



RESOLUTION No. 22-148

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF NEVADA

RESOLUTION APPROVING THE CAPITAL IMPROVEMENT PLAN 2022 ANNUAL UPDATE

WHEREAS, the Department of Public Works has prepared the Capital Improvement Plan (CIP) 2022 Annual Update Road Maintenance and Capital Improvement Five Year Plan; and

WHEREAS, the CIP is consistent with the Nevada County General Plan.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Nevada County Board of Supervisors approves the Nevada County Department of Public Works Capital Improvement Plan (CIP) 2022 Annual Update, attached as Exhibit A, and authorizes the Director of Public Works to proceed with the implementation of the Plan.

PASSED AND ADOPTED by the Board of Supervisors of the County of Nevada at a regular meeting of said Board, held on the 12th day of April, 2022, by the following vote of said Board:

Ayes: Supervisors Heidi Hall, Edward Scofield, Dan Miller, Susan K. Hoek and Hardy Bullock.

Noes: None.

Absent: None.

Abstain: None.

ATTEST:

JULIE PATTERSON HUNTER
Clerk of the Board of Supervisors

By: 


Susan K. Hoek, Chair

4/12/2022 cc: DPW*
AC*



**COUNTY OF NEVADA
COMMUNITY DEVELOPMENT AGENCY
PLANNING DEPARTMENT**
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Trisha Tillotson
Community Development Agency Director

Brian Foss
Planning Director

March 15, 2022

TO: Panos Kokkas, Director of Public Works

FROM: Brian Foss, Planning Director

SUBJECT: Government Code Section 65402 Report on Capitol Improvement Plan 2022 Annual Update

Government Code Section 65402

Government code section 65402 requires the planning agency to report within 40 days from submittal as to the conformity with the general plan of city, county, or local agency acquisitions, dispositions, including vacations and abandonments, of real property or construction or authorization of construction of public buildings or structures within the unincorporated areas of the County. Whether or not the conformity determination is given, the agency responsible for the project may still proceed with the project although disapproval by the planning agency requires a local agency to overrule the disapproval. The determination is not a deliberation of whether or not the project should proceed on its merits. Although the project may be found not in conformity, no conditions or modifications can be added by the planning agency.

Capitol Improvement Plan 2021 Annual Update

This Capital Improvement Plan (CIP) has been prepared to provide the County of Nevada (County) Board of Supervisors (BOS) and the community with an outline of capital improvement expenditures and revenue projections. The 2022 CIP update represents a five-year, \$143 million program from July 2021 thru June 2026. The document has been developed to identify the county's priority road safety, maintenance and capital improvement activities over a five-year period. Project sheets are included in the 2022 CIP Update to provide the BOS and the public with relevant project information, including project locations, descriptions, justification, anticipated construction dates, project costs, and funding sources. The plan identifies projects to be carried out over the 5-year span of the CIP. The projects include, road maintenance and rehabilitation, thermoplastic striping, guardrail replacement, high friction surface treatments, bridge replacement, intersection improvements, road widening, bus stop improvements transit services, transfer station improvements including other projects related to roadway and infrastructure.

Government Code §65402 Findings

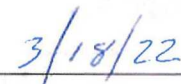
The Nevada County General Plan does not contain any goals or policies that prohibit or discourage road and infrastructure improvements. All of the projects identified in the 2022 CIP update involves County owned facilities and within existing county rights-of-way and/or County-owned land. Some projects may require additional easements however the easements

will be used for public infrastructure improvements. The County's General Plan contains policies that encourage safe circulation and policies to ensure public safety. The projects identified in the 2022 CIP Update will be consistent with the County General Plan by improving public safety, circulation and infrastructure. The CIP does not contain any projects that would cause inconsistencies with General Plan policies or land use designations for any property, structures, facilities or uses. The CIP does not include expansion of infrastructure into areas of the County not designated for development. Based on review of the General Plan policies and General Plan Designations of the locations of the proposed projects it is the Planning Agency's determination that the 2022 Capitol Improvement Plan prepared by the Department of Public Works would be consistent with the goals and policies of the Nevada County General Plan.

