,216	\$200,919	\$202,657	\$204,429
Intergovernmental	\$0	\$0	\$0	\$0	\$0	\$0
Charges for Goods and Services	\$159,632	\$161,980	\$164,375	\$166,818	\$169,310	\$171,851
Fines and Penalties	\$13,100	\$13,100	\$13,100	\$13,100	\$13,100	\$13,100
Miscellaneous Revenue	\$138,313	\$140,498	\$142,726	\$144,998	\$147,316	\$149,680
Non-revenues	\$13,600	\$13,600	\$13,600	\$13,600	\$13,600	\$13,600
Disposition of Capital	\$0	\$0	\$0	\$0	\$0	\$0
Revenue Totals	\$4,054,931	\$4,130,882	\$4,208,350	\$4,287,367	\$4,367,965	\$4,453,393

This table does not include beginning fund balances or other financing sources such as grants or loans which have not been approved.

Given the assumptions used for revenue growth, and past surpluses that have created beginning/ending fund balances, this projection may somewhat understate available revenue. It will be important to review actual revenues and expenditures regularly to keep these projections up to date and realistic.

It is likewise impossible to predict operation and maintenance expenditures with precision, but it seems reasonable and conservative to assume that such expenditures will rise at a 1-3% growth rate well below the 5.63% average experienced over the past five years and the rate of inflation – 2.30%³. The expenditure projection assumes expenditures will increase from .5 to 3% per year or remain flat, depending on the expenditure item. Debt service, both interest and principal, will remain the same throughout the projection period. Debt for the Stampede Arena Redevelopment project is included in the analysis with the assumption that revenue

² - includes airport and stampede arena funds

³ - the average rate of inflation as of December 31, 2019.

from the County Infrastructure Fund and events will be more than adequate for debt service (assumed to be \$37,000 per year). Annual capital outlay, excluding large projects that require grant or loan dollars, is assumed to be \$45,000 for the purposes of this projection.

The following table shows projected expenditures given the above assumptions.

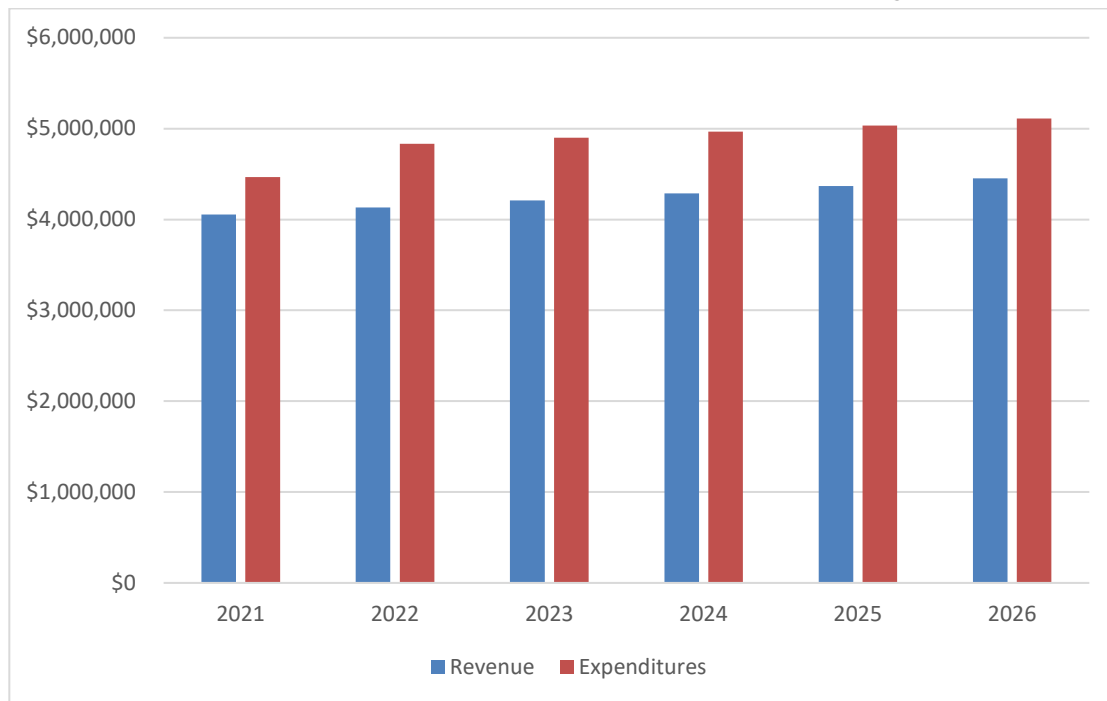
Table 5.4 - Current Expense Expenditure Projections⁴

Expenditures	2021 Projected	2022 Projected	2023 Projected	2024 Projected	2025 Projected	2026 Projected
General Government	\$524,280	\$529,045	\$534,241	\$539,198	\$544,255	\$549,413
Law Enforcement	\$1,724,618	\$2,061,973	\$2,100,861	\$2,140,526	\$2,180,985	\$2,222,254
Fire Control	\$288,560	\$292,941	\$297,409	\$301,966	\$306,614	\$311,356
Care and Custody of Prisoners	\$392,700	\$400,554	\$408,565	\$416,736	\$425,071	\$433,573
Inspections, Permits, Licenses	\$135,268	\$137,852	\$140,487	\$143,175	\$145,917	\$148,713
Emergency Services	\$16,728	\$17,063	\$17,404	\$17,752	\$18,107	\$18,469
Communications	\$111,690	\$113,924	\$116,202	\$118,526	\$120,897	\$123,315
Flood Control	\$36,547	\$37,207	\$37,880	\$38,566	\$39,266	\$39,980
Mosquito Control	\$6,108	\$6,230	\$6,355	\$6,482	\$6,611	\$6,743
Animal Control	\$89,468	\$91,164	\$92,895	\$94,661	\$96,461	\$98,298
Abatement	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Planning	\$27,386	\$27,558	\$27,733	\$27,912	\$28,094	\$28,279
Substance Abuse	\$1,400	\$1,425	\$1,450	\$1,475	\$1,500	\$1,525
Stadium and Auditorium	\$37,000	\$37,000	\$37,000	\$37,000	\$37,000	\$37,000
Park Facilities	\$590,000	\$590,000	\$590,000	\$590,000	\$590,000	\$590,000
Non-Expenditures	\$14,650	\$14,650	\$14,650	\$14,650	\$14,650	\$14,650
Redemption of Long-Term Debt	\$46,768	\$0	\$0	\$0	\$0	\$0
Interest on Debt	\$2,338	\$0	\$0	\$0	\$0	\$0
Capital Expenditures	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000
Transfers Out	\$358,000	\$360,000	\$362,000	\$364,000	\$366,000	\$373,320
TOTAL	\$4,468,509	\$4,783,586	\$4,850,132	\$4,917,625	\$4,986,428	\$5,061,888

Figure 5.7 provides a comparison of Current Expense revenue and expenditure projections.

⁴ - includes stampede arena funds

Figure 5.7 - Current Expense Fund Revenue/Expenditure Projection Comparison⁵



The graph shows that, given the assumptions, excluding beginning and ending fund balances, the City, with limited capital projects, will show deficits each of the next six years resulting in a continuing decline in ending/beginning fund balances.

Table 5.5 presents the same data in tabular form.

Table 5.5 Current Expense Fund Revenue and Expenditure Projection Comparison

	2021	2022	2023	2024	2025	2026
Revenue	\$4,054,931	\$4,130,882	\$4,208,350	\$4,287,367	\$4,367,965	\$4,453,393
Expenditures	\$4,468,509	\$4,783,586	\$4,850,132	\$4,917,625	\$4,986,428	\$5,061,888
Difference	(\$413,578)	(\$652,704)	(\$641,782)	(\$630,258)	(\$618,463)	(\$608,495)

CURRENT EXPENSE CAPITAL PROJECTS:

This section lists proposed projects that will be funded all or in part through the Current Expense Fund, and compares the cost of these projects to projected revenue.

Please note that many Current Expense Fund projects listed in Part 4 are not included in the following table. Such projects are either considered normal replacement, do not meet the definition of a Capital Improvement, are not high priorities in a time of short revenues, or are

⁵ - no capital projects included, except an assumed \$45,000 in capital expenditures.

entirely funded from grant sources or special City funds outside of Current Expense. However, such projects have been included in the analysis in Part 4.

Table 5.6 – Current Expense Fund Capital Projects – 2021 to 2026

Department	Capital Project	Estimated Cost ⁶	Current Expense Share	Year Planned
Airport	ALP Update	\$75,000	\$75,000	2021
Police	Computer Server	\$15,300	\$15,300	
	Design Remodel/New Police/Fire Station	\$30,600	\$30,600	
	2010 Ford Crown Vic 402 police	\$34,270	\$34,270	
Fire	Replacement Fire Truck	\$475,000	\$0 ⁷	
	Debt Service Ladder Truck	\$49,106	\$49,106	
City Admin	Server - Upgrade	\$15,300	\$15,300	
Parks	Replacement for 2006 Toro versa vac	\$32,000	\$32,000	
	Professional assessment of swimming pool	\$30,000	\$30,000	
	Repair tennis courts in Eastside Park	\$40,000	\$40,000	
TOTALS 2021		\$796,576	\$294,576	
Airport	Nothing planned	\$0	\$0	2022
Police	Radios – Handheld - replacements	\$24,480	\$24,480	
Fire	Full Time Firefighter	\$75,000	\$75,000	
	Debt Service - Fire Truck	\$40,836	\$40,836	
City Admin	Upgrade Entries and ADA access	\$19,102	\$19,102	
Parks	Implement playground equipment upgrades/replacements	\$15,606	\$15,606	
	Survey property lines for river access/trails	\$31,212	\$31,212	
TOTALS 2022		\$206,236	\$206,236	
Airport	Internal Hanger Access Road and Hanger site Development	\$1,695,390	\$169,539 ⁸	2023
Police	Tasers – replacements	\$10,404	\$10,404	
Fire	Debt Service - Fire Truck	\$40,836	\$40,836	
City Admin	Purchase wide format Scanner	\$4,595	\$4,595	

⁶ - estimated costs are 2019 dollars with a 2% inflation rate.

⁷ - annual debt service on new fire truck – 20 year loan, 2% interest, first payment in 2022

⁸ - assumes City secures 90% grant funding from the FAA.

Department	Capital Project	Estimated Cost ⁶	Current Expense Share	Year Planned
Parks	Construct new skate park	\$418,000	\$41,800 ⁹	
	Continue playground equipment upgrades/replacements	\$15,918	\$15,918	
	Develop river trail/access development designs	\$26,530	\$26,530	
TOTALS 2023		\$2,211,673	\$309,622	
Airport	Taxiway Reconstruction	\$4,566,667	\$456,666 ¹⁰	2024
Police	Radar Units (7)	\$11,907	\$11,907	
Fire	Debt Service - Fire Truck	\$40,836	\$40,836	
City Admin	Nothing Planned	\$0	\$0	
Parks	Construct river trail/access improvements	\$250,000	\$25,000	
	Implement playground equipment upgrades/replacements	\$16,236	\$16,236	
TOTALS 2024		\$4,885,196	\$550,645	
Airport	Nothing Planned	\$0	\$0	2025
Police	Police/Fire station remodel/construction	\$1,656,121	\$0 ¹¹	2025
Fire	Debt Service - Fire Truck	\$40,836	\$40,836	2025
City Admin	Nothing Planned	\$0	\$0	2025
Parks	Relocate Veterans Memorial	\$20,000	\$20,000	2025
TOTALS 2025		\$1,716,957	\$60,836	
Airport	Nothing Planned	\$0	\$0	2026
Police	Debt Service – New/Remodeled Station	\$100,536	\$100,536	2026
Fire	Debt Service - Fire Truck	\$40,836	\$40,836	2026
City Admin	Nothing Planned	\$0	\$0	2026
Parks	Nothing Planned	\$0	\$0	2026
TOTALS 2026		\$141,372	\$141,372	

Table 5.7 provides a picture of projected revenues and expenditures and any projected surplus or deficit assuming the projects or debt service detailed above are completed. Capital Expenditures only include the projected City share from Table 5.6 and revenues do not include any anticipated grant or loan dollars. The alternatives analysis in Part 6 includes a more detailed discussion of projected revenues and expenditures.

⁹ - assumes City is successful in obtaining 90% grant from RCO in 2022.

¹⁰ - assumes City secures 90% grant funding from the FAA.

¹¹ - annual debt service on new/remodeled Police Station – 20 year loan, 2% interest, first payment not due until 2026

Table 5.7 Current Expense Revenue/Expenditure Projections with City Share of Planned Capital Improvements

	2021	2022	2023	2024	2025	2026
Revenue	\$4,054,931	\$4,130,882	\$4,208,350	\$4,287,367	\$4,367,965	\$4,453,393
Expenditures	\$4,763,085	\$4,989,822	\$5,159,754	\$4,973,270	\$5,047,264	\$5,203,260
Difference	(\$708,154)	(\$858,940)	(\$951,404)	(\$685,903)	(\$679,869)	(\$749,867)

It is clear from the table that the addition of the City's anticipated share of planned capital expenditures increases the potential deficit given the assumptions in projecting revenues and expenditures. It is possible that increases in retail sales tax, real estate excise taxes and onetime revenues from infrastructure projects and building activity may provide more revenues, but it is clear the City cannot afford the planned projects without use of the ending fund balance or other sources of revenue. Part 6 contains several alternatives that provide examples of how eliminating projects, changing assumptions on project funding and modifying the timing and scope of some projects affects the bottom line in Current Expense.

P A R T 6

CAPITAL SPENDING ALTERNATIVES

This part of the CFP examines two possible spending alternatives, based on assumptions about:

- availability of funding
- continued slow population growth
- maintaining existing level of service standards
- need for project (priorities)
- slow revenue growth

The alternatives were developed using the project descriptions and financial projections presented in earlier sections. It is also important to note that the majority of the planned improvements, under any alternative, are required in order to correct deficiencies or maintain current levels of service. This means that, with the exception of projects funded primarily through the Current Expense Fund or funds dependent on tax revenues, the timing for most water, wastewater and stormwater system upgrades, the initial six-year spending plan for this CFP varies little from alternative to alternative. However, it is important to note that water, sewer, stormwater and street projects that require significant funding, may be combined, delayed or broken into smaller projects depending on the amount and timing of funding available and ability of the community to absorb utility (water, sewer, storm water) rate increases needed to provide for capital spending and/or debt service.

CURRENT EXPENSE:

ALTERNATIVE #1

The following table, shows that with the capital projects requested by Current Expense funded departments, expenditures will far exceed projected revenues¹ over the next six years². This alternative, intended to maintain current levels of service and provide for slow population growth, based on the following general assumptions:

- Funding constraints will limit the number and cost of projects funded with Current Expense dollars. The department specific projects/acquisitions included

¹ - does not include beginning or ending fund balances.

² - based on the assumptions used to project expenditures and revenues.

in the alternative analysis are generally limited to high priority projects as listed in the Planned and Prioritized Projects Tables at the end of each department's section and included in the analysis in Part 5. These projects have been reviewed and using the assumptions noted above, projects were eliminated, local share reduced or moved into the future in order to fit revenue projections. Projects that differ from the list in Part 5 are overstruck and in red or highlighted in green.

- the City will receive the grant and loan funds it needs to complete planned projects, including but not limited to: local bonds or other grants/loans for the expansion/remodel of the Public Safety Building; and, RCO or other grant funds or donations for park projects.
- the improvements contained within the planned capital project tables in Parts 4 and 5 are needed within the next 6 years in order to maintain current levels of service, meet forecast demand and maintain compliance with state and federal law.
- revenues and expenditures will grow as projected in Parts 4 and 5.

Table 6.1 – Alternative #1 Spending Plan Current Expense Capital Projects

Department	Capital Project	Estimated Cost	Grant/Loan /Donation	Current Expense Fund Share	Year Planned
Airport					2021
	Nothing Planned	\$0	\$0	\$0	"
Fire					"
	Replacement Fire Truck	\$608,000	\$108,000	\$500,000	"
	Debt Service Ladder Truck	\$49,106	\$0	\$49,106	"
City Admin					"
	Server - Upgrade	\$15,300	\$0	\$15,300	"
Police					"
	Computer Server	\$15,300	\$0	\$15,300	"
	Tasers – replacements	\$23,000	\$0	\$23,000	"
	Feasibility Study Police/Fire facility	\$30,000	\$0	\$30,000	"
Parks					"
	2021 Ford Interceptor	\$59,000	Sbalance ER&R	\$15,000	"
	Professional assessment of swimming pool	\$30,000	\$0	\$30,000	"
2021 TOTALS		\$799,706	\$108,000	\$677,706	
Airport					2022
	Taxiway reconstruction design and engineering	\$228,630	\$217,199	\$11,431	"
Fire					"

Department	Capital Project	Estimated Cost	Grant/Loan /Donation	Current Expense Fund Share	Year Planned
City Admin	Debt Service - Fire Truck ¹ two trucks	\$55,685	\$0	\$55,685	"
					"
Police	Upgrade Entries and ADA access	\$19,102	\$0	\$19,102	"
					"
Parks	Nothing Planned	\$0	\$0	\$0	"
					"
	Implement playground equipment upgrades/replacements ²	\$15,000	\$15,000	\$0	"
2022 TOTALS		\$318,417	\$232,199	\$86,218	
Airport					2023
Fire	Taxiway reconstruction, Runway Pavement Maintenance	\$1,264,520	\$1,201,294	\$63,226	"
					"
City Admin	Debt Service - Fire Truck	\$6,579	\$0	\$6,579	"
					"
Police	Purchase wide format Scanner	\$4,595	\$0	\$4,595	"
					"
Parks	Nothing Planned	\$0	\$0	\$0	"
					"
	Construct new skate park	\$418,000	\$376,200	\$41,800 ³	"
	Continue playground equipment upgrades/replacements ²	\$15,000	\$15,000	\$0	"
	Repair tennis courts in Eastside Park	\$40,000	\$0	\$40,000	"
2023 TOTALS		\$1,735,194	\$1,592,494	\$156,200	
Airport					2024
Fire	Taxiway and Runway Reconstruction Design	\$780,000	\$741,000	\$39,000	"
					"
City Admin	Debt Service - Fire Truck	\$6,579	\$0	\$6,579	"
					"
Police	Nothing Planned	\$0	\$0	\$0	"
					"
Parks	Nothing Planned	\$0	\$0	\$0	"
					"
	Survey property lines for river access/trails	\$31,212	\$0	\$31,212	"
	Implement playground equipment upgrades/replacements ²	\$15,000	\$15,000	\$0	"
2024 TOTALS		\$832,791	\$756,000	\$76,791	

¹ - annual debt service on new fire truck – 20 year loan, 2% interest
² - assumes the City is successful at obtaining donations from civic organizations, e.g. Rotary
³ - assumes City is successful in obtaining 90% grant from RCO in 2022.

Department	Capital Project	Estimated Cost	Grant/Loan /Donation	Current Expense Fund Share	Year Planned
Airport					2025
	Taxiway and Runway Reconstruction Construction	\$3,120,000	\$2,964,000	\$156,000	"
	ALP Update	\$75,000	\$0	\$75,000	"
Fire					"
	Debt Service - Fire Truck	\$6,579	\$0	\$6,579	"
	Full Time Firefighter	\$75,000	\$0	\$75,000	"
City Admin					"
	Nothing Planned	\$0	\$0	\$0	"
Police					"
	New/Remodeled Station	\$1,656,121	\$1,656,121	\$0	"
Parks					"
	Develop river trail/access development designs	\$26,530	\$0	\$26,530	"
	Relocate Veterans Memorial	\$20,000	\$0	\$20,000	"
2025 TOTALS		\$4,904,230	\$4,620,121	\$359,109	
Airport					2026
	Internal Hanger Access Road and Hanger site Development	\$1,695,390	\$1,525,851	\$169,539 ¹	"
Fire					"
	Debt Service - Fire Truck	\$6,579	\$0	\$6,579	"
City Admin					"
	Nothing Planned	\$0	\$0	\$0	"
Police					"
	Debt Service – New/Remodeled Station	\$100,536	\$0	\$100,536	"
Parks					"
	Construct river trail/access improvements	\$250,000	\$225,000	\$25,000	"
2026 TOTALS		\$2,052,505	\$1,750,851	\$301,654	

¹ - assumes City secures 90% grant funding from the FAA.

The following table compares the revenues and expenditures for the Alternative #1 Current Expense Spending Plan and provides an estimate of potential surplus or deficit for each year. The table provides a clear illustration that even with some reduction in city share or shifting of projects to future years leaves a deficit in each of the next six years.