Signed:



Brian Foss, Planning Director
Nevada County Planning Department



Date

CAPITAL IMPROVEMENT PLAN

2022 ANNUAL UPDATE



Placing rebar in the Soda Springs Road bridge

County of Nevada
Community Development Agency
Department of Public Works
2021-2022 thru 2025-2026

COUNTY OF NEVADA COMMUNITY DEVELOPMENT AGENCY

DEPARTMENT OF PUBLIC WORKS

CAPITAL IMPROVEMENT PLAN

2022 ANNUAL UPDATE

FISCAL YEAR 2021/22 THRU 2025/26

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Section 1. Introduction

EXECUTIVE SUMMARY

This Capital Improvement Plan (CIP) has been prepared to provide the County of Nevada (County) Board of Supervisors (BOS) and the community with an outline of capital improvement expenditures and revenue projections. This year's CIP represents a five-year, \$143 million program from July 2021 thru June 2026.

Gas tax and General Fund Maintenance of Effort (MOE) constitute the primary discretionary funding sources for the County's road maintenance activities. Since 2010, the County saw large annual fluctuations and an overall decline in gas tax revenue that resulted in a \$3 million loss in funding over the previous decade. A combined 20% increase in costs during that time further eroded our ability to maintain roads and infrastructure. The County's overall pavement condition index (PCI) is currently 64 and continues to drop by approximately 1 point per year given the current funding.

In April 2017, Governor Brown signed Senate Bill 1 (SB1) – Landmark transportation funding legislation that invests \$52.4 billion in Road Maintenance and Rehabilitation Account (RMRA) funds over the next decade to fix roads, freeways, and bridges in communities across California. The new funding package results in an average total increase of approximately \$3 million annually over the next ten years to Nevada County for road safety, maintenance, and improvement projects. RMRA funds are now protected for transportation purposes only under Article 19 of the California State Constitution per the approval of Proposition 69 in June 2018. This additional revenue will be used to fund road rehabilitation and preservation projects, roadside vegetation control and shoulder maintenance activities throughout Nevada County.

With the recent increases in crude oil prices both construction materials and operations costs will increase, consequently reducing the amount of work to be completed based on the available funds. The drastic increase in gasoline and diesel prices will also reduce the number of gallons sold, thereby, reducing the road fund revenues. The long-term prognosis for the CIP's fund balance projections improves as the County receives gas tax and RMRA funds. Moving forward, staff anticipates maintaining a reasonable fund balance in future fiscal years.

Although economic indicators are uncertain, we continue to see robust state and federal grant funding for capital projects. In this plan, the County expects to receive approximately \$66 million in state and federal grants for a variety of transit, roadway safety, bridge, and road maintenance projects. Additional grant funds have been applied for from the Federal Emergency Management Agency, Cal-Fire, and Housing and Community Development for vegetation management and the Highway Safety Improvement Program for roadway related improvements. Additional grants for vegetation management will be applied for as opportunities arise.

PLAN ORGANIZATION

This document has been developed to identify the County's priority road safety, maintenance, and capital improvement activities over a five-year period. Project sheets are included to provide the BOS and the public with relevant project information, including project locations, descriptions, justification, anticipated construction dates, project costs, and funding sources. In addition, fiscal year financial pro forms are included to provide additional details.

SUMMARY OF THE MAJOR REVENUE SOURCES

Road funding is typically broken down into two categories – discretionary funds and restricted funds. Discretionary funds are unrestricted and can be used for a variety of road safety and maintenance activities and improvement projects. This includes funding sources like Gas Tax or General Fund MOE. Restricted revenues are utilized for specific projects or activities and cannot be used for other activities. Local Traffic Mitigation Fees (LTMF) and Federal Grants are examples of restricted fund revenues. A description of each funding source is provided below.

Discretionary Funds

Gas Tax: Gas tax funds (also referred to as Highway User Tax Account (HUTA) and New HUTA funds) are the primary source of discretionary funding for the road maintenance program. These funds typically provide for shoulder and drainage work, road vegetation control, general maintenance (pothole repair, snow removal, crack sealing, pavement failure repairs, etc.), equipment purchases, road preservation, and maintenance projects like overlays.

General Fund Maintenance of Effort (MOE): In June 2017, the BOS adopted a funding program from General Fund MOE revenue. General Fund MOE revenues were established as baseline funding and are subject to annual inflationary adjustments. As a result, General Fund MOE is a predictable and stable source of revenue. These funds are used for road maintenance activities and as a local match on state and federal grant projects. The County is able to leverage an average of approximately \$20 in state and federal funding for every \$1 used as a local match on a grant project. These projects deliver an array of valuable improvements, such as bridge repairs and replacements, high friction surface treatments, thermoplastic striping, sign audits, etc. which help reduce our future maintenance demands.

Regional Surface Transportation Program (RSTP): RSTP funds can be used for a variety of road maintenance activities including road preservation, shoulder maintenance, dirt and gravel road maintenance, and annual striping replacement. The County receives an allocation of funds each year from the Nevada County Transportation Commission (NCTC), and this is considered a stable source of revenue; however, the County must request these funds from NCTC annually.

State Exchange: State Exchange funds are allocated to counties on an annual basis based on an apportionment of Federal Regional Surface Transportation Program (RSTP) funds. Exchange of these federal dollars for state dollars allows for increased flexibility in the use of these funds to complete transportation projects. Like RSTP, State Exchange funds must be used for transportation purposes but are not subject to federal funding restrictions and, as such, these funds are used for a variety of road maintenance activities.

Roads Internal Service Fund (ISF): The Roads ISF was established in 2020 to fund the vehicle and equipment replacement fund for the Roads Division.

Other: This includes minimal Federal Forest Reserve funds and one-time revenues.

Restricted Funds

Grants: County staff regularly apply for, and the County receives grant funding from a variety of sources. This includes from the Highway Safety Improvement Program (HSIP), Highway Bridge Program (HBP), Congestion Mitigation and Air Quality (CMAQ) improvement program, and the Federal Lands Access Program (FLAP), among others. These programs help fund much needed roadway safety projects, bridge replacement and rehabilitation projects, congestion and air quality improvement projects, and projects that improve accessibility to federal properties. In addition, other one-time grants can help augment road safety, vegetation and tree removal, and a myriad of other County public works activities.

Road Maintenance and Rehabilitation Account (RMRA): In April 2017, Governor Brown signed SB1 into law. SB1 will result in an average total increase of \$3 million annually over the next ten years for Nevada County for road safety, maintenance, and improvement projects. SB1 is intended to stabilize HUTA revenue and includes annual inflationary adjustments to ensure long-term fiscal solvency of gas tax revenues. As a result, the County expects RMRA revenues to be a stable source.

RMRA funds require the County to submit a list of all projects proposed to be funded by May 1st of each year. The list must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement and is included in this CIP. Annual reports of expenditures are due October 1st of each year. All reports are available online at: <http://catc.ca.gov/programs/sb1/l srp/>.

County Service Area (CSA)/Permanent Road Division (PRD): CSA's and PRD's are special districts established at the request of property owners that include annual assessments for road maintenance activities. These annual assessments are included on annual property tax bills as a special parcel charge. Funds collected for a CSA or PRD can only be spent on roads and activities within that particular special district.

Development Fees – The Local Traffic Mitigation Fee Program (LTMF) and Regional Transportation Mitigation Fee (RTMF) collects fees from local development to pay for improvements necessary to offset the cumulative net impacts from these developments. Only projects identified in the LTMF and RTMF programs are eligible for these funds.

Other – This includes trust funds, one-time project specific revenues, etc.

SUMMARY OF CIP EXPENDITURES

The total projected expenditures for FY 22-23 are projected to be \$40,844,226 (not including transit projects).

Capital Projects constitute 69% of total CIP expenditures. Table 1 includes the following expenditures:

TABLE 1: CAPITAL PROJECT EXPENDITURES

CATEGORY	AMOUNT	FUNDING SOURCES
Bridge Projects	\$6,335,485	Federal Grants, General Fund MOE
Development Fee Projects	\$487,242	Federal Grant, to be supplemented with LTMF in later years
Safety Projects	\$3,672,792	Gas Tax, General Fund MOE, Federal Grants
Other	\$17,595,000	State Grant and Solid Waste Funds
TOTAL	\$28,090,519	

Maintenance constitutes 22% of total CIP expenditures. Table 2 includes the following expenditures:

TABLE 2: MAINTENANCE EXPENDITURES

CATEGORY	AMOUNT	FUNDING SOURCES
Roadway Preservation	\$1,384,826	Gas Tax and RMRA
Drainage and Shoulder Maintenance	\$342,724	Gas Tax and RMRA
Vegetation Control	\$1,368,855	Gas Tax, CAL FIRE Grant funds and RMRA
General Maintenance	\$5,226,523	Gas Tax, General Fund MOE, RSTP, RMRA, CSA/PRD and Trust Funds
Equipment Program	\$450,000	Roads ISF
TOTAL	\$8,772,928	

Overhead constitutes the remaining 10% of total CIP expenditures. Table 3 includes the following expenditures:

TABLE 3: OVERHEAD EXPENDITURES

CATEGORY	AMOUNT	FUNDING SOURCES
701 – DPW Admin	\$1,641,568	Gas Tax, General Fund MOE, State Exchange, and CSA/PRD
702 - Engineering	\$1,051,063	Gas Tax, General Fund MOE, and CSA/PRD
703 - Maintenance	\$1,288,148	Gas Tax, General Fund MOE, RMRA and CSA/PRD
TOTAL	\$3,980,779	

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ROAD MAINTENANCE AND REHABILITATION PROGRAM (RMRA PROJECT FUNDING)

PROJECT DESCRIPTION: This 5-year road maintenance and rehabilitation plan will resurface or repave roads throughout Nevada County. Roads are selected and prioritized based on the County's Pavement Management System to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the community's priorities for transportation investment. The plan includes various pavement preservation and replacement techniques.