Table 6.2 – Alternative #1 Current Expense Revenue/Expenditure Projections

	2021	2022	2023	2024	2025	2026
Revenue Totals ⁷	\$4,162,931	\$4,363,081	\$5,800,814	\$5,043,367	\$8,988,086	\$6,204,244
Capital Expenditures						
City Share	\$677,706	\$86,218	\$156,200	\$76,791	\$359,109	\$301,654
Grant/Loan/Donation	\$108,000	\$232,199	\$1,592,494	\$756,000	\$4,620,121	\$1,750,851
Expenditure Totals	\$5,268,215	\$5,102,003	\$6,585,326	\$5,750,416	\$9,890,658	\$7,114,393
Difference	(\$1,105,284)	(\$738,922)	(\$784,512)	(\$707,049)	(\$902,572)	(\$910,149)

ALTERNATIVE #2

This alternative, while intended to maintain current levels of service and provide for slow population growth, limits projects to the top ten based on the prioritization process described in Part 3. In addition, the following assumptions were used in the financial analysis:

- the City will receive the grant and loan funds it needs to complete planned projects, including but not limited to: local bonds or other grants/loans for the expansion/remodel of the Public Safety Building; and, RCO or other grant funds or donations for park projects.
- Replacement of existing items eliminated not considered a capital expenditure.
- revenues and expenditures will grow as projected in Parts 4 and 5.

⁷ - projected revenues from Table 5.7 with grants/loans/donations added

Department	Capital Project	Estimated Cost	Grant/Loan /Donation	Current Expense Fund Share	Year Planned
Parks	Debt Service – New/Remodeled Station	\$100,536	\$0	\$100,536	“
	Nothing Planned	\$0	\$0	\$0	“
	2026 TOTALS	\$1,832,609	\$1,525,851	\$306,758	

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The following table compares the revenues and expenditures for the Alternative #2 Current Expense Spending Plan and provides an estimate of potential surplus or deficit for each year. The table provides a clear illustration that even with eliminating replacements, projects outside of the top ten and moving projects around still leaves a deficit in each of the next six years.

Table 6.4 – Alternative #1 Current Expense Revenue/Expenditure Projections

	2021	2022	2023	2024	2025	2026
Revenue Totals ¹³	\$4,562,931	\$4,358,081	\$5,735,844	\$5,028,367	\$8,988,086	\$5,979,244
Capital Expenditures						
City Share	\$254,706	\$67,116	\$141,664	\$75,683	\$192,683	\$306,758
Grant/Loan/ Donation	\$508,000	\$227,199	\$1,527,494	\$741,000	\$4,620,121	\$1,525,851
Expenditure Totals	\$5,275,215	\$5,077,901	\$6,579,335	\$5,734,308	\$9,799,232	\$6,894,497
Difference	(\$712,284)	(\$719,820)	(\$843,491)	(\$705,941)	(\$811,146)	(\$915,253)

**STREET DEPARTMENT:
ALTERNATIVE #1**

Alternative #1 for the Street Department moves some projects forward to a subsequent year in an effort to provide more of a balance in the projected deficit each year. As with the data presented in Chapter 4.9, the City has more street projects than available funding even if successful at obtaining maximum grant funds and/or developer contributions. Assumptions used to develop the financial projections in Table 6.6 are included as footnotes in Table 6.3.

Table 6.5 – Alternative #1 Street Department Capital Projects

¹³ - projected revenues from Table 5.7 with grants/loans/donations added

The following table compares the revenues, expenditures with modified planned capital outlay for the Alternative #1 Spending Plan and provides an estimate of potential surplus or deficit for each year. The table provides a clear illustration that even with moving projects around and assumptions about grant and developer contributions towards projects the City is left with a deficit in each of the next six years. However, it is important to note that projected revenues do not include the beginning or ending fund balance with intergovernmental revenue limited to fuel tax and assumed grant dollars. These are the likely source for the larger or pedestrian oriented projects (with local match requirements varying) providing various grant and loan programs are funded at the state and federal level.

**Table 6.6 – Alternative #1 Street Department Capital Projects
Revenue/Expenditure Projections**

REVENUES	2021	2022	2023	2024	2025	2026
Taxes	\$437,113	\$441,484	\$445,899	\$450,358	\$454,861	\$459,410
Indirect Federal	\$485,265	\$0	\$0	\$0	\$0	\$0
State Grants	\$630,000	\$445,945	\$399,000	\$1,791,000	\$712,000	\$4,512,500
Private Developers/ County	\$175,000	\$0	\$2,056,250	\$0	\$400,000	\$0
State Entitlements	\$122,430	\$123,654	\$124,891	\$126,140	\$127,401	\$128,675
Weed Control	\$0	\$0	\$0	\$0	\$0	\$0
Charges for Service	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
Miscellaneous	\$3,838	\$3,876	\$3,915	\$3,954	\$3,994	\$4,034
Sale of Property	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$1,854,646	\$1,015,959	\$3,030,955	\$2,372,452	\$1,699,256	\$5,105,619
EXPENDITURES						
Roadway Maintenance	\$267,819	\$272,826	\$277,932	\$283,141	\$288,454	\$293,873
Street Lighting	\$53,500	\$54,520	\$55,560	\$56,622	\$57,704	\$58,808
Traffic Control Devices	\$72,415	\$73,041	\$73,680	\$74,332	\$74,996	\$75,674
Snow and Ice Control	\$152,668	\$155,541	\$158,472	\$161,462	\$164,511	\$167,621
Street Cleaning	\$80,568	\$82,179	\$83,823	\$85,499	\$87,209	\$88,953
Roadside Weeds	\$17,214	\$17,473	\$17,736	\$18,005	\$18,279	\$18,558
Administration	\$50,666	\$51,537	\$52,425	\$53,331	\$54,255	\$55,197
General Services	\$7,794	\$7,901	\$8,009	\$8,120	\$8,234	\$8,349
Small Capital Projects	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Roads/Streets Construction	\$1,476,000	\$491,000	\$3,005,000	\$1,890,000	\$1,250,000	\$4,750,000

Debt Service – Principle	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service - Interest	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$2,208,644	\$1,236,018	\$3,762,637	\$2,660,512	\$2,033,642.	\$5,547,033
Surplus/Deficit	(\$353,998)	(\$220,059)	(\$731,682)	(\$288,060)	(\$334,386)	(\$441,414)

ALTERNATIVE #2

Alternative #2 for the Street Department moves the large Shumway project to beyond 2026, other projects grouped together, e.g. projects related to Sandflat and east leg of Shumway, and others moved to different years in an effort to provide a financial plan that limits the projected deficit each year. As with the data presented in Chapter 4.9 and Alternative #1, the City has more street projects than available funding even if successful at obtaining maximum grant funds and/or developer contributions. Assumptions used to develop the financial projections in Table 6.8 are included as footnotes in Table 6.7.

Table 6.7– Alternative #2 Street Department Capital Projects

Capital Project	Estimated Cost	Grants/Loans/Donations	Street Fund Share	Year Planned
Engh Road/U.S. 97 Intersection ²³	\$561,000	\$485,265	\$75,735	2021
Community Center Sidewalks (from community center to S.R. 155/U.S. 97) ²⁴	\$700,000	\$630,000	\$70,000	"
Safe Pedestrian Crosswalks (East Omak School) ²⁵	\$40,000	\$0	\$40,000	"
Construct Jonathan from Oak to Quince ²⁶	\$175,000	\$175,000	\$0	"
2021 TOTALS	\$1,476,000	\$1,290,265	\$185,735	
Ash Street Sidewalk ADA Improvements ²⁷	\$90,000	\$81,000	\$9,000	"
Sandflat Road/U.S. 97 Intersection Improvements ²⁸	\$235,000	\$176,250	\$58,750	"
Sandflat Road, Engh Road north to City Limits ²⁹	\$1,300,000	\$1,040,000	\$260,000	"
East Leg Shumway, East of U.S. 97 ²⁹	\$1,050,000	\$840,000	\$210,000	"
2022 TOTALS	\$2,675,000	\$2,137,250	\$537,750	
Cherry Avenue Overlay and Drainage ³⁰	\$420,000	\$399,000	\$21,000	2023

²³ - Project paid with Federal STP Funds, 13.5% match

²⁴ - assumes state grant with 10% City match

²⁵ - Represents City Match for WSDOT funded project

²⁶ - Project to be constructed as condition for development of Meadow Point Planned Development and Meadow Lark Senior Housing projects

²⁷ - City share 10%

²⁸ - assumes City 25%, County 50% and developers 25%

²⁹ - assumes City provides 20% match with balance from private developers

³⁰ - assumes TIB grant with City 5% match

Capital Project	Estimated Cost	Grants/Loans/Donations	Street Fund Share	Year Planned
Construct New Intersection at Jasmine & S.R. 215 ³⁰	\$750,000	\$712,500	\$37,500	"
2023 TOTALS	\$1,170,000	\$1,111,500	\$58,500	
Fourth Avenue Reconstruction from Cedar to Jasmine/Granite ³⁰	\$800,000	\$760,000	\$40,000	"
2024 TOTALS	\$800,000	\$760,000	\$40,000	
Quince Street Extension ³⁰	\$500,000	\$400,000	\$100,000	2025
Resurface Granite St. from 2 nd Avenue to 4 th Avenue ³¹	\$131,000	\$113,315	\$17,685	"
Central Avenue Reconstruction Cedar to Fir ³¹	\$250,000	\$237,500	\$12,500	"
2025 TOTALS	\$881,000	\$750,815	\$130,185	
Ross Canyon Reconstruction Phase 2 ³¹	\$1,000,000	\$950,000	\$50,000	"
2026 TOTALS	\$1,000,000	\$950,000	\$50,000	

Table 6.8 – Alternative #2 Street Department Capital Projects Revenue/Expenditure Projections

REVENUES	2021	2022	2023	2024	2025	2026
Taxes	\$437,113	\$441,484	\$445,899	\$450,358	\$454,861	\$459,410
Indirect Federal	\$485,265	\$0	\$0	\$0	\$0	\$0
State Grants	\$630,000	\$81,000	\$1,111,500	\$760,000	\$750,815	\$950,000
Private Developers/County	\$175,000	\$2,056,250	\$0	\$0	\$0	\$0
State Entitlements	\$122,430	\$123,654	\$124,891	\$126,140	\$127,401	\$128,675
Weed Control	\$0	\$0	\$0	\$0	\$0	\$0
Charges for Service	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
Miscellaneous	\$3,838	\$3,876	\$3,915	\$3,954	\$3,994	\$4,034
Sale of Property	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$1,854,646	\$2,707,264	\$1,687,205	\$1,341,452	\$1,338,071	\$1,543,119
EXPENDITURES						
Roadway Maintenance	\$267,819	\$272,826	\$277,932	\$283,141	\$288,454	\$293,873
Street Lighting	\$53,500	\$54,520	\$55,560	\$56,622	\$57,704	\$58,808
Traffic Control	\$72,415	\$73,041	\$73,680	\$74,332	\$74,996	\$75,674

³¹ - assumes TIB grant with City 5% match

Devices						
Snow and Ice Control	\$152,668	\$155,541	\$158,472	\$161,462	\$164,511	\$167,621
Street Cleaning	\$80,568	\$82,179	\$83,823	\$85,499	\$87,209	\$88,953
Roadside Weeds	\$17,214	\$17,473	\$17,736	\$18,005	\$18,279	\$18,558
Administration	\$50,666	\$51,537	\$52,425	\$53,331	\$54,255	\$55,197
General Services	\$7,794	\$7,901	\$8,009	\$8,120	\$8,234	\$8,349
Small Capital Projects	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Roads/Streets Construction	\$1,476,000	\$2,675,000	\$1,170,000	\$800,000	\$881,000	\$1,000,000
Debt Service – Principle	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service - Interest	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$2,208,644	\$3,420,018	\$1,927,637	\$1,570,512	\$1,664,642	\$1,797,033
Surplus/ Deficit	(\$353,998)	(\$712,754)	(\$240,432)	(\$229,060)	(\$326,571)	(\$253,914)

WATER SYSTEM:

ALTERNATIVE #1

Based on the assumptions used to develop financial projections in Chapter 4.10, projected water system revenues and expenditures are well within the utility’s ability to complete the planned project list. Given the assumptions in Chapter 4.10 include approval of combination grant (50%)/Loan (50%) with no City match, alternative scenarios primarily analyze the impacts of increased match requirements and lesser grant percentages.

Table 6.9 presents Alternative #1 for water system capital projects using the following assumptions:

- All grants/loans require a 10% local match
- Grants (50%)/Loans (50%) secured for projects
- All loans are 1.5% with 20-year term
- Revenues remain as projected in chapter 4.10

Table 6.9 – Alternative #1 Water System Capital Projects

Capital Project/Item	Estimated Cost	Grant/Loan /Donation	Water Fund	Year
Okoma Well Inspection	\$67,000	\$0	\$67,000	2021
Dewberry Avenue Loop	\$405,000	\$364,500	\$40,500	“
Airport Water Reservoir	\$3,200,000	\$2,880,000	\$320,000	“
2021 TOTAL	\$3,672,000	\$3,244,500	\$367,200	

Julia Maley Well, Generator and Filtration	\$2,000,000	\$1,800,000	\$200,000	2022
Jackson Street Water Main Upsize and 7 th Avenue Water Main Improvements	\$1,138,000	\$1,024,200	\$113,800	"
Riverside Res. Transmission Line Valve Repl.	\$250,000	\$225,000	\$25,000	"
2022 TOTAL	\$3,388,000			
Okoma Well Rehabilitation	\$400,000	\$360,000	\$40,000	2023
Columbia Street Water Main	\$445,000	\$400,500	\$44,500	"
Granite Street Water Main	\$214,000	\$192,600	\$21,400	"
2023 TOTAL	\$1,059,000	\$953,100	\$105,900	
Garfield Street Water Main and Hanford Street Alley Water Main	\$286,000	\$257,400	\$28,600	2024
2024 TOTAL	\$286,000	\$257,400	\$28,600	
Nothing Planned				2025
2025 TOTAL	\$0	\$0	\$0	
Nothing Planned				2026
2026 TOTAL	\$0	\$0	\$0	

Table 6.10 – Alternative #1 Water System Capital Projects Financial Analysis

REVENUES	2021	2022	2023	2024	2025	2026
Charges for Services	\$1,507,500	\$1,510,905	\$1,514,318	\$1,517,740	\$1,521,171	\$1,524,610
Grants/Loans	\$3,244,500	\$3,049,200	\$953,100	\$231,660	\$0	\$0
Miscellaneous Revenues	\$15,200	\$15,200	\$15,200	\$15,200	\$15,200	\$15,200
TOTAL	\$4,767,200	\$4,575,305	\$2,482,618	\$1,764,600	\$1,536,371	\$1,539,810
EXPENDITURES						
General	\$110,806	\$112,657	\$114,545	\$116,470	\$118,434	\$120,437
Water Utilities	\$872,017	\$889,883	\$908,132	\$926,770	\$945,809	\$965,255
Non-Expenditures	\$500	\$500	\$500	\$500	\$500	\$500
Debt Service, Principle	\$172,364	\$252,979	\$329,211	\$355,813	\$361,605	\$288,495
Debt Service, Interest	\$34,533	\$47,278	\$59,330	\$66,360	\$67,278	\$63,621
Small Capital Expenditures	\$97,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Large Capital Expenditures	\$3,605,000	\$3,388,000	\$1,059,000	\$257,400	\$0	\$0
Transfer to Debt Service	\$0	\$0	\$0	\$0	\$0	\$0

Total	\$4,892,220	\$4,721,297	\$2,500,718	\$1,753,313	\$1,523,626	\$1,468,308
Surplus/ Deficit	(\$125,020)	(\$145,992)	(\$18,100)	\$11,287	\$12,745	\$71,502

Alternative #1 for the Water System, given a 10% match requirement for projects, results in a projected deficit in 2021, 2022, 2023 then a slowly increasing surplus in subsequent years.

ALTERNATIVE #2

The following assumptions were used to develop Alternative #2:

- 10% Local match required
- Grant/Loan combination limited to 35% grant/65% loan
- All loans are 1.5% with 20-year term
- Revenues remain as projected in chapter 4.10

Table 6.11 – Alternative #2 Capital Improvements

Capital Project/Item	Estimated Cost	Grant/Loan /Donation	Water Fund	Year
Okoma Well Inspection	\$67,000	\$0	\$67,000	2021/2022
Dewberry Avenue Loop	\$405,000	\$364,500	\$40,500	"
Airport Water Reservoir	\$3,200,000	\$2,880,000	\$320,000	"2022
2021 TOTAL	\$3,672,000	\$3,244,500	\$367,200	
Julia Maley Well, Generator and Filtration	\$2,000,000	\$1,800,000	\$200,000	2022
Jackson Street Water Main Upsize and 7 th Avenue Water Main Improvements	\$1,138,000	\$1,024,200	\$113,800	"
Riverside Res. Transmission Line Valve Repl.	\$250,000	\$225,000	\$25,000	"
2022 TOTAL	\$3,388,000			
Okoma Well Rehabilitation	\$400,000	\$360,000	\$40,000	2023
Columbia Street Water Main	\$445,000	\$400,500	\$44,500	"
Granite Street Water Main	\$214,000	\$192,600	\$21,400	"
2023 TOTAL	\$1,059,000	\$953,100	\$105,900	
Garfield Street Water Main and Hanford Street Alley Water Main	\$286,000	\$257,400	\$28,600	2024
2024 TOTAL	\$286,000	\$257,400	\$28,600	
Nothing Planned				2025
2025 TOTAL	\$0	\$0	\$0	
Nothing Planned				2026
2026 TOTAL	\$0	\$0	\$0	

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Table 6.12 – Alternative #2 Water System Capital Projects Financial Analysis

REVENUES	2021	2022	2023	2024	2025	2026
Charges for Services	\$1,507,500	\$1,510,905	\$1,514,318	\$1,517,740	\$1,521,171	\$1,524,610
Grants/Loans	\$3,244,500	\$3,049,200	\$953,100	\$231,660	\$0	\$0
Miscellaneous Revenues	\$15,200	\$15,200	\$15,200	\$15,200	\$15,200	\$15,200
TOTAL	\$4,767,200	\$4,575,305	\$2,482,618	\$1,764,600	\$1,536,371	\$1,539,810
EXPENDITURES						
General	\$110,806	\$112,657	\$114,545	\$116,470	\$118,434	\$120,437
Water Utilities	\$872,017	\$889,883	\$908,132	\$926,770	\$945,809	\$965,255
Non-Expenditures	\$500	\$500	\$500	\$500	\$500	\$500
Debt Service, Principle	\$172,364	\$277,817	\$376,917	\$408,036	\$415,569	\$342,459
Debt Service, Interest	\$34,533	\$51,204	\$66,872	\$71,757	\$72,947	\$69,290
Small Capital Expenditures	\$97,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Large Capital Expenditures	\$3,605,000	\$3,388,000	\$1,059,000	\$257,400	\$0	\$0
Transfer to Debt Service	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$4,892,220	\$4,750,061	\$2,555,966	\$1,810,933	\$1,583,259	\$1,527,941
Surplus/Deficit	(\$125,020)	(\$174,756)	(\$73,348)	(\$46,333)	(\$46,888)	\$11,869

Alternative #2 for the Water System finds that a 15% reduction in grant funding has a significant impact on projected deficits.

SEWER SYSTEM

No alternatives have been developed for the Sewer System based on the analysis contained in Chapter 4.11 which finds that the department can easily cover capital projects planned over the next 6 years.