PROJECT LOCATION: The following locations are tentatively scheduled for road maintenance and rehabilitation in years 2022 thru 2026:

2022 OVERLAY AND PAVEMENT REHABILITATION

ROAD	FROM	TO
DOG BAR RD	WOLF CREEK RD	LODESTAR DR
DOG BAR RD	LODESTAR DR	AMBER ST
DOG BAR RD	AMBER ST	MISTY WINDS LN

2022 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

ROAD	FROM	TO
BANNER QUAKER HILL	BANNER LAVA CAP	END OF PAVEMENT
DOG BAR RD	WOLF CREEK RD	LODESTAR DR
DOG BAR RD	LODESTAR DR	AMBER ST
DOG BAR RD	AMBER ST	MISTY WINDS LN
DOG BAR RD	MISTY WINDS LN	MAGNOLIA RD
MCCOURTNEY RD	GRASS VALLEY CO	POLARIS DR
MCCOURTNEY RD	INDIAN SPRINGS RD	LUCKY NUGGET LN
MCCOURTNEY RD	LUCKY NUGGET LN	LIME KILN RD
BITNEY SPRINGS RD	ROUGH & READY	PLEASANT VALLEY RD

2023 OVERLAY AND PAVEMENT REHABILITATION

ROAD	FROM	TO
DOG BAR RD	MISTY WINDS LN	MAGNOLIA RD
DOG BAR RD	RATTLESNAKE	CARRIE RD
DOG BAR RD	LORIE DRIVE	700 FT N. OF MT. OLIVE
DOG BAR RD	MOUNT OLIVE RD	TAYLOR CROSS
CARRIE DR	DOG BAR RD	GARY WAY
GARY	TAMMY WAY	ALTA SIERRA DR

2023 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

ROAD	FROM	TO
BANNER MTN TRAIL	GRACIE RD	END OF PAVEMENT
IDAHO MARYLAND RD	CITY LIMITS	BANNER LAVA CAP
DOG BAR RD	1415 FT S. WOLF CREEK RD	LODESTAR DR
DOG BAR RD	LORIE DRIVE	700 FT N. OF MT. OLIVE
TYLER FOOTE XING	HWY 49	ANANDA WAY
PLEASANT VALLEY	YUBA BRIDGE	HWY 49
RIDGE ROAD	ROUGH & READY	NC LIMITS
NC HWY	CITY LIMITS	CITY LIMITS

2024 OVERLAY AND PAVEMENT REHABILITATION

ROAD	FROM	TO
PLEASANT VALLEY	FRENCH CORAL	HWY 49
MAGNOLIA RD	COMBIE RD	E. HACIENDA DR
MAGNOLIA RD	E. HACIENDA DR	KNOLLS DR
MCCOURTNEY RD	GRASS VALLEY CO	POLARIS DR
MCCOURTNEY RD	INDIAN SPRINGS RD	LUCKY NUGGET LN
MCCOURTNEY RD	LUCKY NUGGET LN	CHAMPAGNE LN

2024 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

ROAD	FROM	TO
DOG BAR RD.	MAGNOLIA RD	BEAR RIVER
MAGNOLIA RD	COMBIE RD	E. HACIENDA DR
MAGNOLIA RD	E. HACIENDA DR	DOG BAR
YOU BET RD	HWY 174	GREENHORN CK
N. BLOOMFIELD	HIGHWAY 49	LAKE CITY RD

2025 OVERLAY AND PAVEMENT REHABILITATION

ROAD	FROM	TO
SCOTTS FLAT ROAD	SCOTTS VALLEY RD	END COUNTY MAINT.
LIME KILN ROAD	HIGHWAY 49	McCOURTNEY ROAD

2025 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

ROAD	FROM	TO
WOLF RD	HWY 49	LIME KILN
PURDON RD	YUBA BRIDGE	TYLER FOOT XING
YOU BET RD	GREENHORN CK	END COUNTY MAINT TYLER
FOOTE XING	ANANDA WAY	LAKE CITY RD
SWEETLAND RD	SCHOOL ST	PLEASANT VALLEY RD
SCOTTS FLAT ROAD	SCOTTS VALLEY RD	END COUNTY MAINT.
LIME KILN ROAD	HIGHWAY 49	McCOURTNEY ROAD

2026 OVERLAY AND PAVEMENT REHABILITATION

ROAD	FROM	TO
BANNER QUAKER HILL	NID CANAL	END OF COUNTY MAINT
CASCADE LOOP	PASQUALE	PASQUALE
SPANISH	CASCADE LOOP	LAKE LN
SADIE D	CASCADE LOOP	LAKE LN
ARTIC CLOSE	CASCADE LOOP	END OF ROAD

2026 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

ROAD	FROM	TO
BANNER QUAKER HILL	NID CANAL	END OF COUNTY MAINT
CASCADE LOOP	PASQUALE	PASQUALE
SPANISH	CASCADE LOOP	LAKE LN
SADIE D	CASCADE LOOP	LAKE LN
ARTIC CLOSE	CASCADE LOOP	END OF ROAD

SCHEDULE FOR COMPLETION: It is anticipated that each project listed above will be completed before the end of the fiscal year in which the project is identified.

ESTIMATED USEFUL LIFE: Many factors can affect a payment’s useful life, including the quality of the subgrade, drainage conditions, traffic loads etc. Typically, Nevada County expects a 15-20 year useful life out of pavement overlay and a 3-5 year useful life out of a micro-surface. Vegetation management efforts also vary with some areas requiring annual maintenance.

PROJECT COST ESTIMATE:

Item	Funding Source	Cost	Total Annual Cost
2022 Rehab	RMRA	\$ 1,050,000	\$ 3,273,710
2022 Brushing	RMRA	\$ 1,047,647	
2022 Drainage & Shoulders	RMRA	\$ 200,000	
2022 Gen. Maint.	RMRA	\$ 976,063	
2023 Rehab	RMRA	\$ 1,054,000	\$ 3,250,663
2023 Brushing	RMRA	\$ 1,368,855	
2023 Drainage & Shoulders	RMRA	\$ 200,000	
2023 General Maint.	RMRA	\$627,808	
2024 Rehab	RMRA	\$ 1,055,188	\$3,194,158
2024 Brushing	RMRA	\$ 1,398,970	
2024 Drainage & Shoulders	RMRA	\$ 200,000	
2024 Gen. Maint.	RMRA	\$ 540,000	

2025 Rehab	RMRA	\$ 1,056,402	\$3,226,149
2025 Brushing	RMRA	\$ 1,429,747	
2025 Drainage & Shoulders	RMRA	\$ 200,000	
2025 Gen. Maint.	RMRA	\$ 540,000	
2026 Rehab	RMRA	\$1,057,643	\$3,635,611
2026 Brushing	RMRA	\$1,461,201	
2026 Drainage & Shoulders	RMRA	\$200,000	
2026 Gen. Maint	RMRA	\$916,767	
5 YEAR TOTAL			\$16,580,291
SUPERVISORIAL DISTRICT: ALL			

EGRESS/INGRESS FIRE SAFETY GRANT

PROJECT LOCATION: Various County roads

PROJECT DESCRIPTION: This project will enhance the County's 5-year vegetation management plan by providing intensive vegetation management on approximately 200 miles of County Roads. A portion of the work will be completed by Road staff and the majority of the work will be

PROJECT JUSTIFICATION: Vegetation management is a Board priority. The County was awarded a CAL-FIRE grant for this work. Matching funds will vary and will consist of RMRA and/or HUTA funds.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2021-2022	CalFire Safety Grants	\$868,084
	County match	\$256,955
TOTAL		\$1,125,039

SUPERVISORIAL DISTRICT: I, II, III, IV, V

RECOMMENDATION: Complete project by summer 2022.

2023 THERMOPLASTIC AND MMA SAFETY PROJECT

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: The proposed thermoplastic and Methyl Methacrylate (MMA) striping and recessed pavement markers will be placed on existing road surfaces in accordance with Caltrans standards.