STORMWATER ALTERNATIVE #1

Table 4.12.3 in Chapter 4.12 shows that the planned projects outstrip the City's financial resources given the assumptions used in the analysis. The Alternative #1 spending plan is based on the following assumptions:

- The city will be responsible for 100% of capital costs for smaller projects.
- Grants (75%)/Loans (25%) will be available for the projects
- Loans will be 1.5% within 20-year term
- Large projects will require a 10% local match

2021 CDBG FUNDED PROJECT IN EAST OMAK, 610000 PLUS 140000 LOCAL

Table 6.13 Planned Stormwater Capital Projects

Planned Improvement	Estimated Cost	Grants/ Loans/ Donations	City Share	Year Proposed
Replace culverts on Jasmine	\$20,000	\$0	\$20,000	2022
Replace Catch Basins at Juniper and Apple	\$46,000	\$0	\$46,000	"
Replace Log Cabin Lift Station	\$453,000	\$407,700	\$45,300	"
2022 TOTALS	\$519,000	\$407,700	\$111,300	
New Cedar System Lift Station	\$346,000	\$311,400	\$34,600	2023
Replace Catch Basins at Central and Ash	\$45,000	\$0	\$45,000	"
2023 TOTALS	\$391,000	\$311,400	\$79,600	
New Elm and Central Storm Drain	\$140,000	\$126,000	\$14,000	2024
New Storm Drain in Juniper, New Lift Station near Juniper and 5th	\$280,000	\$252,000	\$28,000	"
2024 TOTALS	\$420,000	\$378,000	\$42,000	
Upper Ross Canyon Improvements (part of second phase Ross Canyon Road improvements)	\$356,000	\$320,400	\$35,600	2025
Replace 4 th Street Storm Drain, Jasmine to Fir	\$125,000	\$112,500	\$12,500	"
Replace Storm Drain in Alley West of Fir and South of Apple	\$105,000	\$94,500	\$10,500	"
2025 TOTALS	\$586,000	\$527,400	\$58,600	
Nothing Planned	\$0	\$0	\$0	2026
2026 TOTALS	\$0	\$0	\$0	

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Table 6.14 – Alternative #1 Storm Water Capital Projects Revenue/Expenditure Projections

REVENUES	2021	2022	2023	2024	2025	2026
Charges for Services	\$152,343	\$155,842	\$159,428	\$163,103	\$166,871	\$170,733
Miscellaneous Revenues	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Grants/Loans	\$0	\$407,700	\$311,400	\$378,000	\$527,400	\$0
Transfers-In	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$154,343	\$469,242	\$472,828	\$543,103	\$696,271	\$172,733
EXPENDITURES						
General Government	\$13,406	\$13,658	\$13,915	\$14,178	\$14,445	\$14,718
Interfund Charges	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
System Operations	\$148,431	\$151,282	\$154,190	\$157,157	\$160,182	\$163,269
Capital Expenditures	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Capital Expenditures	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Capital Outlay Improvements - Small	\$0	\$46,000	\$45,000	\$0	\$0	\$0
Capital Outlay Improvements – Large	\$0	\$519,000	\$391,000	\$420,000	\$586,000	\$0
Debt Service, Principle	\$0	\$0	\$3,072	\$6,018	\$9,183	\$13,597
Debt Service, Interest	\$0	\$0	\$484	\$948	\$1,446	\$2,141
TOTAL	\$193,837	\$761,940	\$639,661	\$630,301	\$803,256	\$225,725
Surplus/Deficit	(\$39,494)	(\$292,698)	(\$166,833)	(\$87,198)	(\$106,985)	(\$52,992)

Alternative #1 does not significantly change the ongoing projected deficit.

ALTERNATIVE #2

The Alternative #2 spending plan is based on the following assumptions:

- The city will be responsible for 100% of capital costs for smaller projects.
- Grants (90%) will be available for the projects
- Large projects will require a 10% local match
- Project list as presented in Table 6.13

Table 6.15 – Alternative #2 Storm Water Capital Projects Revenue/Expenditure Projections

REVENUES	2021	2022	2023	2024	2025	2026
Charges for	\$152,343	\$155,842	\$159,428	\$163,103	\$166,871	\$170,733

Services						
Miscellaneous Revenues	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Grants/Loans	\$0	\$467,100	\$351,900	\$378,000	\$527,400	\$0
Transfers-In	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$154,343	\$624,942	\$513,328	\$543,103	\$696,271	\$172,733
EXPENDITURES						
General Government	\$13,406	\$13,658	\$13,915	\$14,178	\$14,445	\$14,718
Interfund Charges	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
System Operations	\$148,431	\$151,282	\$154,190	\$157,157	\$160,182	\$163,269
Capital Expenditures	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Capital Expenditures	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Capital Outlay Improvements - Small	\$0	\$46,000	\$45,000	\$0	\$0	\$0
Capital Outlay Improvements – Large	\$0	\$519,000	\$391,000	\$420,000	\$586,000	\$0
Debt Service, Principle	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service, Interest	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$193,837	\$761,940	\$636,105	\$623,335	\$792,627	\$209,987
Surplus/Deficit	(\$39,494)	(\$136,998)	(\$122,777)	(\$80,232)	(\$96,356)	(\$37,254)

Alternative #2 with 90% grant funding does little to reduce projected deficits. Projects will either have to be delayed or stormwater utility rates increased, likely a combination of the two in order to balance the utility’s budget.

EQUIPMENT RENTAL

No alternatives were developed for Equipment Rental as it is assumed the City will purchase equipment and vehicles as planned in Part 4.4.

Omak CFP Appendix 1 – prioritization results

APPENDIX 2A TABLE 1 - AIRPORT FUND REVENUES

AIRPORT FUND REVENUES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Grants					
Federal Grants	\$0	\$0	\$828,862	\$918,073	\$89,026
State Grants	\$0	\$0	\$33,151	\$55,238	\$841
TOTAL GRANTS	\$0	\$0	\$862,013	\$973,310	\$89,867
Charges for Goods and Services					
Charge for Water	\$0	\$228	\$1,050	\$1,050	\$0
Misc Charge for Services	\$0	\$0	\$0	\$0	\$0
Airport Fuel Sales	\$261,925	\$126,183	\$244,518	\$258,848	\$170,097
Airport Landing Fees	\$906	\$761	\$485	\$524	\$480
DNR Airport Project Design/Construction	\$0	\$14,261	\$66,275	\$0	\$0
DNR Airport Water Improvements	\$0	\$0	\$0	\$0	\$0
TOTAL CHARGES FOR GOODS AND SERVICES	\$262,831	\$141,432	\$312,328	\$260,423	\$170,577
Miscellaneous Revenue					
Investment Interest	\$91	\$421	\$1,187	\$3,583	\$3,739
Int Earn. Gain/loss #CUSIP 3130ABF92	\$0	\$0	\$0	\$0	\$272
Rents/tiedowns	\$4,580	\$6,490	\$10,076	\$9,576	\$8,684
Fire Service Rentals	\$12,500	\$17,880	\$28,800	\$28,800	\$48,500
Miscellaneous Revenue	\$51	\$59	\$0	\$0	\$18,328
Duck Lake Water Share Reimb.	\$3,550	\$3,550	\$0	\$0	\$0
TOTAL MISCELLANEOUS REVENUE	\$20,772	\$28,400	\$40,063	\$41,960	\$79,522
Nonrevenues					
Interfund Loan Received	\$0	\$0	\$0	\$200,000	\$0
Sales Tax Received	\$22,192	\$50,656	\$20,475	\$21,856	\$14,462
TOTAL NONREVENUE	\$22,192	\$10,656	\$20,475	\$221,856	\$14,462
Other Financing Sources					
Operating Transfer IN	\$70,000	\$170,000	\$100,000	\$145,000	\$145,000
TOTAL OTHER FINANCING SOURCES	\$70,000	\$170,000	\$100,000	\$145,000	\$145,000
TOTAL AIRPORT FUND REVENUES	\$375,795	\$350,488	\$1,334,879	\$1,642,549	\$499,428

APPENDIX 2A TABLE 2 - AIRPORT FUND EXPENDITURES

AIRPORT FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Administration					
Salaries & Wages	\$4,011	\$3,551	\$4,027	\$4,093	\$4,296
Fica	\$269	\$256	\$297	\$300	\$318
Industrial Insurance	\$117	\$138	\$131	\$128	\$139
Unemployment Insurance	\$8	\$7	\$8	\$8	\$9
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$409	\$397	\$481	\$522	\$552
All Other Benefits	\$1,045	\$791	\$754	\$967	\$915
Medical/CDL Expenses	\$112	\$195	\$170	\$200	\$148
Uniforms	\$156	\$134	\$179	\$146	\$206
TTF Easement/Acquisition	\$0	\$93,729	\$65,210	\$0	\$0
TTF Easement/Acquisition-Land Purchase Debt	\$0	\$0	\$30,000	\$30,000	\$30,000
Labor Legal Services	\$0	\$955	\$0	\$0	\$0
Communications	\$60	\$200	\$70	\$76	\$138
TOTAL Administration	\$6,188	\$100,352	\$101,326	\$36,441	\$36,720
Customer Services					
Salaries & Wages	\$15,257	\$13,142	\$18,560	\$20,624	\$22,371
Overtime	\$2,526	\$974	\$2,328	\$1,931	\$943
Fica	\$1,308	\$1,072	\$1,563	\$1,707	\$1,763
Industrial Insurance	\$675	\$658	\$895	\$887	\$1,004
Unemployment Insurance	\$35	\$28	\$42	\$45	\$46
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$1,831	\$1,578	\$2,496	\$2,874	\$2,967
All Other Benefits	\$3,827	\$2,724	\$4,292	\$4,291	\$4,820
Total Customer Service	\$25,459	\$20,177	\$30,175	\$32,358	\$33,914
General					
Office & Operating Supplies	\$8,093	\$7,255	\$7,271	\$3,221	\$3,234
Fuel Purchased for Resale	\$235,995	\$103,732	\$196,249	\$235,164	\$121,844
Small Tools & Equipment	\$364	\$56	\$314	\$488	\$1,091
Legal Services	\$1,080	\$12,064	\$0	\$0	\$0

AIRPORT FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Engineer Services	\$0	\$0	\$0	\$0	\$0
Communications	\$1,919	\$1,877	\$1,932	\$2,240	\$2,341
Travel & Training	\$75	\$1,309	\$0	\$144	\$0
Advertising	\$719	\$345	\$0	\$0	\$0
Equipment Rental Fees	\$11,764	\$18,227	\$18,870	\$20,528	\$10,822
Insurance	\$4,636	\$4,701	\$4,871	\$5,226	\$1,220
Public Utility Services	\$6,291	\$8,176	\$7,305	\$7,048	\$4,974
Duck Lake Water Share	\$7,100	\$0	\$1,200	\$0	\$7,592
Repairs & Maintenance	\$1,460	\$3,366	\$1,120	\$7,046	\$1,200
Miscellaneous	\$8,840	\$275	\$0	\$2,131	\$1,244
Excise Taxes	\$1,273	\$614	\$1,186	\$1,266	\$12
TOTAL General Operations	\$289,609	\$161,998	\$240,318	\$284,501	\$155,575
Non-expenditures					
Airport 2018 Interfund Loan Repayment	\$0	\$0	\$0	\$0	\$200,000
Other Non-Expenditures	\$0	\$0	\$0	\$0	\$0
Sales Tax	\$21,892	\$10,562	\$20,401	\$22,038	\$13,805
Total Non- expenditures	\$21,892	\$10,562	\$20,401	\$22,038	\$213,805
Airport Debt Service					
Airport 2018 Interfund Loan Interest	\$0	\$0	\$0	\$0	\$4,000
Total Airport Debt Service	\$0	\$0	\$0	\$0	\$4,000
Capital Expenditures					
Land Acquisition & Improvement	\$0	\$0	\$0	\$0	\$0
Oth Imprvmnts-Reduce R/way Width-Design & Construction	\$0	\$4,000	\$925,613	\$1,142,827	\$50,773
DNR Airport Design/Construction	\$0	\$25,809	\$54,600	\$0	\$0
Taxiway Repair & Design	\$0	\$0	\$0	\$0	\$57,368
Taxiway Repair	\$0	\$0	\$0	\$0	\$0
Point of Sale Equipment Upgrade	\$0	\$0	\$0	\$0	\$64
DNR Airport Water Improvements	\$0	\$0	\$0	\$0	\$0
Total Capital Expenditures	\$0	\$29,809	\$980,213	\$1,142,827	\$108,205

AIRPORT FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
TOTAL AIRPORT EXPENDITURES	\$355,075	\$335,243	\$1,384,732	\$1,527,965	\$564,640
Airport Debt	\$0	\$29,809	\$980,213	\$1,142,827	\$112,205

APPENDIX 2B TABLE 1 – FIRE DEPT EXPENDITURES

FIRE DEPARTMENT	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Administration					
Salaries & Wages	\$75,660	\$75,924	\$76,680	\$77,964	\$81,864
Fica	\$5,476	\$5,792	\$5,850	\$5,947	\$6,253
Industrial Insurance	\$2,802	\$3,773	\$3,945	\$4,074	\$5,068
Unemployment Insurance	\$151	\$152	\$153	\$156	\$164
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$3,957	\$3,971	\$4,087	\$4,233	\$4,411
All Other Benefits	\$13,184	\$9,579	\$9,912	\$9,718	\$10,082
Health Ins. LEOFF I Retirees	\$15,163	\$14,203	\$9,815	\$10,612	\$11,412
Medical Expenses LEOFF I	\$3,500	\$0	\$0	\$0	\$0
Office & Operating Supplies	\$1,806	\$3,760	\$864	\$1,984	\$900
Small Tools/equipment	\$0	\$270	\$0	\$141	\$1,672
Professional Services	\$270	\$0	\$0	\$0	\$0
Communications	\$2,425	\$2,778	\$2,862	\$2,903	\$2,519
Travel & Training	\$0	\$55	\$256	\$38	\$0
Advertising	\$0	\$14	\$0	\$0	\$0
Insurance	\$8,522	\$8,894	\$9,292	\$8,701	\$8,204
Repairs & Maintenance	\$989	\$923	\$1,673	\$4,397	\$286
Miscellaneous	\$768	\$1,177	\$1,072	\$302	\$1,298
TOTAL Administration	\$134,674	\$131,264	\$126,461	\$131,169	\$134,133
Fire Suppression					
Salaries & Wages	\$33,368	\$38,111	\$38,440	\$46,385	\$38,205
Fica	\$2,553	\$2,916	\$2,941	\$3,549	\$2,923
Industrial Insurance	\$0	\$0	\$0	\$0	\$0
Unemployment Insurance	\$67	\$76	\$77	\$70	\$0
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$0	\$0	\$0	\$0	\$0
Firemen Pension Fund	\$3,570	\$2,936	\$1,586	\$3,230	\$4,130
Medical Expenses	\$924	\$521	\$275	\$1,909	\$367
Uniforms	\$1,701	\$813	\$1,116	\$5,439	\$4,172
Operating Supplies	\$2,636	\$2,621	\$1,421	\$2,732	\$3,897
Fuel Consumed	\$850	\$616	\$720	\$1,284	\$948
Small Tools & Equipment	\$2,359	\$6,157	\$36	\$5,662	\$794
Equipment Rental Fees	\$13,126	\$11,754	\$11,488	\$13,637	\$10,450
Hydrant Rental	\$8,050	\$4,025	\$4,025	\$4,063	\$4,061

FIRE DEPARTMENT	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Fire Suppression Water Use	\$26	\$0	\$0	\$0	\$0
Repairs & Maintenance	\$5,614	\$4,080	\$4,269	\$7,075	\$4,810
Fire Protection - Cost Share to Fire District #3	\$0	\$0	\$15,201	\$15,201	\$15,201
TOTAL Fire Protection	\$74,844	\$74,625	\$81,594	\$110,234	\$89,958
Suppression Training					
Travel & Training	\$182	\$894	\$1,261	\$1,261	\$1,487
TOTAL Suppression Training	\$182	\$894	\$1,261	\$1,261	\$1,487
Facilities and Vehicles					
Operating Supplies	\$1,319	\$194	\$329	\$561	\$203
Janitorial Services	\$1,100	\$1,096	\$1,091	\$1,104	\$916.05
Public Utility Services	\$11,074	\$10,443	\$11,877	\$12,412	\$11,767
Repairs & Maintenance	\$114	\$3,951	\$1,496	\$0	\$1,493
Salaries & Wages	\$1,504	\$1,646	\$2,946	\$2,044	\$4,973
Overtime	\$655	\$0	\$0	\$163	\$0
Fica	\$159	\$118	\$216	\$164	\$363
Industrial Insurance	\$75	\$78	\$129	\$86	\$219
Unemployment Insurance	\$4	\$3	\$6	\$4	\$10
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$216	\$184	\$352	\$281	\$637
All Other Benefits	\$419	\$418	\$779	\$521	\$1,399
Vehicle Repair Supplies	\$3,889	\$2,210	\$700	\$2,430	\$5,318
Travel & Training	\$1,058	\$1,045	\$1,090	\$1,232	\$1,206
Repairs & Maintenance	\$856	\$1,879	\$1,647	\$918	\$1,632
TOTAL Facilities and Vehicles	\$22,442	\$23,264	\$22,656	\$21,921	\$30,135
TOTAL Fire Department	\$232,142	\$230,047	\$231,971	\$264,584	\$255,713

APPENDIX 2C TABLE 1 – CITY ADMINISTRATION EXPENDITURES

GENERAL GOVERNMENT	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Estimate
ADMINISTRATION – CURRENT EXPENSE					
Legislative Services					
Salaries & Wages	\$25,800	\$30,750	\$31,650	\$38,250	\$37,000
Fica	\$1,974	\$2,352	\$2,421	\$2,926	\$2,850
Industrial Insurance	\$25	\$29	\$29	\$32	\$35
Office & Operating Supplies	\$61	\$59	\$0	\$0	\$1,650
Legislative Services	\$16,000	\$0	\$0	\$0	\$0
Travel & Training	\$837	\$934	\$445	\$2,037	\$3,000
Insurance	\$5,844	\$6,402	\$8,051	\$7,770	\$9,260
TOTAL Legislative Services	\$50,540	\$40,527	\$42,597	\$51,015	\$53,795
Lobbying Activities	\$0	\$18,000	\$18,000	\$18,000	\$18,000
TOTAL Lobbying Activities	\$0	\$18,000	\$18,000	\$18,000	\$18,000
Municipal Court					
Salaries & Wages	\$9,600	\$10,800	\$10,800	\$11,400	\$11,800
Fica	\$734	\$826	\$826	\$872	\$905
Industrial Insurance	\$7	\$8	\$8	\$8	\$25
Small Tools & Equipment	\$0	\$0	\$0	\$0	\$300
Interpreter Services	\$30	\$45	\$180	\$210	\$250
Travel	\$0	\$54	\$260	\$137	\$150
Miscellaneous	\$0	\$0	\$0	\$0	\$75
Salaries & Wages	\$6,419	\$7,301	\$7,272	\$6,965	\$7,922
Overtime	\$0	\$1	\$1	\$1	\$0
Fica	\$491	\$551	\$556	\$533	\$610
Industrial Insurance	\$35	\$48	\$48	\$45	\$60
Unemployment Insurance	\$13	\$15	\$14	\$14	\$20
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$654	\$816	\$856	\$888	\$1,020
All Other Benefits	\$1,349	\$1,667	\$1,579	\$1,476	\$1,650
Office & Operating Supplies	\$228	\$256	\$324	\$32	\$350
Small Tools & Equipment	\$0	\$0	\$109	\$0	\$250

GENERAL GOVERNMENT	2015	2016	2017	2018	2019
Legal Services	\$203	\$0	\$0	\$0	\$0
Communications	\$1,324	\$1,436	\$1,454	\$1,389	\$1,350
Travel & Training	\$25	\$0	\$961	\$586	\$1,000
Repairs & Maintenance	\$0	\$0	\$0	\$0	\$50
Miscellaneous	\$0	\$0	\$12	\$0	\$0
TOTAL Municipal Court	\$21,111	\$23,824	\$25,259	\$24,557	\$27,787
Executive					
Mayor					
Salaries & Wages	\$14,400	\$15,600	\$15,600	\$15,683	\$15,600
Fica	\$1,102	\$1,193	\$1,193	\$1,193	\$1,195
Industrial Insurance	\$104	\$122	\$118	\$120	\$140
Office & Operating Supplies	\$0	\$25	\$26	\$41	\$100
Small Tools & Equipment	\$216	\$1,794	\$0	\$0	\$100
Communications	\$611	\$754	\$898	\$981	\$1,000
Travel & Training	\$1,196	\$427	\$486	\$50	\$1,000
Repairs & Maintenance	\$308	\$239	\$311	\$309	\$400
Administrator					
Salaries & Wages	\$64,495	\$71,164	\$63,630	\$64,697	\$67,931
Fica	\$4,923	\$5,033	\$4,395	\$4,662	\$5,200
Industrial Insurance	\$169	\$273	\$205	\$211	\$250
Unemployment Insurance	\$129	\$142	\$127	\$129	\$140
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$6,575	\$7,956	\$7,597	\$8,245	\$8,720
All Other Benefits	\$6,517	\$12,234	\$13,460	\$15,517	\$15,990
Office & Operating Supplies	\$0	\$274	\$69	\$368	\$400
Small Tools & Equipment	\$1,581	\$0	\$0	\$1,913	\$500
Communications	\$211	\$181	\$219	\$231	\$225
Travel & Training	\$542	\$1,751	\$1,698	\$1,479	\$2,000
Repairs & Maintenance	\$308	\$239	\$311	\$309	\$400
Miscellaneous	\$0	\$40	\$0	\$0	\$0
TOTAL Executive	\$103,387	\$119,442	\$110,346	\$116,138	\$121,291
Financial and Records					
Financial Services					