PROJECT JUSTIFICATION: Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means to address safety issues on local roadways.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2023	Federal (HSIP)	\$949,553
	General Fund MOE	\$ 3,000
	TOTAL	\$952,553

SUPERVISORIAL DISTRICT: All

2022 GUARDRAIL PROJECT

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: The proposed guardrail project will complete an audit along 5.8 miles of County roadways to determine if the guardrail lengths and locations are appropriate, if it is appropriately installed, and whether end treatment repairs are needed, and develop repair and replacement plans. Replacement of guardrail will occur based on the audit.

PROJECT JUSTIFICATION: Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means to address safety issues on local roadways.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2022	Federal (HSIP)	\$954,369
	General Fund MOE	\$5,181
	State Exchange	\$164
	TOTAL	\$959,714

SUPERVISORIAL DISTRICT: All

2022 HIGH FRICTION SURFACE TREATMENT PROJECT

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: The proposed High Friction Surface Treatment Project will install a high friction surface treatment on various curves of various roadways and pavement markers at 19 locations on lower elevation, rural Nevada County roadways for increased safety

PROJECT JUSTIFICATION: Local HSIP projects are identified on the basis of crash experience, crash potential, crash rate, or other data-supported means to address safety issues on local roadways.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2023	Federal (HSIP)	\$1,644,191
	General Fund MOE	\$2,000
TOTAL	TOTAL	\$1,646,191

SUPERVISORIAL DISTRICT: All

HIRSCHDALE ROAD AT TRUCKEE RIVER BRIDGE REPLACEMENT PROJECT



PROJECT LOCATION: Hirschdale Road east of Glenshire Drive.

PROJECT DESCRIPTION: Both bridges on Hirschdale Road at the Truckee River and at the Union Pacific Railroad Bridge have been identified as being seismically and structurally substandard. This project scope is expected to retrofit the existing piers and replace the existing superstructure (deck) and abutments. The bridge width will be narrowed to support lower traffic volumes and mixed vehicle, pedestrian, and bicycle usage.

PROJECT JUSTIFICATION: Caltrans monitoring reports have determined that the bridge is in a state of deterioration and is considered structurally deficient. In addition, the bridge is currently considered seismically unstable. The County was awarded Highway Bridge Program (HBP) funding to seismically retrofit and rehabilitate the existing bridge.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2022-2023	Federal (HBP)	\$5,723,781
	General Fund MOE	\$49,999
	State Exchange	\$4,712
	TOTAL	\$5,778,492

SUPERVISORIAL DISTRICT: V

RECOMMENDATION: Project Scheduled for Construction in Spring 2023 - Fall 2023

HIRSCHDALE ROAD AT UPRR HINTON OVERHEAD BRIDGE REPLACEMENT PROJECT



PROJECT LOCATION: Hirschdale Road west of Hinton Road.

PROJECT DESCRIPTION: Both bridges on Hirschdale Road at the Truckee River and at the Union Pacific Railroad (UPRR) Bridge have been identified as being seismically and structurally substandard. This project scope includes seismic retrofit of the existing piers and superstructure. This work will include deck rehabilitation, overhang removal with barrier installation and conversion to a one-lane bridge, installation of pipe/cable restrainers and shear key installation to address seismic deficiencies.

PROJECT JUSTIFICATION: Caltrans monitoring reports have determined that the bridge is in a state of deterioration and is considered seismically unstable. The County was awarded Highway Bridge Program (HBP) funding to seismically retrofit and rehabilitate the existing bridge.

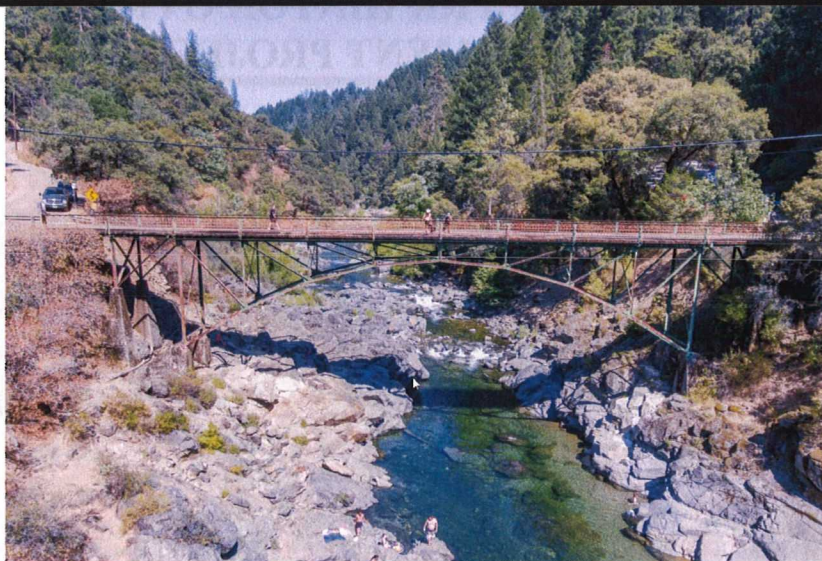
PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2022-2023	Federal (HBP)	\$1,582,748
	General Fund MOE	\$39,123
	State Exchange	\$1,873
	TOTAL	\$1,623,744

SUPERVISORIAL DISTRICT: V

RECOMMENDATION: Project Scheduled for Construction in Spring 2023 - Fall 2023

N. BLOOMFIELD RD AT S. YUBA RIVER BRIDGE EVALUATION PROJECT



PROJECT LOCATION: North Bloomfield Road at S. Yuba River.

PROJECT DESCRIPTION: This Bridge – commonly referred to as “Edwards Crossing” - was built in 1904 and is a historic structure with a large span over the South Yuba River. The site is also a popular recreation facility. This bridge is structurally deficient and currently has a weight restriction due to its structural limitations. The Federal HBP program provides reimbursable funds for 100 percent of eligible project costs. The project will evaluate various rehabilitation or replacement scenarios before moving forward with project design and construction.

PROJECT JUSTIFICATION: The project need is to provide a safe permanent crossing over the South Yuba River on North Bloomfield Road since the existing structure is structurally deficient.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2024-2025	Federal (HBP)	\$5,561,496
	State Exchange	\$1,267
	General fund MOE	\$52,417
	TOTAL	\$5,615,180

SUPERVISORIAL DISTRICT: IV and V

RECOMMENDATION: Project Scheduled for Construction TBD

DOG BAR ROAD AT BEAR RIVER BRIDGE REPLACEMENT PROJECT



PROJECT LOCATION: Dog Bar Road at Bear River Bridge – south of Magnolia Road.

PROJECT DESCRIPTION: The existing bridge is located on Dog Bar Road at the Bear River (Nevada-Placer County Line). The existing bridge was constructed in 1935, rehabilitated in 2000, and is not considered historic. Although NID has tentative plans to construct the Centennial Dam which would relocate the river crossing, the Centennial Dam project construction date is unknown. Delays in constructing the dam project necessitate rehabilitation of the bridge.

PROJECT JUSTIFICATION: The purpose of the project is to provide a safe crossing over Bear River on Dog Bar Road since the existing structure is functionally obsolete. The existing steel girder structure with a steel deck is too narrow for the current and future traffic volumes.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2023-2024	Federal (HBP)	\$5,542,472
	State Exchange	\$1,441
	General Fund MOE	\$60,220
	TOTAL	\$5,604,133

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project scheduled for construction 2023

RELIEF HILL RD AT HUMBUG CREEK BRIDGE REPLACEMENT PROJECT



PROJECT LOCATION: Relief Hill Road at Humbug Creek

PROJECT DESCRIPTION: The County of Nevada is proposing to replace and widen the existing one lane timber deck bridge (Bridge No. 17C-0028) over Humbug Creek. The existing bridge was built in 1952 and is located on Relief Hill Road north of Nevada City. The structure is severely deteriorated and is considered structurally deficient.

PROJECT JUSTIFICATION: The project provides a safe permanent crossing over Humbug Creek and the existing structure is structurally deficient and the roadway is substandard. New structure will enhance the safety of the public. In addition, the project will resolve on-going maintenance and width issues.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2026	Federal (HBP)	\$1,645,883
	State Exchange	\$2,447
	General fund MOE	\$38,467
	TOTAL	\$1,686,797

SUPERVISORIAL DISTRICT: I

RECOMMENDATION: Project Scheduled for Construction in 2026.

ROCK CREEK ROAD AT ROCK CREEK BRIDGE REPLACEMENT PROJECT



PROJECT LOCATION: Rock Creek Road at Rock Creek

PROJECT DESCRIPTION: The County of Nevada is proposing to replace and widen the existing one lane timber deck bridge (Bridge No. 17C-0057) over Rock Creek. The existing bridge was built in 1920 and is located on Rock Creek Road north of Nevada City. The structure is severely deteriorated and is considered structurally deficient.

PROJECT JUSTIFICATION: The project provides a safe permanent crossing over Rock Creek and the existing structure is structurally deficient and the roadway is substandard. In addition, the project will resolve maintenance and width issues.