GENERAL GOVERNMENT	2015	2016	2017	2018	2019
Salaries & Wages	\$42,936	\$47,330	\$43,517	\$44,246	\$46,455
Fica	\$3,074	\$3,428	\$3,119	\$3,263	\$3,555
Industrial Insurance	\$141	\$184	\$181	\$177	\$210
Unemployment Insurance	\$86	\$95	\$87	\$89	\$95
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$4,377	\$4,528	\$5,196	\$5,649	\$5,960
All Other Benefits	\$8,399	\$7,901	\$9,014	\$9,894	\$10,178
Travel & Training	\$528	\$1,123	\$1,281	\$1,316	\$1,500
Budgeting					
Salaries & Wages	\$31,261	\$40,211	\$45,623	\$43,129	\$47,772
Overtime	\$0	\$17	\$20	\$38	\$0
Fica	\$2,206	\$3,020	\$3,475	\$3,296	\$3,660
Industrial Insurance	\$164	\$283	\$291	\$302	\$335
Unemployment Insurance	\$63	\$80	\$91	\$84	\$100
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$3,187	\$4,480	\$5,398	\$4,894	\$6,130
All Other Benefits	\$8,363	\$9,090	\$9,318	\$7,758	\$10,003
Office & Operating Supplies	\$10,504	\$10,028	\$10,817	\$10,277	\$13,000
Small Tools & Equipment	\$0	\$1,194	\$1,814	\$5,539	\$3,000
State Audit Services	\$9,157	\$9,076	\$0	\$13,023	\$3,500
Communications Website	\$0	\$0	\$0	\$0	\$8,000
Travel & Training	\$1,558	\$2,884	\$2,153	\$3,559	\$3,500
Advertising	\$3,555	\$2,890	\$1,183	\$2,192	\$1,000
Equipment Lease	\$6,488	\$7,159	\$7,124	\$7,943	\$7,200
Office Equipment Repairs & Maintenance	\$6,295	\$10,002	\$7,546	\$7,735	\$13,500
Miscellaneous	\$325	\$315	\$390	\$6,857	\$500
Other					
Election Costs	\$1,092	\$0	\$2,792	\$0	\$3,000
Voter Registration Costs	\$7,780	\$7,565	\$8,249	\$6,611	\$9,000
TOTAL Financial and Records	\$151,540	\$172,884	\$168,680	\$187,869	\$201,153
Legal					
City Attorney-Advice	\$32,285	\$18,579	\$24,003	\$24,623	\$25,000

GENERAL GOVERNMENT	2015	2016	2017	2018	2019
Codification Services	\$2,824	\$1,442	\$496	\$3,401	\$3,000
Legal Service CJ Arbitration	\$293	\$0	\$0	\$0	\$0
Legal Services-Personnel	\$0	\$0	\$575	\$0	\$200
City Attorney-Claims & Litigation	\$0	\$0	\$0	\$0	\$0
TOTAL Legal	\$35,402	\$20,022	\$25,074	\$28,024	\$28,200
Workers					
L&I Retro	\$5,525	\$5,584	\$14,560	\$7,092	\$8,000
TOTAL Workers	\$5,525	\$5,584	\$14,560	\$7,092	\$8,000
Central Services					
Salaries & Wages	\$2,981	\$3,045	\$1,880	\$1,734	\$3,794
Overtime	\$18	\$223	\$75	\$99	\$100
Fica	\$215	\$235	\$146	\$134	\$290
Industrial Insurance	\$114	\$147	\$84	\$72	\$185
Unemployment Insurance	\$6	\$6	\$4	\$4	\$10
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$304	\$365	\$234	\$234	\$490
All Other Benefits	\$749	\$811	\$460	\$491	\$1,040
Operating Supplies	\$2,797	\$2,444	\$1,605	\$1,860	\$2,000
Small Tools & Minor Equipment	\$378	\$3,816	\$1,934	\$770	\$500
Janitorial Services	\$14,048	\$13,727	\$14,650	\$14,210	\$14,750
Communications	\$11,789	\$12,279	\$12,102	\$12,395	\$12,500
Equipment Rental Fees	\$5,551	\$1,541	\$2,059	\$2,485	\$2,447
Insurance	\$10,053	\$10,055	\$8,941	\$11,388	\$10,285
Public Utility Services	\$15,130	\$15,815	\$17,349	\$15,640	\$18,000
Repairs & Maintenance	\$5,932	\$2,564	\$4,855	\$4,247	\$4,000
City Hall Roof Repairs	\$0	\$3,384	\$0	\$0	\$10,000
Miscellaneous Fees & Dues	\$4,363	\$11,544	\$5,247	\$4,815	\$5,600
TOTAL Central Services	\$74,428	\$82,002	\$71,626	\$70,577	\$85,991
Miscellaneous General					
Misc. Judgments & Settlements	\$17,000	\$0	\$0	\$0	\$0

GENERAL GOVERNMENT	2015	2016	2017	2018	2019
TOTAL Miscellaneous General	\$17,000	\$0	\$0	\$0	\$0
TOTAL ADMINISTRATION	\$458,932	\$482,284	\$476,142	\$503,271	\$544,217
Care and Custody of Prisoners					
Jail Booking/Housing Charges	\$221,391	\$196,626	\$312,025	\$351,614	\$360,000
Inmate Medical Expenses	\$12,756	\$21,637	\$17,919	\$16,581	\$25,000
TOTAL CARE AND CUSTODY OF PRISONERS	\$234,147	\$218,264	\$329,944	\$368,196	\$385,000
Building Inspection					
Salaries & Wages	\$60,636	\$59,104	\$61,884	\$62,916	\$66,036
Fica	\$4,639	\$4,521	\$4,734	\$4,688	\$5,055
Industrial Insurance	\$1,969	\$1,585	\$2,194	\$2,301	\$2,540
Unemployment Insurance	\$121	\$118	\$124	\$126	\$135
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$6,182	\$6,608	\$7,389	\$8,018	\$8,475
All Other Benefits	\$8,991	\$9,259	\$9,589	\$13,291	\$16,543
Uniforms	\$108	\$0	\$0	\$0	\$200
Office & Operating Supplies	\$295	\$1,313	\$208	\$450	\$350
Small Tools & Equipment	\$32	\$324	\$3,027	\$266	\$500
Plan Check Services	\$0	\$137	\$0	\$3,971	\$1,000
Legal Services	\$405	\$810	\$0	\$0	\$800
Interim Building Official Contract Services	\$0	\$3,632	\$0	\$0	\$0
Communications	\$692	\$628	\$593	\$589	\$900
Travel & Training	\$666	\$0	\$1,029	\$1,115	\$1,500
Equipment Rental Fees	\$3,355	\$2,978	\$3,388	\$4,300	\$4,641
Insurance	\$1,615	\$1,715	\$1,900	\$1,858	\$2,186
Repairs & Maintenance	\$343	\$239	\$311	\$309	\$400
Miscellaneous	\$399	\$230	\$230	\$276	\$200
TOTAL BUILDING INSPECTION	\$90,447	\$93,200	\$96,600	\$104,474	\$111,461
Emergency Services					

GENERAL GOVERNMENT	2015	2016	2017	2018	2019
OK County Emergency Services	\$15,112	\$14,778	\$14,178	\$14,448	\$15,825
TOTAL EMERGENCY SERVICES	\$15,112	\$14,778	\$14,178	\$14,448	\$15,825
Communications					
County Dispatch Services	\$73,450	\$83,318	\$80,632	\$93,749	\$95,000
TOTAL COMMUNICATIONS	\$73,450	\$83,318	\$80,632	\$93,749	\$95,000
Flood Control					
Administration					
Salaries & Wages	\$2,744	\$2,418	\$2,762	\$2,808	\$2,947
Fica	\$185	\$171	\$202	\$206	\$230
Industrial Insurance	\$79	\$90	\$87	\$85	\$110
Unemployment Insurance	\$6	\$5	\$6	\$6	\$10
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$280	\$270	\$330	\$358	\$380
All Other Benefits	\$700	\$556	\$523	\$645	\$664
TOTAL Administration	\$3,993	\$3,511	\$3,909	\$4,107	\$4,341
Operations					
Salaries & Wages	\$20,456	\$21,816	\$26,165	\$17,985	\$12,118
Overtime	\$223	\$446	\$620	\$13,322	\$620
Fica	\$1,522	\$1,652	\$2,009	\$2,320	\$975
Industrial Insurance	\$709	\$1,071	\$1,199	\$1,308	\$585
Unemployment Insurance	\$41	\$44	\$54	\$62	\$25
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$2,109	\$2,489	\$3,191	\$3,984	\$1,635
All Other Benefits	\$4,566	\$4,865	\$5,779	\$7,117	\$2,430
Operating Supplies	\$2,192	\$1,326	\$824	\$927	\$1,200
Small Tools & Equipment	\$105	\$317	\$312	\$150	\$500
Engineering Services	\$0	\$0	\$0	\$0	\$2,500
Equipment Rental Fees	\$5,951	\$9,745	\$8,578	\$8,105	\$26,543
Repairs & Maintenance	\$85	\$0	\$32	\$240	\$5,000
2018 Flood Repairs and Maintenance	\$0	\$0	\$0	\$25,814	\$0
TOTAL Operations	\$37,959	\$43,771	\$48,762	\$81,336	\$54,131

GENERAL GOVERNMENT	2015	2016	2017	2018	2019
TOTAL FLOOD CONTROL	\$41,952	\$47,282	\$52,671	\$85,443	\$58,472
Mosquito Control					
Office & Operating Supplies	\$4,840	\$4,476	\$4,394	\$4,368	\$4,700
Mosquito Control Services	\$0	\$1,072	\$585	\$618	\$618
Travel & Training	\$0	\$0	\$0	\$0	\$0
TOTAL MOSQUITO CONTROL	\$4,840	\$5,548	\$4,979	\$4,986	\$5,318
Abatement					
Office & Operating Supplies	\$0	\$0	\$197	\$602	\$10,000
Professional Services	\$0	\$0	\$0	\$383	\$10,000
TOTAL ABATEMENT	\$0	\$0	\$197	\$984	\$20,000
Planning and Community Development					
Salaries & Wages	\$7,097	\$6,031	\$7,065	\$7,183	\$7,542
Overtime	\$0	\$3	\$0	\$0	\$0
Fica	\$500	\$450	\$530	\$543	\$580
Industrial Insurance	\$32	\$35	\$39	\$40	\$45
Unemployment Insurance	\$14	\$12	\$14	\$14	\$15
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$724	\$634	\$844	\$915	\$970
All Other Benefits	\$1,758	\$1,193	\$1,397	\$1,437	\$1,505
Planning Services	\$14,263	\$12,816	\$12,830	\$14,242	\$12,000
Land Use Examiner	\$0	\$0	\$475	\$550	\$1,200
Gis Map Services	\$0	\$0	\$0	\$0	\$0
Advertising-Land Use Examiner	\$171	\$56	\$219	\$219	\$300
Advertising	\$90	\$356	\$276	\$114	\$300
TOTAL PLANNING AND COMMUNITY DEVELOPMENT	\$24,649	\$21,585	\$23,689	\$25,257	\$24,457
Substance Abuse					
Alcohol Program Ok. County	\$1,112	\$1,328	\$1,306	\$1,314	\$1,350
TOTAL SUBSTANCE ABUSE	\$1,112	\$1,328	\$1,306	\$1,314	\$1,350
Stadiums and Auditoriums					

GENERAL GOVERNMENT	2015	2016	2017	2018	2019
Stampede Arena Operations	\$18,000	\$18,000	\$29,000	\$15,000	\$15,000
Stampede Arena Insurance	\$4,516	\$4,518	\$4,908	\$5,208	\$5,650
Stampede Arena Utilities	\$11,304	\$10,735	\$20,159	\$14,002	\$16,500
TOTAL STADIUMS AND AUDITORIUMS	\$33,820	\$33,253	\$54,067	\$34,211	\$37,150
GRAND TOTAL ADMINISTRATION – CURRENT EXPENSE	\$978,460	\$1,000,838	\$1,134,405	\$1,236,332	\$1,298,250

TABLE 4.4.1 - EQUIPMENT RENTAL INVENTORY

Item Number	Description	Manufacturer	Original Cost	Tag Number	Model Number
ER000	Side cast sweeper	Broce	\$28,230		2000
ER0004	Dump Truck w/Sander	Ford	\$37,500		1988 F700
ER0006	10 Yard Dump Truck-Red	Peterbuilt	\$69,200	20052D	1988 10 Yard
ER0008	Grader	Caterpillar	\$104,900	34765	1997
ER0009	Loader	Caterpillar	\$108,500	20065D	2000
ER0010	Sweeper	Ford	\$109,300	20050D	1997 Tymco
ER0012	Lawnmower	John Deere	\$15,000		2001 1435
ER0014	Air Compressor	Sullair	\$11,200	16495D	1995
ER0019	Backhoe/ Loader	Caterpillar	\$117,000	20066D	1997 416C
ER0022	Pull Tank-Weed Sprayer	Rears	\$5,200		1997
ER0039	Water Truck	Peterbuilt	\$37,640	20024D	1994
ER0045	Forklift	Hyster	\$3,500		1990 550B
ER0046	5 Yard Dump Truck	Chevrolet	\$54,000	008818 D	1991 Kodiak
ER0050	Grader/ Compactor	Gehl Road	\$59,700		1993
ER0055	10 Yrd Dump Truck-White	Ford	\$80,800	20018D	1FDZU90L 9VVA09702 1997
ER0057	Snowblower	Idaho	\$36,480		1986 Norland
ER0058	1/2 Ton Pick-up 4x4	Chevrolet	\$23,550	20068D	2001 Silverado
ER0059	1/2 Ton Pick-up 4x4	Chevrolet	\$15,200	34766D	2003 Silverado
ER0062	K1500 Pick-up 4x4	Chevrolet	\$15,500	37876D	2004 Silverado
ER0064	1 Ton Pick-up w/Plow 4x4	Chevrolet	\$23,700	37879D	2004
ER0065	Wheel Loader	Caterpillar	\$67,600		2005 906
ER0067	6x4 Gator w/Lift Kit & R Hatch	John Deere	\$7,500		2005
ER0069	Mower w/Front Roller Kit	Woods	\$10,600		2005

Item Number	Description	Manufacturer	Original Cost	Tag Number	Model Number
ER0070	1/2 Ton Pick-up	Ford	\$21,500	29578D	2006 F150
ER0071	Lawnmower	John Deere	\$19,370		2006 1435
ER0073	Lawn sweeper	Toro	\$25,795		2006
ER0074	Dump Truck	Freightliner	\$109,000		2007
Er0075	Tractor	John Deere		\$32,000	2015
ER0076	Utility vehicle	Bobcat	\$22,179		2007
ER0078	Ex-cab hot mix truck	Ford	\$10,000		1986
ER0079	Manlift trailer	Genie	\$20,855	44425D	2008
ER0080	1/2 Ton Pick-up	Chevrolet	\$21,920	36708D	2008 Silverado
ER0081	Vactor Truck	International	\$309,725		2010
ER0082	Roller	Ingersol Rand	\$6,865	DD24	1982
ER0118	1 ton dump truck	Dodge	\$23,600	20070D	2001 Ram
	Leeboy Grader		\$55,000.00		2001 Leeboy 685
	1/2 Ton Pick-up	Ford		F 150	1FTMF1C M3EKE1361 32014
	Cemetery Sweeper		\$7,263.00		2017 Sweep All HMW-2448
	1/2 Ton Pick-up	Ford		F-150	1FTMF1C M5EKE1314 2014
	Napa Floor Jack (2 Ton)				
	Hydraulic Transmission Floor Jack				
	Gas Welding Outfit				
	Snap-On Scanner Super Deluxe				MT2594-2992
	Skilsaw 7 1/4" Wormdrive				
	8" Bench Grinder				
	Hein-Werner 25 Ton Shop Press				
	Lincoln Air Lube				

Item Number	Description	Manufacturer	Original Cost	Tag Number	Model Number
	Gun (5 gal)				
	Gear Oil Pump (Reads In Pints)				
	Challenger Lifts Capacity (9000 lbs)				
	Metal Cabinet W/Equip. Manuals (2'x3'x7')				
	Air Compressor (7.5 hp/ 60 gal.)				
	Poly-Spill Pallet				
	Lincoln Mig Welder				SP-130T
	3/4" Air Drive Wrench				CP772H
	3/4" Air Drive Impact Socket Set (9 Piece)				
	3/4" Air Drive Impact Socket Set (8 Piece)				
	Drill Press (20")				137.22920 0
	Jet Bench Grinder (8")				JBG-8A
	Fluke Automtive Meter				78
	Warkon Prof. Fuel Injection Test Kit				
	Raytek Mini Temp				MT 4
	Mobiflex Fume Extractor (13' Arm)				200M
	Scotchman Iron Worker				4014-CM
	Thead Restoring Kit (4-Piece				NES
	Eutectic Heat Sensor				IR95046
	DeWalt 7" Angle Grinder				DW493
	Propane Torch Kit				

Item Number	Description	Manufacturer	Original Cost	Tag Number	Model Number
	Evolution Portable Metal Cutting Saw				EUMC07
	Impact Gun-Snap On				CT6850
	Manual Powder Torch				
	Fork Lift Barrel Hauler (55 Gal.)				
	Zep Dynaclean Parts Washer & Degreaser				5100
	Brake Bleeder				
	Skat Blast Cabinet				
	Hetra Equip. Lift				
	Esab Plasma Cutter				
	Dewalt Chop Saw				DW872
	Napa Blue Tool top Box 6 Drawer				
	Napa Blue Tool Bottom Box 6 Drawer				
	Lincoln Power Mig Welder				
	Norco Air Transmission Jack (1 Ton)				NORCO 72
	Air 15000 Jack Stands				AB-6-20
	Grizzle Lathe				G4791
	Grizzle Combination Sander				G10142
	Little Giant Latter				TYPE 1A
	Dewalt Chop Saw				PW871
	Dewalt Grinder Hand Held (7")				DW493
	Transtech 3 Transmission Fluid changer				MTT1000

Item Number	Description	Manufacturer	Original Cost	Tag Number	Model Number
	Ultra Spill Pallet				P2-1500
	Ultra Spill Pallet				P2-1500
	Standard Spill Pallet				
	Red Tire Jack				
	Napa 3 Ton Floor Jack				
	Oct Stinger 22 Ton Jack				1788A
	Lincoln Power Luber				1800
	IR Ingersoll Rand (1" Inpactool)				285B
	OCT Strut Tamer				
	Thermal Dynamics				52CUTMA STER
	Thermo Arc Welder				955
	Texas Blaster				
	Whirlpool Air Conditioner (Office)				
	Drafting Table (old)				
	HPComputer Desktop				COMPA Q PRO 4300
	Pressure Washer- Hotsy (ER Shop)				87155
	Anvil & Stand 75lb				
	John Dow Portable Oil Drain				JD-24HDC
	Tool Box- Snap On (Jeremi Judd property)				KRL722BP VW
	Plate Compactor		\$2,090.00		MVC-88V
	8ft Brush Mower		\$3,333.00		Frontier RC2084
	Airport Portable Heater		\$1,000.00		
	Street Pro Asphalt Saw		\$5,500.00		Multiquip sp2s20h
	¾ Ton 4x4	Ford	\$24,564		2012 F-

Item Number	Description	Manufacturer	Original Cost	Tag Number	Model Number
	Pickup				250
	Pickup 285	Ford	\$20,400		2014 F-150
	Pickup 286	Ford	\$20,400		2014 F-150
	4x4 ¾ Ton- Water	Ford	\$31,385		2015 F- 250
	2x4 pickup	Ford	\$22,370		2015 F-150
	Pickup 289	Ford	\$28,000		2016 F-150
	Pickup 290	Ford	\$28,000		2016 F-150
	¾ Ton	Ford	\$28,000		2017 F- 250
	Pickup	Ford	\$28,000		2018 F- 150
	Pickup 294	Ford	\$28,000		2018 F- 150
	Pickup 295 building	Ford	\$29,683		2019 F-150
	Pickup parks	Ford	\$31,969		2019 F-150
	John Deere 1550 Mower	John Deere	\$19,066		2019
	400 police animal	Dodge	\$28,120		2018 Ram 1500
	401 police detective	Dodge	\$24,293		2012 Avenger
	403 police	Dodge	\$42,000		2016 Charger
	404 police	Dodge	\$35,900		2014 Charger
	405 Chief Car	Ford	\$25,000		2016 Tauros
	406 police	Dodge	\$38,000		2015 Charger
	407 police	Dodge	\$35,900		2014 Charger
	409 police	Dodge	\$43,000		2018 Charger
	410 police	Dodge	\$48,000		2019 Charger
	Dr Trimmer Mower	Dr Power Equipment	\$1,631		TR45
	Pickup	Chevrolet	\$55,000		2014 Silverado
	#6 Trash Pump	Isuzu	\$7,500		1998 1575
	Diaphram Trash Pump		\$7,500		ACND 187559
	Fogger	Cougar	\$8,000		2016 24-RA1

Item Number	Description	Manufacturer	Original Cost	Tag Number	Model Number
	Wood Chipper	Bandit	\$20,000		2012 200XP
	Camera Trailer	Triton	\$3,500		2007
	Tractor	John Deere	\$25,000		2007 4120
	Utility Flatbed Trailer	Trac Pac	\$3,500		2009 2010 Crown Victoria
	402 police	Ford	\$33,597		
	Godwin CD150 M	Godwin	\$67,000		2017
	Gorman Rupp Sewer Bypass PU	Gorman Rupp 1655		\$1,500	1998
	1 Ton Water	Ford		\$61,385	2017 F-350
	Shaben Weed Sprayer	Honda		\$3,850	2017
City Shop/Warehouse					
	TOTAL VALUE		\$2,178,626		

TABLE 4.4.2 - PLANNED CAPITAL EXPENDITURES

Commented [KD1]: Ken??

Planned Equipment Replacement	Estimated Cost ¹	Year
1988 Ford Dumptruck/Sander	\$96,566	2020
1995 Sullair CFM Compressor	\$41,876	2020
1991 CHEV 5 YD DUMPTRUCK	\$127,255	2020
1986 FORD ASPHALT PATCH TRUC	\$70,000	2020
2010 VACTOR SEWER VAC TRUCK	\$416,614	2020
2005 WOODS MOWER	\$16,120	2020
2010 FORD CROWN VIC	\$33,598	2020
2001 DODGE 1 TON DUMP TRUCK	\$42,624	2021
1986 NORLAND SNOW BLOWER	\$101,500	2021
1982 INGERSOL RAND 48 ROLLER	\$21,742	2021
2006 FORD EXT CAB 4X4 PICKUP-K	\$33,498	2021
2014 DODGE CHARGER	\$44,152	2021
2014 DODGE CHARGER	\$44,152	2021
2006 TORO VERSA VAC	\$38,949	2021
1997 CAT BACKHOE	\$244,972	2022

¹ - estimated costs are 2019 dollars.

2012 FORD 3/4 TON 4X4 PICKUP	\$33,012	2022
2012 DODGE AVENGER	\$32,648	2022
2015 DODGE CHARGER	\$45,374	2022
2006 JOHN DEERE 1435 MOWER 3	\$21,000	2022
2006 JOHN DEERE 1435 MOWER 3	\$21,000	2022
2007 BOBCAT UTILITY VEHICLE	\$34,554	2022
1988 Peterbuilt 10 Yrd Dumptruck	\$194,719	2023
2008 CHEV 1/2 TON 4X4 EXT CAB-	\$34,151	2023
2016 DODGE CHARGER	\$51,655	2023
1994 PETERBUILT 2500 GAL WATER	\$83,741	2024
2004 CHEV 1 TON DUMP TRUCK	\$42,805	2024
2014 FORD F150 PICKUP 285	\$27,416	2024
2014 FORD F150 PICKUP 286	\$27,416	2024
2000 Cat 928 G Loader	\$227,179	2025
2015 F150 2X4	\$30,063	2025
1990 HYSTER 550B FORKLIFT	\$5,919	2025
2018 DODGE CHARGER POLICE RW	\$52,885	2025
SRECO SEWER RODDER	\$32,620	2025
2014 DODGE RAM 1500	\$40,092	2026
2016 FORD TAUROS	\$33,598	2026
2019 Dodge CHARGER POLICE AWD	\$59,034	2026
2014 CHEVY SILVERADO	\$71,763	2026
2016 COUGAR FOGGER	\$10,751	2026
8 FT BRUSH MOWER	\$4,479	2027
Cemetery Sweeper	\$9,761	2027
2019 Street Pro Asphalt Saw	\$6,967	2027
1997 FORD TYMCO SWEEPER	\$315,544	2027
2015 FORD 4X4 3/4 TON - WATER	\$44,748	2027
1998 ISUZU #6 TRASH PUMP	\$17,674	2027
2016 FORD F150 PICKUP 289	\$39,921	2028
2018 FORD F150	\$41,447	2028
2018 FORD F150 294--3447809 S	\$41,447	2028
2019 Plate Compactor MVC	\$2,809	2029
2017 3/4 TON FORD	\$39,086	2029
DR TRIMMER MOWER	\$1,631	2029
CAMERA TRAILER	\$6,321	2029
UTILITY FLATBED TRAILER	\$6,321	2029
2017 Ford 1 TON WATER	\$82,497	2029
2000 Broce Sweeper	\$74,032	2030
2005 CAT LOADER	\$141,539	2030
2016 FORD F150 PICKUP 290	\$42,353	2030
GORMAN RUPP SEWER BYPASS PU	\$3,863	2030

2018 JOHN DEERE 1550 MOWER	\$28,000	2031
2001 JOHN DEERE MOWER	\$36,409	2031
1997 10 YARD DUMPTRUCK	\$227,366	2032
BANDIT WOOD CHIPPER	\$36,122	2032
2007 JOHN DEERE TRACTOR	\$53,601	2032
CAT GENERATOR 100KW	\$38,949	2032
2017 Honda Shaben Weed Sprayer	\$5,998	2032
2003 Cat Grader	\$254,620	2033
2019 ford f150 295 building	\$46,244	2034
2019 FORD F150 PARKS	\$49,807	2034
2005 John Deere 6x4 Gator	\$18,204	2035
2017 GODWIN CD150 M	\$121,010	2037
AIRPORT PORTABLE HEATER	\$6,438	2040
2015 TRACTOR JD (5075)	\$67,001	2040
2007 FREIGHTLINER 8 YD DUMPTR	\$297,778	2041
LEEBOY GRADER	\$115,158	2043
REARS PULL TANK WEED SPRAYER	\$22,796	2047
2008 GENIE MANLIFT	\$68,046	2048
TOTAL		\$5,003,000

TABLE 4.4.3 - 6 YEAR EQUIPMENT RENTAL PLANNED PURCHASES

Planned Equipment Replacement	Estimated Cost	Year	Department
1988 Ford Dumptruck/Sander	\$96,566.00	2020	EQUIPMENT RENTAL
1995 Sullair CFM Compressor	\$41,876.00	2020	EQUIPMENT RENTAL
1991 CHEV 5 YD DUMPTRUCK	\$127,255.00	2020	EQUIPMENT RENTAL
1986 FORD ASPHALT PATCH TRUC	\$70,000.00	2020	EQUIPMENT RENTAL
2010 VACTOR SEWER VAC TRUCK	\$416,614.00	2020	EQUIPMENT RENTAL
2005 WOODS MOWER	\$16,120.00	2020	PARK/POOL/RV PARK
2010 FORD CROWN VIC 402 police	\$33,598.00	2020	POLICE
2001 DODGE 1 TON DUMP TRUCK	\$42,624.00	2021	EQUIPMENT RENTAL
1986 NORLAND SNOW BLOWER	\$101,500.00	2021	EQUIPMENT RENTAL
1982 INGERSOL RAND 48 ROLLER	\$21,742.00	2021	EQUIPMENT RENTAL
2006 FORD EXT CAB 4X4 PICKUP-K	\$33,498.00	2021	EQUIPMENT RENTAL

Planned Equipment Replacement	Estimated Cost	Year	Department
2014 DODGE CHARGER	\$44,152.00	2021	EQUIPMENT RENTAL
2014 DODGE CHARGER	\$44,152.00	2021	EQUIPMENT RENTAL
2006 TORO VERSA VAC	\$38,949.00	2021	PARK/POOL/RV PARK
1997 CAT BACKHOE	\$244,972.00	2022	EQUIPMENT RENTAL
2012 FORD 3/4 TON 4X4 PICKUP	\$33,012.00	2022	EQUIPMENT RENTAL
2012 DODGE AVENGER	\$32,648.00	2022	EQUIPMENT RENTAL
2015 DODGE CHARGER	\$45,374.00	2022	EQUIPMENT RENTAL
2006 JOHN DEERE 1435 MOWER 3	\$21,000.00	2022	PARK/POOL/RV PARK
2006 JOHN DEERE 1435 MOWER 3	\$21,000.00	2022	PARK/POOL/RV PARK
2007 BOBCAT UTILITY VEHICLE	\$34,554.00	2022	SNOW
1988 Peterbuilt 10 Yrd Dumptruck	\$194,719.00	2023	EQUIPMENT RENTAL
2008 CHEV 1/2 TON 4X4 EXT CAB-	\$34,151.00	2023	EQUIPMENT RENTAL
2016 DODGE CHARGER	\$51,655.00	2023	EQUIPMENT RENTAL
1994 PETERBUILT 2500 GAL WATER	\$83,741.00	2024	EQUIPMENT RENTAL
2004 CHEV 1 TON DUMP TRUCK	\$42,805.00	2024	EQUIPMENT RENTAL
2014 FORD F150 PICKUP 285	\$27,416.00	2024	EQUIPMENT RENTAL
2014 FORD F150 PICKUP 286	\$27,416.00	2024	EQUIPMENT RENTAL
2000 Cat 928 G Loader	\$227,179.00	2025	EQUIPMENT RENTAL
2015 F150 2X4	\$30,063.00	2025	EQUIPMENT RENTAL
1990 HYSTER 550B FORKLIFT	\$5,919.00	2025	EQUIPMENT RENTAL
2018 DODGE CHARGER POLICE RW	\$52,885.00	2025	EQUIPMENT RENTAL
SRECO SEWER RODDER	\$32,620.00	2025	SEWER LINES
2014 DODGE RAM 1500 Animal	\$40,092.00	2026	EQUIPMENT RENTAL
2016 FORD TAUROS	\$33,598.00	2026	EQUIPMENT RENTAL
2019 Dodge CHARGER POLICE AWD	\$59,034.00	2026	EQUIPMENT RENTAL
2014 CHEVY SILVERADO	\$71,763.00	2026	EQUIPMENT RENTAL
2016 COUGAR FOGGER	\$10,751.00	2026	FLOOD CONTROL
8 FT BRUSH MOWER	\$4,479.00	2027	AIRPORT

Planned Equipment Replacement	Estimated Cost	Year	Department
Cemetery Sweeper	\$9,761.00	2027	CEMETERY
2019 Street Pro Asphalt Saw	\$6,967.00	2027	EQUIPMENT RENTAL
1997 FORD TYMCO SWEEPER	\$315,544.00	2027	EQUIPMENT RENTAL
2015 FORD 4X4 3/4 TON - WATER	\$44,748.00	2027	EQUIPMENT RENTAL
1998 ISUZU #6 TRASH PUMP	\$17,674.00	2027	FLOOD CONTROL
2016 FORD F150 PICKUP 289	\$39,921.00	2028	EQUIPMENT RENTAL
2018 FORD F150	\$41,447.00	2028	EQUIPMENT RENTAL
2018 FORD F150 294--3447809 S	\$41,447.00	2028	EQUIPMENT RENTAL
2019 Plate Compactor MVC	\$2,809.00	2029	EQUIPMENT RENTAL
2017 3/4 TON FORD	\$39,086.00	2029	EQUIPMENT RENTAL
DR TRIMMER MOWER	\$1,631.00	2029	EQUIPMENT RENTAL
CAMERA TRAILER	\$6,321.00	2029	EQUIPMENT RENTAL
UTILITY FLATBED TRAILER	\$6,321.00	2029	PARK/POOL/RV PARK
2017 Ford 1 TON WATER	\$82,497.00	2029	WATER
2000 Broce Sweeper	\$74,032.00	2030	EQUIPMENT RENTAL
2005 CAT LOADER	\$141,539.00	2030	EQUIPMENT RENTAL
2016 FORD F150 PICKUP 290	\$42,353.00	2030	EQUIPMENT RENTAL
GORMAN RUPP SEWER BYPASS PU	\$3,863.00	2030	EQUIPMENT RENTAL
2018 JOHN DEERE 1550 MOWER	\$28,000.00	2031	EQUIPMENT RENTAL
2001 JOHN DEERE MOWER	\$36,409.00	2031	PARK/POOL/RV PARK
1997 10 YARD DUMPTRUCK	\$227,366.00	2032	EQUIPMENT RENTAL
BANDIT WOOD CHIPPER	\$36,122.00	2032	EQUIPMENT RENTAL
2007 JOHN DEERE TRACTOR	\$53,601.00	2032	PARK/POOL/RV PARK
CAT GENERATOR 100KW	\$38,949.00	2032	SEWER LINES
2017 Honda Shaben Weed Sprayer	\$5,998.00	2032	WEEDS
2003 Cat Grader	\$254,620.00	2033	EQUIPMENT RENTAL
2019 Ford F-150 295 building	\$46,244.00	2034	EQUIPMENT RENTAL
2019 FORD F150 PARKS	\$49,807.00	2034	EQUIPMENT RENTAL
2005 John Deere 6x4 Gator	\$18,204.00	2035	CEMETERY
2017 GODWIN CD150 M	\$121,010.00	2037	SEWER LINES

Planned Equipment Replacement	Estimated Cost	Year	Department
AIRPORT PORTABLE HEATER	\$6,438.00	2040	AIRPORT
2015 TRACTOR JD (5075)	\$67,001.00	2040	PARK/POOL/RV PARK
2007 FREIGHTLINER 8 YD DUMPTR	\$297,778.00	2041	EQUIPMENT RENTAL
LEEBOY GRADER	\$115,158.00	2043	EQUIPMENT RENTAL
REARS PULL TANK WEED SPRAYER	\$22,796.00	2047	SNOW
2008 GENIE MANLIFT	\$68,046.00	2048	EQUIPMENT RENTAL
		Year	
Planned Equipment Replacement	Estimated Cost[1]		
TOTAL	\$5,003,000.00		

TABLE 4.5.6 - POLICE DEPARTMENT EXPENDITURE INFORMATION

POLICE DEPARTMENT	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Administration					
Salaries & Wages	\$77,124	\$86,974	\$78,156	\$79,464	\$83,354
Fica	\$5,608	\$6,259	\$5,304	\$5,766	\$6,360
Industrial Insurance	\$1,865	\$2,354	\$2,608	\$2,681	\$3,443
Unemployment Insurance	\$154	\$174	\$156	\$159	\$167
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$4,034	\$3,748	\$4,166	\$4,315	\$4,496
All Other Benefits	\$13,019	\$13,681	\$19,228	\$19,181	\$10,577
Health Ins. LEOFF I Retirees	\$49,451	\$41,141	\$27,682	\$36,487	\$41,380
Medical Expenses LEOFF I	\$1,236	\$817	\$369	\$1,976	\$3,138
Legal Services	\$4,140	\$1,180	\$674	\$0	\$0
Labor Legal Services	\$175	\$0	\$0	\$938	\$3,668
Insurance Deductible	\$0	\$0	\$0	\$250	\$0
Travel & Training	\$451	\$339	\$0	\$64	\$693
Advertising	\$50	\$85	\$105	\$0	\$120
Miscellaneous	\$196	\$360	\$328	\$180	\$193
Total Administration	\$157,503	\$157,113	\$138,777	\$151,461	\$157,589
Civil Service					
Salaries & Wages	\$3,393	\$3,024	\$3,388	\$4,035	\$3,616
Overtime	\$0	\$0	\$0	\$0	\$0
Fica	\$240	\$224	\$252	\$304	\$272
Industrial Insurance	\$15	\$17	\$18	\$22	\$20
Unemployment Insurance	\$7	\$6	\$7	\$8	\$7
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$346	\$312	\$405	\$514	\$464
All Other Benefits	\$811	\$579	\$675	\$826	\$728
Office & Operating Supplies	\$700	\$770	\$700	\$752	\$808
Legal Services	\$0	\$130	\$0	\$0	\$0
Advertising	\$397	\$578	\$0	\$0	\$0
Total Civil Service	\$5,909	\$5,641	\$5,444	\$6,460	\$5,916

POLICE DEPARTMENT	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Police Clerical					
Salaries & Wages-Office Staff	\$64,185	\$65,992	\$57,985	\$58,108	\$67,539
Overtime	\$0	\$0	\$0	\$0	\$0
Fica	\$4,910	\$5,048	\$4,436	\$4,445	\$5,167
Industrial Insurance	\$408	\$500	\$408	\$417	\$523
Unemployment Insurance	\$128	\$132	\$116	\$116	\$135
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$6,558	\$7,378	\$6,859	\$7,408	\$8,674
All Other Benefits	\$8,985	\$9,252	\$9,590	\$9,410	\$9,674
Travel & Training	\$0	\$0	\$0	\$0	\$193
Total Police Clerical	\$85,174	\$88,303	\$79,394	\$79,905	\$91,905
TOTAL ADMINISTRATION	\$248,586	\$251,056	\$223,615	\$237,826	\$255,410
Police Operations					
Salaries & Wages	\$608,695	\$571,726	\$625,372	\$681,891	\$661,437
Overtime	\$55,535	\$66,837	\$63,021	\$78,361	\$73,117
Fica	\$49,191	\$47,281	\$50,649	\$56,094	\$54,190
Industrial Insurance	\$20,234	\$26,391	\$27,688	\$30,283	\$34,460
Unemployment Insurance	\$1,329	\$1,277	\$1,377	\$1,521	\$1,469
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$34,196	\$32,795	\$36,712	\$41,282	\$38,959
All Other Benefits	\$198,752	\$191,445	\$231,039	\$229,534	\$227,632
Uniforms	\$4,588	\$5,073	\$1,965	\$5,912	\$6,702
Office Supplies	\$2,495	\$4,750	\$4,804	\$4,171	\$4,188
Patrol Operating Supplies	\$9,720	\$6,170	\$6,269	\$3,404	\$1,948
Fuel Consumed	\$7,122	\$5,660	\$5,286	\$2,691	\$1,096
Small Tools & Equipment	\$1,560	\$172	\$1,885	\$2,146	\$3,474
Interpreter Services	\$0	\$326	\$0	\$0	\$0
Professional Services Medical	\$0	\$1,126	\$2,264	\$0	\$0
Professional Services	\$0	\$600	\$0	\$1,010	\$675
Communications	\$22,414	\$24,166	\$23,140	\$26,119	\$25,159
Communications-Wsp Access Fees	\$2,136	\$2,136	\$2,400	\$1,800	\$0

POLICE DEPARTMENT	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Travel & Training	\$3,390	\$6,103	\$6,385	\$4,970	\$3,186
Basic Academy Training	\$0	\$3,187	\$0	\$0	\$3,347
Equipment Rental Fees	\$38,775	\$49,883	\$59,892	\$69,572	\$94,302
Insurance	\$29,001	\$31,143	\$32,088	\$36,441	\$38,396
Repairs and Maintenance	\$8,365	\$8,275	\$9,073	\$6,686	\$7,038
Miscellaneous	\$0	\$0	\$50	\$100	\$172
Vehicle Towing Service	\$1	\$211	\$1,147	\$2,838	\$1,795
Total Police Operations	\$1,097,499	\$1,086,733	\$1,192,506	\$1,286,826	\$1,282,743
Stampede Police					
Salaries & Wages-Stampede Police	\$5,252	\$5,270	\$4,562	\$0	\$0
Fica	\$402	\$403	\$349	\$0	\$0
Industrial Insurance	\$187	\$249	\$178	\$0	\$0
Unemployment Insurance	\$11	\$11	\$9	\$0	\$0
PFML Premium	\$0	\$0	\$0	\$0	\$0
Operating Supplies	\$0	\$0	\$0	\$0	\$0
Per Diem & Lodging	\$1,965	\$2,035	\$1,933	\$0	\$0
Repairs & Maintenance-Stampede	\$0	\$0	\$0	\$0	\$0
Total Stampede Police	\$7,816	\$7,968	\$7,031	\$0	\$0
TOTAL POLICE OPERATIONS	\$1,105,315	\$1,094,701	\$1,199,537	\$1,286,826	\$1,282,743
Animal Control					
Salaries & Wages	\$43,992	\$44,183	\$45,070	\$45,744	\$47,988
Overtime	\$0	\$0	\$0	\$0	\$0
Fica	\$3,365	\$3,380	\$3,448	\$3,499	\$3,671
Industrial Insurance	\$1,762	\$2,463	\$2,237	\$2,176	\$2,460
Unemployment Insurance	\$88	\$88	\$90	\$91	\$96
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$4,485	\$4,940	\$5,381	\$5,829	\$6,163
All Other Benefits	\$9,208	\$9,467	\$9,705	\$9,525	\$9,786
Uniforms	\$148	\$145	\$0	\$135	\$0
Office & Operating Supplies	\$101	\$104	\$183	\$474	\$330
Vehicle Repair Supplies	\$0	\$0	\$0	\$0	\$0

POLICE DEPARTMENT	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Fuel Consumed	\$0	\$0	\$0	\$0	\$0
Small Tools & Equipment	\$0	\$0	\$171	\$0	\$0
Animal Disposals	\$0	\$23	\$0	\$0	\$0
Communications	\$265	\$217	\$302	\$386	\$565
Travel & Training	\$0	\$0	\$0	\$0	\$115
Equipment Rental Fees	\$6,421	\$5,587	\$5,477	\$5,587	\$7,603
Insurance	\$1,311	\$1,384	\$1,572	\$1,514	\$1,425
Repairs & Mainenance	\$0	\$0	\$80	\$309	\$286
Miscellaneous	\$0	\$0	\$0	\$0	\$35
Total Animal Control	\$71,147	\$71,980	\$73,716	\$75,271	\$80,522
Crime Prevention					
CJ Special Programs-Supplies	\$3,441	\$2,230	\$0	\$0	\$0
Youth At Risk-Supplies	\$0	\$0	\$0	\$838	\$0
Bike Safety Program	\$0	\$0	\$1,224	\$0	\$0
Total Crime Prevention	\$3,441	\$2,230	\$1,224	\$838	\$0
Facilities-Building-Vehicles					
Operating Supplies	\$1,600	\$1,281	\$1,753	\$1,624	\$440
Small Tools & Minor Equipment	\$0	\$53	\$256	\$0	\$0
Janitorial Services	\$4,612	\$4,608	\$4,796	\$4,949	\$2,500
Public Utility Services	\$11,162	\$11,071	\$11,966	\$12,501	\$4,202
Repairs & Maintenance	\$2,292	\$0	\$9,155	\$51	\$11,856
Trustee Meals	\$0	\$0	\$0	\$0	\$3,289
Gun Range Lease	\$2,500	\$2,500	\$2,500	\$2,500	\$0
Salaries & Wages	\$2,124	\$2,328	\$1,524	\$1,036	\$717
Overtime	\$0	\$0	\$0	\$0	\$0
Fica	\$156	\$166	\$112	\$75	\$52
Industrial Insurance	\$64	\$113	\$62	\$41	\$30
Unemployment Insurance	\$4	\$5	\$3	\$2	\$1
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$197	\$260	\$182	\$132	\$92
All Other Benefits	\$368	\$612	\$356	\$294	\$199

	2015	2016	2017	2018	2019
POLICE DEPARTMENT	Actual	Actual	Actual	Actual	Actual
Vehicle Operating Supplies	\$1,873	\$442	\$130	\$1,086	\$536
Repairs/maint Vehicles	\$1,139	\$291	\$0	\$2,871	\$373
Repairs/maint Other Equip	\$630	\$505	\$1,007	\$468	\$417
Total Facilities-Buildings-Vehicles	\$28,723	\$24,234	\$33,802	\$27,630	\$24,705
Professional Services					
Professional Services	\$0	\$0	\$0	\$0	\$0
Total Professional Services	\$0	\$0	\$0	\$0	\$0
TOTAL LAW ENFORCEMENT	\$1,457,213	\$1,444,202	\$1,531,895	\$1,628,391	\$1,643,380

TABLE 4.6.4 - PARK SYSTEM EXPENDITURE INFORMATION

PARKS DEPARTMENT	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Swimming Pools					
Salaries & Wages	\$9,947	\$10,747	\$15,620	\$13,685	\$16,483
Overtime	\$456	\$902	\$880	\$563	\$896
Fica	\$754	\$847	\$1,224	\$1,051	\$1,280
Industrial Insurance	\$439	\$559	\$739	\$497	\$821
Unemployment Insurance	\$21	\$23	\$33	\$28	\$35
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$1,060	\$1,302	\$1,971	\$1,819	\$2,154
All Other Benefits	\$2,736	\$2,884	\$4,430	\$3,908	\$4,588
Operating Supplies	\$19,985	\$20,579	\$18,440	\$14,631	\$18,121
Small Tools & Equipment	\$1,631	\$3,463	\$1,696	\$1,091	\$245
Communications	\$638	\$799	\$893	\$734	\$427
Travel & Training	\$0	\$0	\$684	\$0	\$797
Advertising	\$0	\$0	\$0	\$0	\$0
Public Utility Service	\$7,949	\$7,542	\$13,889	\$7,773	\$8,000
Repairs & Maintenance	\$114	\$321	\$449	\$130	\$188
Miscellaneous	\$0	\$300	\$600	\$319	\$334
Salaries & Wages-Lifeguards	\$36,966	\$42,551	\$41,171	\$40,242	\$47,352
Overtime	\$7	\$0	\$192	\$0	\$0
Fica	\$2,828	\$3,255	\$3,164	\$3,079	\$3,622
Industrial Insurance	\$3,933	\$5,666	\$4,714	\$4,159	\$5,156
Unemployment Insurance	\$74	\$85	\$83	\$81	\$95
PFML Premium	\$0	\$0	\$0	\$0	\$0
Medical Expenses	\$545	\$0	\$681	\$0	\$0
Uniforms	\$703	\$800	\$783	\$1,065	\$1,273
WSI Training	\$500	\$1,550	\$990	\$810	\$1,080
Miscellaneous	\$150	\$0	\$105	\$0	\$0
Total Swimming Pool	\$91,437	\$104,177	\$113,430	\$95,665	\$112,949
RV Park and Campground					
Salaries & Wages	\$15,855	\$16,619	\$13,978	\$15,873	\$18,664
Overtime	\$164	\$0	\$327	\$75	\$17
Fica	\$1,188	\$1,233	\$1,061	\$1,178	\$1,401
Industrial Insurance	\$513	\$663	\$373	\$417	\$565
Unemployment Insurance	\$32	\$33	\$28	\$31	\$37
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$1,633	\$1,858	\$1,708	\$1,911	\$2,394

PARKS DEPARTMENT	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
All Other Benefits	\$3,019	\$3,209	\$3,435	\$3,764	\$4,080
Office & Operating Supplies	\$1,538	\$2,929	\$1,099	\$2,154	\$1,404
RV Park Camp Host	\$0	\$0	\$0	\$0	\$2,750
RV Park Internet Services	\$385	\$490	\$774	\$638	\$700
Advertising	\$792	\$0	\$0	\$180	\$190
Public Utility Services	\$7,305	\$7,279	\$7,538	\$7,217	\$595
Repairs & Maintenance	\$0	\$132	\$1,682	\$1,188	\$6,474
RV Reservation System Service Fees	\$0	\$0	\$0	\$9,273	\$24
Excise Taxes	\$541	\$585	\$543	\$656	\$10,725
Total RV Park and Campground	\$32,964	\$35,030	\$32,548	\$44,557	\$50,021
General Parks					
Salaries & Wages	\$97,238	\$102,716	\$115,546	\$107,340	\$105,358
Overtime	\$5,325	\$4,680	\$5,877	\$6,367	\$6,962
Fica	\$7,409	\$7,784	\$8,944	\$8,408	\$8,428
Industrial Insurance	\$4,627	\$5,815	\$6,455	\$5,568	\$5,913
Unemployment Insurance	\$205	\$215	\$243	\$227	\$225
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$10,495	\$12,007	\$14,509	\$14,483	\$14,348
All Other Benefits	\$20,117	\$21,147	\$23,258	\$20,506	\$18,285
Uniforms	\$0	\$0	\$0		\$0
Operating Supplies	\$21,773	\$17,941	\$21,380	\$18,971	\$19,581
Irrigation Repair Supplies	\$0	\$0	\$0	\$0	\$0
Small Tools & Equipment	\$913	\$797	\$1,142	\$1,773	\$246
Professional Services-Engineering	\$0	\$0	\$0	\$0	\$0
Travel & Training	\$26	\$96	\$20	\$104	\$90
Equipment Rental Fees	\$86,347	\$87,414	\$81,961	\$79,107	\$73,486
Insurance	\$11,678	\$12,163	\$13,576	\$14,401	\$12,427
Public Utility Services	\$37,878	\$40,829	\$50,307	\$56,358	\$54,569
Repairs & Maintenance	\$5,106	\$4,263	\$3,149	\$1,915	\$3,330
Miscellaneous	\$0	\$0	\$108	\$123	\$100
Administration					
Salaries & Wages	\$20,265	\$17,737	\$20,364	\$20,704	\$21,730
Fica	\$1,361	\$1,269	\$1,496	\$1,520	\$1,612
Industrial Insurance	\$588	\$677	\$654	\$639	\$695
Unemployment Insurance	\$41	\$35	\$41	\$41	\$44
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$2,066	\$1,983	\$2,432	\$2,638	\$2,791

PARKS DEPARTMENT	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
All Other Benefits	\$5,235	\$4,007	\$3,832	\$4,836	\$4,493
Medical/CDL Expenses	\$492	\$879	\$771	\$950	\$664
Uniforms	\$318	\$462	\$473	\$255	\$861
Operating Supplies	\$0	\$296	\$493	\$370	\$137
Small Tools & Equipment	\$122	\$0	\$0	\$0	\$30
Labor Legal Services	\$0	\$176	\$0	\$0	\$0
Legal Services	\$0	\$0	\$0	\$0	\$0
Communications	\$60	\$224	\$70	\$137	\$138
Travel	\$34	\$66	\$110	\$0	\$36
Repairs & Maintenance	\$77	\$93	\$132	\$190	\$210
Miscellaneous	\$0	\$14	\$0	\$0	\$27
Total General Parks	\$339,794	\$345,787	\$377,341	\$367,931	\$356,814
Other Park Programs					
Tree Board Operating Supplies	\$1,227	\$1,259	\$258	\$0	\$0
Dog Park Operating Supplies	\$226	\$0	\$0	\$0	\$0
Total Other Park Programs	\$1,454	\$1,259	\$258	\$0	\$0
TOTAL PARKS DEPT.	\$465,649	\$486,253	\$523,578	\$508,154	\$519,784

TABLE 4.9.6 – CITY STREET FUND REVENUE INFORMATION

CITY STREET FUND REVENUES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Taxes					
General Property Taxes	\$393,500	\$398,561	\$410,545	\$416,601	\$419,688
Total Taxes	\$393,500	\$398,561	\$410,545	\$416,601	\$419,688
Indirect					
SR 155/East Omak TAP Sidewalk Proj.	\$8,464	\$88,274	\$0	\$0	\$0.00
Engh Road/Hwy 97 Proj-STP Funds	\$226	\$29,886	\$34,950	\$1,095	\$24,723
FEMA Indirect Public Assistance	\$0	\$0	\$0	\$0	\$0
Total Indirect	\$8,690	\$118,160	\$34,950	\$1,095	\$24,723
State Grants					
State Military Department Match	\$0	\$0	\$0	\$0	\$0
TIB Grnt-Sm Cities S/wlk Proj-Omak Ave	\$0	\$0	\$0	\$0	\$0
TIB Grnt-Sm Cities Pav. Pres-Jasmine	\$2,827	\$0	\$0	\$0	\$0
2015 TIB Sm City S/walk Centr/Cedar	\$21,009	\$168,248	\$130,480	\$0	\$0
TIB Cedar/Central/Ash Street	\$0	\$768,453	\$308,491	\$0	\$0
TIB Relight Washington Program-LED Streetlight Conversion '17	\$0	\$0	\$181,551	\$0	\$0
TIB 2017 Emergency Repair Program	\$0	\$0	\$50,000	\$0	\$0
TIB Jasmine/Haussler/Sixth Street Project 6-E-987(006)-1	\$0	\$0	\$0	\$0	\$61,944
TIB Seal Coat Project-Multiple Location 2-E-987(003)-1	\$0	\$0	\$0	\$0	\$78,772
TIB 2019 Chipseal	\$0	\$0	\$0	\$0	\$45,790
TIB Engh Road Match	\$0	\$0	\$0	\$0	\$0
TIB Grant – 5 th Ave, Benton to US 97 sidewalks	\$0	\$0	\$0	\$0	\$0
Total State Grants	\$23,835	\$936,700	\$670,523	\$0	\$186,506
State Entitlements					
Multimodal Transpo City	\$0	\$5,014	\$5,178	\$6,930	\$6,832
Motor Vehicle Fuel Tax	\$101,988	\$105,777	\$106,661	\$107,824	\$104,043
Total State Entitlements	\$101,988	\$110,791	\$111,839	\$114,755	\$110,875

CITY STREET FUND REVENUES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Weed Program					
OK CO Weed Control Program	\$0	\$0	\$0	\$0	\$0
Total Weed Program	\$0	\$0	\$0	\$0	\$0
Charges for Service					
Engineering Fees and Charges	\$0	\$0	\$0	\$0	\$0
Misc-Charge for Services	\$219	\$394	\$440	\$1,093	\$1,976
Total Charges for Service	\$219	\$394	\$440	\$1,093	\$1,976
Miscellaneous					
Investment Interest	\$485	\$1,363	\$2,690	\$6,663	\$6,450
Int Earn. Gain/loss #CUSIP 3130ABF92	\$0	\$0	\$0	\$0	\$335
Other Misc. Revenue	\$0	\$0	\$0	\$679	\$2,022
Total Miscellaneous	\$485	\$1,363	\$2,690	\$7,342	\$8,807
Sale of Property					
Sale of Property	\$0	\$0	\$0	\$0	\$0
Insurance Recoveries	\$0	\$206	\$2,495	\$0	\$0
Total Sale of Property	\$0	\$206	\$2,495	\$0	\$0
TOTAL STREET FUND REVENUES	\$528,717	\$1,566,177	\$1,233,481	\$540,885	\$752,575

TABLE 4.9.8 – CITY STREET FUND EXPENDITURE INFORMATION

CITY STREET FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Roadway					
Salaries & Wages	\$38,380	\$43,249	\$73,430	\$67,567	\$68,961
Overtime	\$359	\$1,116	\$1,808	\$1,461	\$1,070
Fica	\$2,880	\$3,236	\$5,606	\$5,109	\$5,216
Industrial Insurance	\$1,525	\$2,206	\$3,338	\$2,819	\$2,952
Unemployment Insurance	\$77	\$89	\$150	\$138	\$140
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$3,958	\$4,960	\$8,980	\$8,793	\$8,920
All Other Benefits	\$8,333	\$10,705	\$16,894	\$16,583	\$15,875
Operating Supplies	\$13,198	\$15,731	\$24,193	\$11,318	\$10,464
Small Tools & Equipment	\$772	\$308	\$680	\$769	\$4,224
Equipment Rental Fees	\$76,651	\$49,860	\$51,053	\$42,854	\$91,753
Repairs & Maintenance	\$20	\$392	\$2,793	\$1,142	\$802
Crack Seal/slurry	\$0	\$0	\$0	\$0	\$0
Equip Rental Crack Seal	\$0	\$0	\$0	\$0	\$0
Total Roadway	\$146,154	\$131,853	\$188,925	\$158,553	\$210,377
Street Lighting					
Operating Supplies	\$37	\$0	\$0	\$0	\$0
Public Utility Services	\$50,714	\$52,623	\$52,449	\$47,752	\$47,963
Repairs & Maintenance	\$0	\$0	\$2,240	\$1,874	\$694
Total Street Lighting	\$50,750	\$52,623	\$54,689	\$49,626	\$48,657
Traffic Control Devices					
Salaries & Wages	\$10,858	\$10,955	\$10,850	\$13,164	\$19,459
Overtime	\$0	\$46	\$459	\$249	\$59
Fica	\$800	\$814	\$848	\$1,006	\$1,472
Industrial Insurance	\$415	\$520	\$476	\$522	\$853
Unemployment Insurance	\$22	\$22	\$22	\$27	\$39
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$1,109	\$1,230	\$1,353	\$1,709	\$2,475
All Other Benefits	\$2,390	\$2,372	\$2,244	\$2,887	\$4,293
Operating Supplies	\$5,902	\$13,049	\$10,744	\$4,615	\$10,020
Communications	\$417	\$393	\$570	\$601	\$699
Equipment Rental Fees	\$1,133	\$2,075	\$2,063	\$4,344	\$2,978
Public Utility Services	\$1,199	\$1,088	\$1,362	\$986	\$1,007
Repairs & Maintenance	\$8,194	\$8,660	\$6,314	\$4,860	\$20,522
Total Traffic Control Devices	\$32,438	\$41,223	\$37,306	\$34,970	\$63,875
Snow and Ice Control					

CITY STREET FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Salaries & Wages	\$21,645	\$22,860	\$7,710	\$27,990	\$38,914
Overtime	\$1,366	\$3,318	\$7,324	\$4,021	\$2,172
Fica	\$1,698	\$1,932	\$1,112	\$2,379	\$3,059
Industrial Insurance	\$887	\$1,220	\$651	\$1,235	\$1,753
Unemployment Insurance	\$46	\$52	\$30	\$64	\$82
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$2,342	\$2,927	\$1,741	\$4,078	\$5,244
All Other Benefits	\$5,032	\$5,729	\$3,464	\$7,424	\$9,556
Operating Supplies	\$2,591	\$4,260	\$3,709	\$4,447	\$3,922
Small Tools & Equipment	\$0	\$0	\$0	\$0	\$0
Equipment Rental Fees	\$37,787	\$29,300	\$32,619	\$89,433	\$65,149
Repairs & Maintenance	\$0	\$0	\$0	\$0	\$0
Total Snow & Ice Control	\$73,395	\$71,597	\$58,361	\$141,071	\$129,850
Street Cleaning					
Salaries & Wages	\$14,820	\$14,817	\$17,322	\$17,858	\$25,761
Overtime	\$0	\$166	\$0	\$19	\$0
Fica	\$1,047	\$1,060	\$1,262	\$1,301	\$1,888
Industrial Insurance	\$558	\$708	\$739	\$707	\$1,082
Unemployment Insurance	\$30	\$30	\$34	\$36	\$51
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$1,513	\$1,675	\$2,068	\$2,278	\$3,309
All Other Benefits	\$3,987	\$4,076	\$4,752	\$5,024	\$7,060
Equipment Rental Fees	\$37,053	\$33,739	\$33,159	\$36,621	\$48,387
Total Street Cleaning	\$59,007	\$56,271	\$59,336	\$63,844	\$87,538
Roadside Weeds					
Salaries & Wages	\$3,410	\$3,418	\$3,232	\$2,598	\$5,613
Overtime	\$0	\$0	\$0	\$33	\$0
Fica	\$250	\$258	\$246	\$199	\$428
Industrial Insurance	\$128	\$156	\$134	\$101	\$240
Unemployment Insurance	\$7	\$7	\$6	\$5	\$11
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$348	\$382	\$386	\$335	\$719
All Other Benefits	\$764	\$650	\$547	\$492	\$1,008
Operating Supplies	\$3,641	\$3,182	\$1,395	\$5,665	\$1,726
Small Tools & Equipment	\$0	\$0	\$0	\$161	\$0
Equipment Rental Fees	\$503	\$1,336	\$108	\$332	\$540
Total Roadside Weeds	\$9,050	\$9,389	\$6,055	\$9,922	\$10,285
Administration					
Salaries & Wages	\$26,072	\$22,714	\$26,172	\$26,607	\$27,926

CITY STREET FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Fica	\$1,749	\$1,636	\$1,928	\$1,952	\$2,067
Industrial Insurance	\$764	\$880	\$852	\$831	\$903
Unemployment Insurance	\$52	\$46	\$52	\$53	\$56
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$2,658	\$2,539	\$3,125	\$3,391	\$3,586
All Other Benefits	\$6,793	\$5,070	\$4,902	\$6,290	\$5,947
Office & Operating Supplies	\$0	\$2,286	\$173	\$128	\$55
Small Tools & Equipment	\$61	\$0	\$181	\$47	\$15
Labor Legal Services	\$0	\$570	\$0	\$0	\$0
Engineer Services	\$0	\$0	\$0	\$2,500	\$0
Professional Services	\$0	\$0	\$0	\$0	\$0
Communications	\$112	\$171	\$130	\$142	\$256
Travel	\$236	\$63	\$256	\$758	\$84
Equipment Rental Fees	\$1,958	\$1,693	\$1,659	\$1,702	\$1,385
Repairs & Maintenance	\$201	\$237	\$401	\$482	\$532
Miscellaneous	\$0	\$33	\$0	\$2,076	\$64
Total Administration	\$40,657	\$37,936	\$39,832	\$46,960	\$42,876
General Services					
Medical/CDL Expenses	\$436	\$782	\$685	\$800	\$590
Uniforms	\$820	\$706	\$939	\$765	\$628
Legal Services	\$0	\$0	\$0	\$0	\$0
GIS/Survey Services	\$0	\$0	\$0	\$0	\$0
Communications	\$0	\$0	\$0	\$0	\$0
Travel & Training	\$1,235	\$2,224	\$1,879	\$1,209	\$2,208
Advertising	\$0	\$62	\$0	\$38	\$0
Insurance	\$3,162	\$3,306	\$3,943	\$4,453	\$4,437
Insurance Deductible	\$0	\$0	\$0	\$2,000	\$0
Miscellaneous	\$33	\$33	\$33	\$210	\$184
Total General Services	\$5,686	\$7,112	\$7,480	\$9,475	\$8,047
Roads/Streets Construction					
Engh Road/Hwy 97 Proj- Engineering Services	\$28,611	\$14,417	\$32,785	\$2,133	\$0
Engh Road/Hwy 97 Proj - Purchase of Right-of-Way	\$0	\$0	\$0	\$0	\$36,373
Asphalt Overlay	\$0	\$0	\$0	\$0	\$0
Asphalt Overlay/Chip Seal	\$0	\$0	\$82,639	\$0	\$0
TIB Jasmine Street Chipseal	\$0	\$0	\$0	\$0	\$0
Engh Road/Hwy 97 Project Construction Costs	\$0	\$0	\$0	\$0	\$0
TIB Cedar/Central/Ash Str	\$0	\$1,068,693	\$64,932	\$0	\$0

CITY STREET FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Reconstr.					
TIB Relight Washington Program-LED Streetlight Conversion '17	\$0	\$0	\$181,551	\$0	\$0
TIB 2017 Emergency Repair Program	\$0	\$0	\$52,779	\$0	\$0
TIB Jasmine/Haussler/Sixth Street Project 6-E-987(006)-1	\$0	\$0	\$0	\$27,674	\$54,442
TIB Seal Coat Project-Multiple Location 2-E-987(003)-1	\$0	\$0	\$0	\$82,918	\$0
TIB 2019 Chipseal	\$0	\$0	\$0	\$0	\$48,330
Traffic Control Radar Signals (2)	\$0	\$0	\$0	\$0	\$8,137
TIB Sidewalk – 5 th Ave, Benton to US 97	\$0	\$0	\$0	\$0	\$0
Omak Ave. S/walk Proj.-TIB Funds	\$0	\$0	\$0	\$0	\$0
Downtown Sidewalks City Match	\$6,493	\$0	\$0	\$0	\$0
SR155/East Omak TAP S/walk Project	\$288	\$88,343	\$0	\$0	\$0
T.I.B. Small Cities S/walk Proj-Central/Cedar	\$35,816	\$296,311	\$23,135	\$0	\$0
Total Roads/Streets Construction	\$71,209	\$1,467,764	\$437,820	\$112,725	\$147,283
TOTAL STREET FUND	\$488,346	\$1,875,769	\$889,804	\$627,145	\$748,788

TABLE 4.10.8 – WATER DEPARTMENT REVENUE INFORMATION

WATER DEPT FUND REVENUES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
WATER FUND					
State Grants					
Airport Water Infr. WA DNR	\$0.00	\$0.00	\$0.00	\$0.00	\$77,342
Airport Water Infr. - WA Commerce	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total State Grants	\$0.00	\$0.00	\$0.00	\$0.00	\$77,342
Charges for Goods and Services					
Water Utility Receipts	\$1,110,062	\$1,113,393	\$1,162,495	\$1,174,447	\$1,184,859
Charge for Services	\$839	\$459	\$794	\$604	\$328
On/off Charges	\$4,842	\$5,522	\$5,856	\$7,382	\$7,281
Water Connection Charges	\$1,206	\$10,848	\$4,680	\$8,863	\$11,523
System Development Charges	\$10,000	\$7,500	\$4,500	\$9,000	\$0
Penalty Fees	\$10,007	\$41,746	\$47,068	\$42,000	\$38,892
Water B&O Reserves	\$100,478	\$99,610	\$103,791	\$107,443	\$108,642
Fire Dept. Ann'l Hydrant Rent	\$8,050	\$4,025	\$4,025	\$4,063	\$4,062
Total Charges for Goods and Services	\$1,245,484	\$1,283,102	\$1,333,210	\$1,353,802	\$1,355,588
Miscellaneous Revenues					
Investment Interest	\$1,067	\$4,014	\$8,728	\$15,244	\$22,988
Oth. Int. Earnings #31771CS48-US Bank	\$0	\$0	\$0	\$0	\$0
Gain/Loss on Investment-Wtr Bond	\$0	\$0	\$0	\$0	\$0
Int Earn. Gain/loss #CUSIP 3130ABF92	\$0	\$0	\$0	\$0	\$1,157
Misc. Water Revenue	\$2,478	\$1,713	\$1,433	\$1,152	\$1,309
Total Miscellaneous Revenues	\$3,545	\$5,727	\$10,761	\$16,996	\$25,454
Other Financing Sources					
DWSRF Loan Proceeds-Water Wells	\$41,565	\$439,726	\$127,805	\$1,013,519	\$0.00
Proceeds from Sales of Capital Assets	\$0	\$0	\$0	\$0	\$0.00
Insurance Recovery	\$0	\$0	\$0	\$0	\$3,220

WATER DEPT FUND REVENUES					
	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Transfer from Water Reserve 417-Bond Payment	\$77,720	\$0	\$0	\$0	\$0
Total Other Financing Sources	\$119,284	\$439,726	\$127,805	\$1,013,519	\$3,220
TOTAL WATER FUND REVENUES	\$1,368,313	\$1,728,555	\$1,471,775	\$2,384,316	\$1,461,603
WATER ASSESSMENT FUND REVENUES					
Charges for Goods and Services					
Water Assessment Fees	\$12,423	\$900	\$300	\$0	\$0
Total Charges for Goods and Services	\$12,423	\$900	\$300	\$0	\$0
TOTAL WATER ASSESSMENT FUND REVENUES	\$12,423	\$900	\$300	\$0	\$0
WATER CUMULATIVE RESERVE FUND					
Miscellaneous Revenues					
Interest Earnings	\$500	\$1,424	\$3,073	\$7,192	\$8,540
Int Earn. Gain/loss #CUSIP 3130ABF92	\$0	\$0	\$0	\$0	\$441
Total Miscellaneous Revenues	\$500	\$1,424	\$3,073	\$7,192	\$8,981
TOTAL WATER CUMUATIVE RESERVE FUND REVENUES	\$500	\$1,424	\$3,073	\$7,192	\$8,981
TOTAL WATER DEPARTMENT REVENUES	\$1,381,236	\$1,730,880	\$1,475,149	\$2,431,347	\$1,470,584

TABLE 4.10.9 – WATER DEPARTMENT EXPENDITURE INFORMATION

WATER DEPT FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
WATER FUND					
General Government					
City Administrator					
Salaries & Wages	\$9,213	\$10,166	\$9,090	\$12,064	\$9,704
Fica	\$703	\$719	\$628	\$873	\$700
Industrial Insurance	\$24	\$39	\$29	\$139	\$37
Unemployment	\$18	\$20	\$18	\$24	\$19

WATER DEPT FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Insurance					
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$939	\$1,137	\$1,085	\$1,537	\$2,547
All Other Benefits	\$931	\$1,748	\$1,923	\$2,847	\$2,278
Total City Administrator	\$11,829	\$13,829	\$12,774	\$17,484	\$15,282
Financial Services					
Salaries & Wages	\$6,925	\$7,634	\$7,056	\$11,448	\$7,493
Fica	\$496	\$553	\$506	\$855	\$556
Industrial Insurance	\$23	\$30	\$29	\$76	\$31
Unemployment Insurance	\$14	\$15	\$14	\$21	\$15
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$706	\$730	\$843	\$924	\$962
All Other Benefits	\$1,355	\$1,274	\$1,462	\$1,616	\$1,527
Total Financial Services	\$9,518	\$10,236	\$9,910	\$14,939	\$10,584
Budgeting					
Salaries & Wages	\$30,526	\$33,576	\$32,849	\$27,648	\$26,142
Overtime	\$0	\$12	\$341	\$142	\$119
Fica	\$2,180	\$2,441	\$2,515	\$2,108	\$1,981
Industrial Insurance	\$175	\$236	\$210	\$193	\$176
Unemployment Insurance	\$61	\$68	\$67	\$56	\$53
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$3,112	\$3,751	\$3,771	\$3,469	\$3,373
All Other Benefits	\$8,229	\$8,692	\$6,807	\$5,794	\$5,414
Office & Operating Supplies	\$1,197	\$2,673	\$837	\$1,833	\$2,456
Communications	\$4,690	\$4,535	\$4,612	\$5,860	\$5,788
Office Equipment Repairs & Maintenance	\$750	\$901	\$2,008	\$1,894	\$1,908
Miscellaneous	\$806	\$462	\$736	\$4,312	\$1,207
Total Budgeting	\$51,725	\$57,349	\$54,752	\$53,310	\$48,616
Interfund Charges for Service					
Interfund Charges for Service	\$24,590	\$18,803	\$31,954	\$25,765	\$18,272
Total Interfund Charges for Service	\$24,590	\$18,803	\$31,954	\$25,765	\$18,272

WATER DEPT FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
TOTAL GENERAL GOVERNMENT	\$97,663	\$100,216	\$109,390	\$111,498	\$92,755
Water Utilities					
Administration					
Salaries & Wages	\$27,011	\$24,163	\$27,364	\$27,738	\$29,119
Fica	\$1,822	\$1,678	\$1,984	\$2,040	\$2,180
Industrial Insurance	\$748	\$858	\$820	\$809	\$878
Unemployment Insurance	\$54	\$48	\$55	\$56	\$58
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$2,754	\$2,701	\$3,267	\$3,535	\$3,740
All Other Benefits	\$6,694	\$5,763	\$5,259	\$6,113	\$5,168
Office & Operating Supplies	\$0	\$8,908	\$545	\$377	\$262
Small Tools & Equipment	\$126	\$520	\$9	\$44	\$88
Engineer Services	\$4,074	\$355	\$0	\$0	\$11,140
Labor Legal Services	\$0	\$122	\$0	\$0	\$0
Gis & Mapping Services	\$0	\$0	\$0	\$0	\$0
Legal Services	\$2,093	\$253	\$0	\$0	\$0
Communications	\$369	\$485	\$430	\$469	\$764
Travel	\$1,568	\$1,055	\$1,019	\$444	\$847
Insurance	\$31,052	\$31,141	\$33,866	\$35,590	\$35,860
Repairs & Maintenance	\$162	\$193	\$273	\$725	\$57,148
Miscellaneous	\$84	\$166	\$221	\$546	\$435
Water Permits	\$4,140	\$3,221	\$3,221	\$3,221	\$3,221
Excise Taxes	\$56,013	\$58,053	\$60,177	\$61,244	\$217
Total Administration	\$138,764	\$139,685	\$138,508	\$142,949	\$151,125
Operations-General					
Salaries & Wages	\$134,606	\$141,428	\$149,473	\$155,537	\$154,611
Overtime	\$6,476	\$6,201	\$9,265	\$9,618	\$5,907
Fica	\$10,414	\$10,734	\$11,768	\$12,132	\$11,833
Industrial Insurance	\$4,712	\$6,959	\$6,933	\$6,999	\$7,103
Unemployment Insurance	\$284	\$296	\$320	\$332	\$323
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$14,418	\$16,505	\$18,943	\$21,044	\$20,520
All Other Benefits	\$29,859	\$35,970	\$35,166	\$44,157	\$39,536

WATER DEPT FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Medical/CDL Expenses	\$710	\$1,368	\$1,110	\$1,150	\$923
Uniforms	\$820	\$706	\$939	\$765	\$628
Office & Operating Supplies	\$46,894	\$53,092	\$65,221	\$74,727	\$89,493
Small Tools & Equipment	\$5,867	\$1,798	\$5,255	\$3,023	\$5,245
Water Tests	\$2,908	\$5,071	\$3,099	\$4,384	\$7,076
Communications	\$605	\$544	\$683	\$775	\$852
Travel & Training	\$1,638	\$2,139	\$1,233	\$2,030	\$396
Equipment Rental Fees	\$43,726	\$40,750	\$47,111	\$87,929	\$90,191
Public Utility Services	\$74,778	\$73,174	\$65,317	\$67,593	\$74,938
Repairs & Maintenance	\$14,681	\$5,623	\$10,548	\$24,209	\$24,274
Miscellaneous	\$328	\$149	\$444	\$141	\$311
Refund for Water Connection	\$0	\$0	\$0	\$0	\$0
Total Operations-General	\$393,724	\$402,507	\$432,829	\$516,545	\$534,159
Other Operating Expenditures					
Water B&O Expenditure	\$100,478	\$99,621	\$103,790	\$107,013	\$100,397
Total Other Operating Expenditures	\$100,478	\$99,621	\$103,790	\$107,013	\$100,397
TOTAL WATER UTILITIES	\$632,966	\$641,814	\$675,126	\$766,507	\$785,681
Non-Expenditures					
Hydrant Meter/Equipment Refund	\$0	\$0	\$600	\$150	\$450
TOTAL NON-EXPENDITURES	\$0	\$0	\$600	\$150	\$450
Debt Service - Principle					
Principal Water Bond	\$70,000	\$0	\$0	\$0	\$0
Principal Owp PWTF Loan	\$0	\$0	\$0	\$0	\$0
Principal PWTF Loan Meters	\$0	\$0	\$0	\$0	\$0
Principal-PWTF '98 Water Improvements	\$48,106	\$48,106	\$48,106	\$48,106	\$0
Principal DWSRF Loan	\$72,364	\$72,364	\$72,364	\$73,447	\$72,209
DWSRF-Wtr Source-DM11952026-Principal	\$0	\$24,127	\$32,049	\$54,155	\$90,367
TOTAL DEBT	\$190,470	\$144,597	\$152,519	\$175,708	\$162,576

WATER DEPT FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
SERVICE-PRINCIPLE					
Interest and Other Debt					
Interest Water Bond	\$1,925	\$0	\$0	\$0	\$0
Interest Water Meters	\$0	\$0	\$0	\$0	\$0
Interest-PWTF '98 Water Improvements	\$1,764	\$1,443	\$962	\$481	\$0
Interest DWSRF Loan	\$3,980	\$3,618	\$3,256	\$2,895	\$2,527
DWSRF-Wtr Source- DM11952026-Interest	\$0	\$4,800	\$7,679	\$16,381	\$23,044
Reg Expense Water Bond	\$75	\$0	\$0	\$0	\$0
TOTAL INTEREST AND OTHER DEBT	\$7,744	\$9,861	\$11,898	\$19,756	\$25,571
Capital Expenditures					
Clerical Software Equipment	\$0	\$0	\$0	\$0	\$0
Clerical Utility Software	\$0	\$0	\$0	\$0	\$0
Water Improvements	\$0	\$0	\$0	\$160	\$0
Water Comprehensive Plan	\$0	\$15,462	\$44,786	\$692	\$0
Wildwood Power Replacement	\$0	\$0	\$0	\$0	\$0
Omak Source Improvement-Water Wells	\$24,735	\$443,394	\$106,003	\$1,062,079	\$4,484
Well#9-Str. Improvements -HW 97 & Sandflat	\$0	\$0	\$0	\$0	\$0
Inspect/Repair Reservoirs	\$0	\$0	\$0	\$9,603	\$0
Eastside Park Metering Project	\$0	\$20,799	\$258,173	\$30,137	\$0
Riverside Reservoir Fencing Project	\$0	\$0	\$18,292	\$0	\$0
AMR Meter Reading Upgrade	\$0	\$0	\$296,904	\$0	\$0
Ash Street Booster Refurbish Project	\$0	\$0	\$15	\$14,589	\$14,636
Water Meter Replacement	\$8,804	\$9,998	\$0	\$0	\$0
OWP#2-Well Rehabilitation	\$0	\$0	\$0	\$0	\$0
OWP #2 Well Soffit	\$0	\$0	\$0	\$0	\$0

WATER DEPT FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Repair					
Inst. Butterfly Valve- Riverside Drive	\$0	\$0	\$0	\$0	\$0
Variable Frequency Drive (VFR) at OWP Well	\$0	\$33,828	\$0	\$0	\$0
Water Valve Replacement Project	\$0	\$0	\$0	\$13,200	\$13,200
Mueller Water Hydrants	\$34,594	\$0	\$0	\$0	\$0
Casino Booster Telemetry Control	\$2,134	\$0	\$0	\$0	\$0
Wildwood/Koala Booster Station Meters	\$0	\$578	\$0	\$0	\$0
SCADA Computer/Software Upgrade	\$0	\$29,398	\$0	\$0	\$0
Two Steel Construction Plates	\$0	\$1,724	\$0	\$0	\$0
Eastside Well Pump Replacement	\$0	\$0	\$0	\$56,695	\$0
Vehicle Service Body and Equipment	\$0	\$0	\$29,887	\$0	\$0
Hydrant Installation (4qty) Central Street	\$0	\$0	\$0	\$0	\$0
Coleman Butte Reservoir Mixer	\$0	\$0	\$0	\$14,806	\$11,956
Eastside Chlorine System Replacement	\$0	\$0	\$0	\$0	\$10,079
Hydrant Replacement	\$0	\$0	\$0	\$0	\$0
Reservoir Cleaning & Inspection	\$0	\$0	\$0	\$0	\$0
Dewberry Street Water Main Loop Design	\$0	\$0	\$0	\$0	\$0
Okoma Well Inspection	\$0	\$0	\$0	\$0	\$0
Julia Maley Generator	\$0	\$0	\$0	\$0	\$0
Julia Maley Restoration	\$0	\$0	\$0	\$0	\$0
Airport Water Infr. - WA Commerce	\$0	\$0	\$0	\$0	\$107,323
Airport Water Infr. WA DNR	\$0	\$0	\$0	\$0	\$0
TOTAL CAPITAL EXPENDITURES	\$70,267	\$555,180	\$754,061	\$1,201,961	\$161,677
TOTAL WATER FUND EXPENDITURES	\$999,109	\$1,451,668	\$1,703,593	\$2,275,580	\$1,228,710
WATER ASSESSMENT FUND					

WATER DEPT FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Water Utilities					
Refund Assessment Fees	\$0	\$0	\$0	\$0	\$0
Operating Transfer	\$0	\$0	\$0	\$39,839	\$0
TOTAL WATER ASSESSMENT FUND	\$0	\$0	\$0	\$39,839	\$0
WATER CUMULATIVE RESERVE FUND					
Transfer to Water Fund	\$0	\$0	\$0	\$0	\$0
TOTAL WATER ASSESSMENT FUND	\$0	\$0	\$0	\$0	\$0
TOTAL WATER DEPT EXPENDITURES	\$999,109	\$1,451,668	\$1,703,593	\$2,315,420	\$1,228,710

TABLE 4.11.8 - SEWER SYSTEM REVENUES

	2015	2016	2017	2018	2019
	Actual	Actual	Actual	Actual	Actual
SEWER FUND REVENUES					
Direct Federal Grants					
CDBG-Planning Only Grant	\$0	\$0	\$0	\$0	\$0
Total Direct Federal Grants	\$0	\$0	\$0	\$0	\$0
State Grants					
Dept. of Commerce-Direct Appropriation	\$372,700	\$767,644	\$233,403	\$0	\$0
Total State Grants	\$372,700	\$767,644	\$233,403	\$0	\$0
Charges for Goods and Services					
Sewer Utility Receipts	\$2,232,428	\$2,303,952	\$2,382,813	\$2,460,726	\$2,500,781
Sewer Connection Charges	\$216,825	\$21,600	\$3,600	\$15,550	\$5,650.00
Sewer Saddle Sales	\$0	\$0	\$0	\$0	\$50.00
System Development Fees	\$0	\$0	\$0	\$0	\$0.00
Miscellaneous Charges for Services	\$2,450	\$3,027	\$5,229	\$2,700	\$2,250.00
Sewer B&O Reserves	\$207,761	\$211,704	\$224,078	\$226,435	\$232,322
Total Charges for Goods and Services	\$2,659,464	\$2,659,464	\$2,540,282	\$2,615,719	\$2,705,411
Miscellaneous Revenues					
Investment Interest	\$3,089	\$8,864	\$18,478	\$33,909	\$46,271
Int Earn. Gain/loss #CUSIP 3130ABF92	\$0	\$0	\$0	\$0	\$2,463
Miscellaneous Revenue	\$0	\$0	\$0	\$76	\$250
Total Miscellaneous Revenue	\$3,089	\$8,864	\$18,478	\$33,985	\$48,984
Non-Revenues					
PWTF Emergency Loan	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Non-Revenues	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Intergovernmental					
PWTF STP Upgrade Loan	\$0	\$0	\$0	\$0	\$0
PWTF Swr Imprvmnt-Ph. 1&2-Loan	\$0	\$0	\$0	\$0	\$0
D.O.E. Design Phase Loan Phases 2-5	\$32,314	\$52,639	\$0	\$0	\$0

	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
#FP12073					
DOE Dewberry Swr Repl. Loan-Phase 1	\$0	\$0	\$0	\$0	\$0
Total Intergovernmental	\$32,314	\$52,639	\$0	\$0	\$0
Disposition of Capital					
Proceeds from Sales of Capital Assets	\$0	\$0	\$0	\$0	\$0
Insurance Recovery	\$0	\$0	\$0	\$0	\$0
Total Disposition of Capital	\$0	\$0	\$0	\$0	\$0
TOTAL SEWER FUND REVENUES	\$3,067,567	\$3,369,430	\$2,867,599	\$2,739,395	\$2,790,037
SEWER CUMULATIVE RESERVE FUND REVENUES					
Miscellaneous Revenues					
Interest Earnings	\$153	\$436	\$940	\$15,212	\$18,064
Int Earn. Gain/loss #CUSIP 3130ABF92	\$0	\$0	\$0	\$0	\$931
Operating Transfers IN	\$0.00	\$0.00	\$0.00	\$867,750	0
Total Miscellaneous Revenues	\$153	\$436	\$940	\$882,962	\$18,995
TOTAL SEWER CUMULATIVE RESERVE	\$153	\$436	\$940	\$882,962	\$18,995
TOTAL ALL SOURCES	\$3,067,720	\$3,369,866	\$2,868,539	\$3,622,357	\$2,809,032

TABLE 4.11.9 - SEWER SYSTEM EXPENDITURES

SEWER FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
General Government					
City Administrator					
Salaries & Wages	\$18,427	\$20,333	\$18,180	\$18,485	\$19,409
Fica	\$1,407	\$1,438	\$1,256	\$1,332	\$1,400
Industrial Insurance	\$48	\$78	\$59	\$60	\$65
Unemployment Insurance	\$37	\$41	\$36	\$37	\$39
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$1,879	\$2,273	\$2,171	\$2,356	\$5,095
All Other Benefits	\$1,862	\$3,495	\$3,846	\$4,433	\$4,556
Total City Administrator	\$23,660	\$27,658	\$25,547	\$26,703	\$30,564
Financial Services					
Salaries & Wages	\$6,925	\$7,634	\$7,057	\$11,448	\$7,493
Fica	\$496	\$553	\$506	\$855	\$556
Industrial Insurance	\$23	\$30	\$29	\$76	\$31
Unemployment Insurance	\$14	\$15	\$14	\$21	\$15
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$706	\$730	\$843	\$924	\$962
All Other Benefits	\$1,355	\$1,274	\$1,462	\$1,616	\$1,527
Total Financial Services	\$9,518	\$10,237	\$9,912	\$14,940	\$10,584
Budgeting					
Salaries & Wages	\$30,527	\$33,575	\$32,850	\$27,648	\$45,870
Overtime	\$0	\$12	\$341	\$142	\$119
Fica	\$2,179	\$2,441	\$2,515	\$2,108	\$3,485
Industrial Insurance	\$175	\$236	\$210	\$193	\$344
Unemployment Insurance	\$61	\$67	\$66	\$56	\$92
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$3,112	\$3,751	\$3,772	\$3,469	\$5,906
All Other Benefits	\$8,229	\$8,691	\$6,807	\$5,796	\$10,454
Office & Operating Supplies	\$30,527	\$33,575	\$837	\$1,833	\$2,500
Communications	\$0	\$4,617.76	\$4,612	\$5,912	\$5,788
Office Equipment Repairs & Maintenance	\$2,179	\$2,441	\$2,008	\$1,901	\$1,908
Total Budgeting	\$51,902	\$57,570	\$54,017	\$49,057	\$76,466
Interfund Charges for Service					
Interfund Charges for Service	\$49,061	\$37,973	\$62,190	\$50,925	\$31,121

SEWER FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Total Interfund Charges for Service	\$49,061	\$37,973	\$62,190	\$50,925	\$31,121
TOTAL GENERAL GOVERNMENT	\$134,141	\$133,438	\$151,666	\$141,625	\$148,735
SEWER UTILITIES					
Administration					
Salaries & Wages	\$43,159	\$38,273	\$43,502	\$44,305	\$46,429
Fica	\$2,906	\$2,691	\$3,170	\$3,257	\$3,463
Industrial Insurance	\$1,218	\$1,400	\$1,341	\$1,324	\$1,434
Unemployment Insurance	\$86	\$77	\$87	\$88	\$93
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$4,400	\$4,279	\$5,194	\$5,646	\$5,963
All Other Benefits	\$10,879	\$8,937	\$8,293	\$9,995	\$8,787
Office & Operating Supplies	\$0	\$9,043	\$368	\$286	\$341
Small Tools & Equipment	\$126	\$520	\$375	\$44	\$31
Legal Services	\$68	\$864	\$0	\$0	\$0
Gis & Mapping Services	\$0	\$0	\$0	\$0	\$0
Engineer Services	\$0	\$354	\$0	\$65	\$4,281
Labor Legal Services	\$2,324	\$2,677	\$0	\$0	\$0
State Audit Services	\$0	\$0	\$0	\$3,114	\$0
Communications	\$120	\$273	\$140	\$153	\$337
Travel	\$222	\$141	\$695	\$388	\$1,183
Insurance	\$38,899	\$39,540	\$44,193	\$42,390	\$39,844
Repairs & Maintenance	\$172	\$301	\$403	\$394	\$1,171
Miscellaneous	\$0	\$33	\$449	\$1,283	\$206
Total Administration	\$104,580	\$109,402	\$108,211	\$112,734	\$113,562
Sewer Lines Operations					
Salaries & Wages	\$119,225	\$82,750	\$77,704	\$60,410	\$49,488
Overtime	\$2,621	\$4,970	\$2,730	\$2,189	\$1,631
Fica	\$9,027	\$6,444	\$5,962	\$4,635	\$3,785
Industrial Insurance	\$4,314	\$4,313	\$3,544	\$2,441	\$2,229
Unemployment Insurance	\$244	\$175	\$161	\$125	\$102
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$12,462	\$9,807	\$9,699	\$7,978	\$6,494
All Other Benefits	\$27,031	\$19,916	\$19,067	\$14,713	\$12,839
Medical/CDL Expenses	\$218	\$391	\$343	\$400	\$295
Uniforms	\$508	\$437	\$582	\$474	\$14
Operating Supplies	\$1,667	\$41,079	\$32,935	\$5,388	\$2,712

SEWER FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Sewer Project Supplies	\$0	\$0	\$0	\$0	\$0
Small Tools & Equipment	\$474	\$483	\$612	\$50,876	\$3,447
Labor Legal Services	\$0	\$0	\$0	\$0	\$0
Travel & Training	\$214	\$241	\$164	\$420	\$225
Repairs & Maintenance	\$266	\$5,820	\$2,512	\$5,246	\$474
Total Sewer Lines Operation	\$178,269	\$176,825	\$156,014	\$155,295	\$83,736
Sewer Plant					
Salaries & Wages	\$136,278	\$146,745	\$112,067	\$156,583	\$153,805
Overtime	\$2,406	\$4,364	\$2,236	\$3,189	\$2,660
Fica	\$10,313	\$11,272	\$8,407	\$11,914	\$11,658
Industrial Insurance	\$4,918	\$6,965	\$4,670	\$5,962	\$6,622
Unemployment Insurance	\$277	\$302	\$228	\$319	\$312
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$14,113	\$16,863	\$13,454	\$20,310	\$20,001
All Other Benefits	\$28,532	\$30,984	\$26,449	\$33,454	\$34,715
Medical/CDL Expenses	\$848	\$879	\$896	\$899	\$864
Uniforms	\$742	\$638	\$991	\$692	\$626
Office & Operating Supplies	\$24,088	\$33,766	\$35,859	\$24,605	\$35,158
Small Tools & Equipment	\$2,877	\$2,505	\$9,611	\$1,554	\$4,242
Wastewater Testing	\$0	\$1,155	\$19,195	\$5,990	\$6,666
Communications	\$4,673	\$5,432	\$5,602	\$5,780	\$7,820
Travel & Training	\$1,652	\$906	\$413	\$2,638	\$6,040
Equipment Rental Fees	\$92,543	\$79,175	\$81,129	\$98,596	\$1,843
Excise Taxes	\$62,413	\$56,813	\$58,776	\$60,851	\$56,302
Public Utility Services	\$91,238	\$91,614	\$109,379	\$107,155	\$129,547
Repairs & Maintenance	\$18,720	\$12,144	\$6,515	\$3,895	\$56,302
Miscellaneous	\$234	\$231	\$322	\$392	\$107,202
Wastewater Discharge Permit	\$6,365	\$7,363	\$7,369	\$7,320	\$7,654
Total Sewer Plant	\$503,229	\$510,117	\$503,569	\$552,100	\$593,987
Other Operating Expenses					
Sewer B&O Expenditure	\$207,761	\$211,732	\$224,077	\$225,587	\$211,676
Total Other Operating Expenses	\$207,761	\$211,732	\$224,077	\$225,587	\$211,676
TOTAL SEWER UTILITIES	\$993,840	\$1,008,075	\$991,872	\$1,045,715	\$1,002,961
DEBT SERVICE					

SEWER FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Principle					
Principal-PWTF '98 Sewer Syst. Improvements	\$128,101	\$128,101	\$128,101	\$128,101	\$0
Principal-PWTF River Sewer Crossing	\$12,105	\$12,105	\$12,105	\$12,105	\$12,105
Principal-PWTF Dewberry Emergency Repair	\$2,693	\$2,693	\$2,693	\$2,693	\$2,693
Principal-PWTF Biosolids-Principle	\$26,259	\$26,259	\$26,259	\$26,259	\$26,259
Principal-PWTF Sewer Ph. 1&2 PC12-951-021-Principle	\$393,177	\$393,177	\$393,177	\$393,177	\$393,177
Principal-DOE Loan-Sewer Design Ph 2-5-L1200026-Princ.	\$0	\$10,902	\$39,176	\$40,207	\$41,265
Principal-DOE Loan-Sewer Ph 1 Constr-L1200027-Princ.	\$80,202	\$40,889	\$125,902	\$86,701	\$88,982
TOTAL DEBT SERVICE PRINCIPLE	\$642,538	\$614,127	\$727,414	\$689,244	\$564,482
DEBT SERVICE					
Interest and Other Debt					
Interest-PWTF '98 Sewer Syst. Improvements	\$9,394	\$7,686	\$5,124	\$2,562	\$0
Interest-PWTF River Sewer Crossing	\$3,662	\$3,632	\$3,268	\$2,905	\$2,542
Interest-PWTF Dewberry Emergency Repair	\$1,185	\$1,212	\$1,131	\$1,050	\$969
Interest-PWTF Biosolids-Interest	\$1,685	\$1,707	\$1,576	\$1,444	\$1,313
Interest-PWTF Sewer Ph. 1&2-PC12-951-021-Interest	\$16,072	\$15,727	\$14,744	\$13,761	\$12,778
Interest-DOE Loan-Sewer Design Ph 2-5 -L1200026-Interest	\$0	\$20,975	\$24,577	\$23,546	\$22,488
Interest-DOE Loan-Sewer Ph 1 Constr-L1200027-Interest	\$48,631	\$23,527	\$67,348	\$42,132	\$39,850
TOTAL INTEREST AND OTHER DEBT	\$80,629	\$74,466	\$117,768	\$87,401	\$79,942
CAPITAL EXPENDITURES					
Clerical Software Equipment	\$0	\$0	\$0	\$0	\$0
Clerical Utility Software	\$0	\$0	\$0	\$0	\$0
Sewer Comp Plan Update-	\$0	\$0	\$0	\$0	\$0

SEWER FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
NEPA & Design					
Phase 2-5 Design-Sewer Repl Project	\$60,362	\$0	\$0	\$0	\$0
Phase 2A & 4A-Construction Administration	\$0	\$0	\$0	\$0	\$0
Roof Repair at Sewer Plant Complex	\$9,189	\$0	\$0	\$0	\$0
Headworks HVAC/Lighting	\$0	\$0	\$26,210	\$6,245	\$81,819
Bartlett Ave. Line Replacement	\$0	\$0	\$0	\$0	\$0
Dewberry Emergency Repair	\$0	\$0	\$0	\$0	\$0
2011 Dewberry Emergency Repair	\$0	\$0	\$0	\$0	\$0
2016 River Crossing Repair- Sewer Line	\$0	\$16,830	\$307,966	\$14,326	\$0
Ph 1-Sewer Project-DOE-Sch A	\$0	\$0	\$0	\$0	\$0
Phase 2-Sewer Construction	\$0	\$0	\$0	\$0	\$0
Koala Lift Station-Convert to 3-Phase Power	\$0	\$0	\$0	\$0	\$0
Sewer Plant Clarifiers #1 & #2 - Rebuild	\$0	\$0	\$0	\$0	\$0
Sewer Plant Sluice Gate - Rebuild	\$0	\$0	\$0	\$0	\$0
Phase 2A-Sewer Construction	\$0	\$0	\$0	\$0	\$0
Phase 4A-Eastside Sewer Construction	\$0	\$0	\$0	\$0	\$0
Phase 4B-Eastside Sewer Construction	\$160,149	\$0	\$0	\$0	\$0
Phase 2B-Sewer Construction	\$0	\$1,503,190	\$3,892	\$0	\$0
Okanogan River Crossing Lift Station	\$517,978	\$0	\$0	\$0	\$0
8th Avenue Sewer Replacement Project	\$0	\$222,169	\$9,591	\$0	\$0
Sewer Plant Valve Replacement Project	\$0	\$0	\$5,288	\$0	\$0
17 East Central Sewer Line Repair '17	\$0	\$0	\$31,622	\$0	\$0
Sewer System Imprv. 2019	\$0	\$0	\$0	\$0	\$48,048
Levee Sewer Main Project Design - 5th & 6th Streets	\$0	\$0	\$0	\$8,435	\$6,299
Heating System Replacement - STP Building	\$0	\$0	\$0	\$7,238	\$0

SEWER FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Ironwood/Koala Sewer Main	\$0	\$0	\$0	\$367,321	\$16,234
UV System Replacement Components	\$0	\$0	\$0	\$8,748	\$0
Influent Pump Replacement Components	\$0	\$0	\$0	\$4,979	\$0
40HP Electric Rotor Replacement Motor	\$0	\$0	\$0	\$3,918	\$0
Sewer Plant Hydraulic & Biosolids Improvement	\$0	\$0	\$0	\$0	\$0
Sewer Plant Total Suspended Solids (TSS) Oven	\$0	\$0	\$0	\$0	\$0
Sewer Plant Influent Pump	\$34,936	\$0	\$0	\$0	\$0
Two Steel Construction Plates	\$0	\$1,724	\$0	\$0	\$0
Sewer Rotor Replacement	\$0	\$48,400	\$46,360	\$0	\$0
Portable Generator for Lift Stations	\$0	\$0	\$24,886	\$0	\$0
Collection System Equip/Chemicals	\$0	\$0	\$0	\$0	\$0
Clarifier #3 Launder Cover	\$0	\$26,335	\$0	\$0	\$0
Dialer Upgrade	\$0	\$0	\$0	\$0	\$0
Bypass Pump	\$0	\$0	\$47,733	\$0	\$0
Park Lift station Replacement	\$0	\$0	\$0	\$0	\$74,968
Dodge Drive	\$0	\$0	\$0	\$0	\$13,450
RAS/WAS VFD Upgrades	\$0	\$0	\$0	\$0	\$9,175
Rebuild of Backup Generator	\$0	\$0	\$0	\$0	\$80,726
Cast Iron Sheer Gates	\$0	\$0	\$0	\$0	\$0
Rotor Motor Replacement (West)	\$0	\$0	\$0	\$0	\$0
Fine Drum Screen Parts	\$0	\$0	\$0	\$0	\$0
Sidewalk Repairs	\$0	\$0	\$0	\$0	\$0
Lift Station Generator Connectors	\$0	\$0	\$0	\$0	\$0
TOTAL CAPITAL EXPENDITURES	\$782,614	\$1,818,647	\$503,548	\$421,209	\$330,718
OPERATING TRANSFER OUT					
Operating Transfer Out	\$0	\$0	\$0	\$867,750	\$0
TOTAL OPERATING TRANSFER OUT	\$0	\$0	\$0	\$867,750	\$0
TOTAL SEWER FUND EXPENDITURES	\$2,633,762	\$3,648,752	\$2,492,266	\$3,252,943	\$2,126,838

TABLE 4.12.3 - STORMWATER SYSTEM REVENUES

STORMWATER FUND REVENUES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
GRANTS					
FEMA	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0
TOTAL GRANTS	\$0	\$0	\$0	\$0	\$0
CHARGES FOR GOODS AND SERVICES					
Storm Drain Utility Receipts	\$109,921	\$110,647	\$110,797	\$113,728	\$130,822
St. Drain B&O Reserves	\$10,440	\$10,499	\$9,613	\$10,774	\$12,352
TOTAL CHARGES FOR GOODS AND SERVICES	\$120,361	\$121,146	\$120,410	\$124,502	\$143,174
MISCELLANEOUS					
Investment Interest	\$197	\$644	\$1,309	\$2,610	\$3,281
Int Earn. Gain/loss #CUSIP 3130ABF92	\$0	\$0	\$0	\$0	\$164
Miscellaneous Revenue	\$0	\$0	\$0	\$0	\$0
TOTAL MISCELLANEOUS	\$197	\$644	\$1,309	\$2,610	\$3,446
TRANSFER-IN					
Transfer IN - From Block Grant 109	\$0	\$0	\$0	\$0	\$0
TOTAL TRANSFER-IN	\$0	\$0	\$0	\$0	\$0
TOTAL ALL SOURCES	\$120,558	\$121,791	\$121,719	\$127,113	\$146,620

TABLE 4.12.4 - STORMWATER SYSTEM EXPENDITURES

STORMWATER FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
GENERAL GOVERNMENT					
Budgeting					
Salaries & Wages	\$8,952	\$7,356	\$7,763	\$7,504	\$8,391
Overtime	\$0	\$3	\$55	\$40	\$20
Fica	\$635	\$540	\$594	\$574	\$637
Industrial Insurance	\$51	\$52	\$49	\$55	\$59
Unemployment Insurance	\$18	\$15	\$16	\$14	\$17
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$913	\$821	\$902	\$840	\$1,080
All Other Benefits	\$2,415	\$1,830	\$1,582	\$1,358	\$1,816
Office & Operating Supplies	\$215	\$769	\$214	\$229	\$307
Office Equipment Repairs & Maintenance	\$90	\$108	\$502	\$473	\$477
Total Budgeting	\$13,289	\$11,495	\$11,676	\$11,087	\$12,804
Interfund Charges for Service					
Miscellaneous	\$0	\$0	\$0	\$64	\$6
Interfund Charges	\$2,635	\$2,033	\$3,758	\$3,639	\$2,674
Total Interfund Charges for Service	\$2,635	\$2,033	\$3,758	\$3,703	\$2,680
TOTAL GENERAL GOVERNMENT	\$15,924	\$13,527	\$15,433	\$14,791	\$15,484
SYSTEM OPERATIONS					
Salaries & Wages	\$7,284	\$6,318	\$7,304	\$7,426	\$7,793
Fica	\$488	\$458	\$540	\$545	\$576
Industrial Insurance	\$215	\$248	\$241	\$235	\$255
Unemployment Insurance	\$15	\$13	\$15	\$15	\$16
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$743	\$706	\$872	\$946	\$1,001
All Other Benefits	\$1,913	\$1,394	\$1,362	\$1,775	\$1,705
Office & Operating Supplies	\$0	\$1,362	\$5	\$703	\$272
Labor Legal Services	\$0	\$122	\$0	\$0	\$0
Engineering Services	\$0	\$0	\$0	\$0	\$0
GIS & Mapping Services	\$0	\$0	\$0	\$0	\$0
Travel	\$0	\$0	\$0	\$118	\$326
Insurance	\$883	\$949	\$1,119	\$1,546	\$1,950
Public Utility Services	\$1,042	\$985	\$1,145	\$1,365	\$1,432

STORMWATER FUND EXPENDITURES	2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual
Repairs & Maintenance	\$3	\$0	\$383	\$967	\$1,131
Excise Taxes	\$1,805	\$1,817	\$1,819	\$1,867	\$2,085
Salaries & Wages	\$17,200	\$20,890	\$35,803	\$35,432	\$26,578
Overtime	\$108	\$241	\$550	\$243	\$271
Fica	\$1,280	\$1,512	\$2,685	\$2,611	\$1,100
Industrial Insurance	\$681	\$1,107	\$1,671	\$1,521	\$1,211
Unemployment Insurance	\$35	\$42	\$73	\$71	\$54
PFML Premium	\$0	\$0	\$0	\$0	\$0
Retirement	\$1,767	\$2,363	\$4,330	\$4,546	\$3,396
All Other Benefits	\$3,815	\$5,766	\$8,941	\$9,889	\$6,567
Office & Operating Supplies	\$1,187	\$1,357	\$132	\$2,568	\$1,025
Small Tools & Equipment	\$104	\$0	\$282	\$3	\$227
Equipment Rental Fees	\$25,888	\$32,839	\$32,269	\$25,125	\$13,200
Repairs & Maintenance	\$555	\$0	\$1,018	\$550	\$0.00
St. Drain B&O Expenditure	\$10,440	\$10,501	\$9,611	\$10,730	\$11,441
TOTAL SYSTEM OPERATIONS	\$77,451	\$90,990	\$112,169	\$110,793	\$84,512
CAPITAL EXPENDITURES					
Clerical Utility Software	\$0	\$0	\$0	\$0	\$0
1st Avenue Storm Drain Electrical Panel	\$0	\$0	\$8,177	\$0	\$0
Storm Drain Upgrades - Riverside Drive	\$0	\$0	\$0	\$400	\$100
Asotin Storm Drain Design	\$0	\$0	\$0	\$0	\$3,042
Replacement of Apple Storm Drain Pump	\$0	\$0	\$0	\$0	\$30,663
By-Pass Pump	\$0	\$0	\$11,766	\$0	\$0
Hillcrest Circle Dr- Discov/Design Drainage	\$0	\$0	\$0	\$0	\$0
High Water Replacement Pump	\$0	\$0	\$0	\$0	\$0
TOTAL CAPITAL EXPENDITURES	\$0	\$0	\$19,944	\$400	\$33,805
DEBT SERVICE					
Debt Serv-Principle PWTF-205	\$0	\$0	\$0	\$0	\$0
TOTAL DEBT SERVICE	\$0	\$0	\$0	\$0	\$0
TOTAL STORMWATER FUND EXPENDITURES	\$93,375	\$104,517	\$147,546	\$125,984	\$133,801