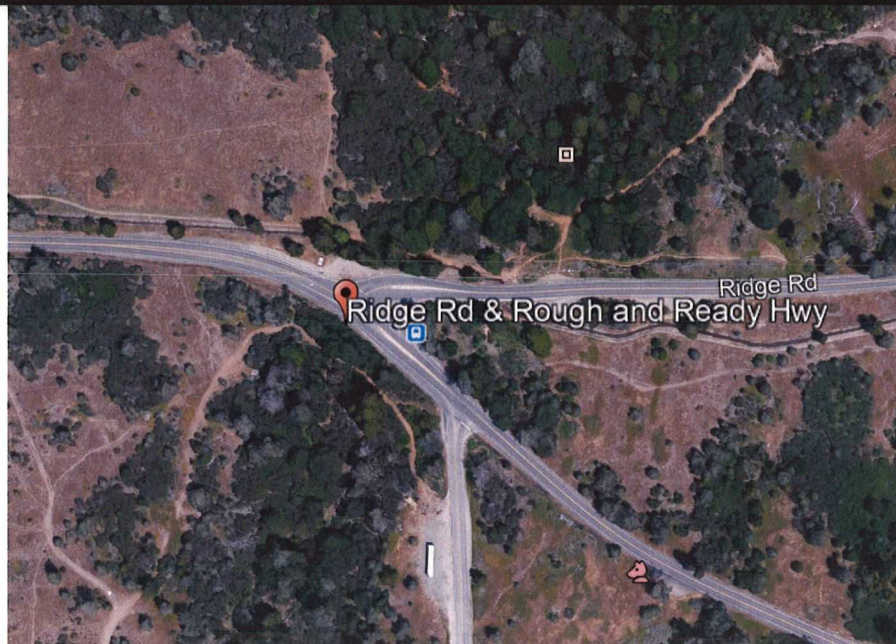
PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2024	Federal (HBP)	\$2,889,000
	State Exchange	\$2
	General fund MOE	\$40,677
TOTAL		\$2,929,679

SUPERVISORIAL DISTRICT: I

RECOMMENDATION: Project Scheduled for Construction in 2026.

RIDGE RD AND ROUGH & READY HWY INTERSECTION IMPROVEMENT PROJECT



PROJECT LOCATION: Intersection of Ridge Rd and Rough & Ready Highway

PROJECT DESCRIPTION: This project will evaluate a realignment of two three-legged, angled intersections, the Ridge Rd and Rough & Ready Highway intersection and the Rough & Ready Highway/Adam Avenue intersection, to one four-legged intersection.

PROJECT JUSTIFICATION: The primary benefits of this project are congestion relief, traffic calming and a reduction in existing and future traffic delays.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2024	CMAQ/Unknown	\$4,014,310
	State Exchange	\$488
	General Fund MOE	\$1,894
	Development Fees	\$205,021
	TOTAL	\$4,221,713

SUPERVISORIAL DISTRICT: III

LOCAL TRAFFIC MITIGATION FEE PROGRAM PROJECTS

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: The Local Traffic Mitigation Fee (LTMF) program, administered by the County, was updated in 2017 and includes a number of future improvement and safety projects. In addition to the Ridge Road/Rough and Ready Highway Improvement Project, future projects scheduled for construction outside this 5-year CIP may include:

- Shoulder Widening and Safety Improvement Projects – Countywide.
- Roadway improvement projects – County wide

Nevada County Transportation Commission (NCTC) completed a regional traffic model update. Nevada County will need to update the Local Traffic Mitigation Fee (LTMF) program, based upon the new traffic model.

PROJECT JUSTIFICATION: The Mitigation Fee Act, also known as California Assembly Bill 1600 (AB 1600) or Government Code Section 66000 et seq., governs imposing development impact fees in California. The Mitigation Fee Act requires that all local agencies in California, including counties, follow basic principles when instituting impact fees as condition of new development.

PROJECT COST ESTIMATE

Year	Funding Source	22-23 FY Cost
2022-23	LTMF	\$204,127
	TOTAL	\$204,127

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Project scheduled for implementation in 2022-2023

REGIONAL TRANSPORTATION PLAN ACTIVITIES PROJECT

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: The Nevada County Transportation Commission (NCTC) partners with Nevada County for support of projects listed in the latest NCTC Overall Work Program. This project coordinates efforts of local, and state agencies, the general public, and private industries to impliment regional transportation activities.

PROJECT JUSTIFICATION: Nevada County partners with the NCTC to complete projects listed in the Overall Work Program including planning efforts to identify and plan policies, strategies, programs, and actions that maximize and implement the regional transportation infrastructure.

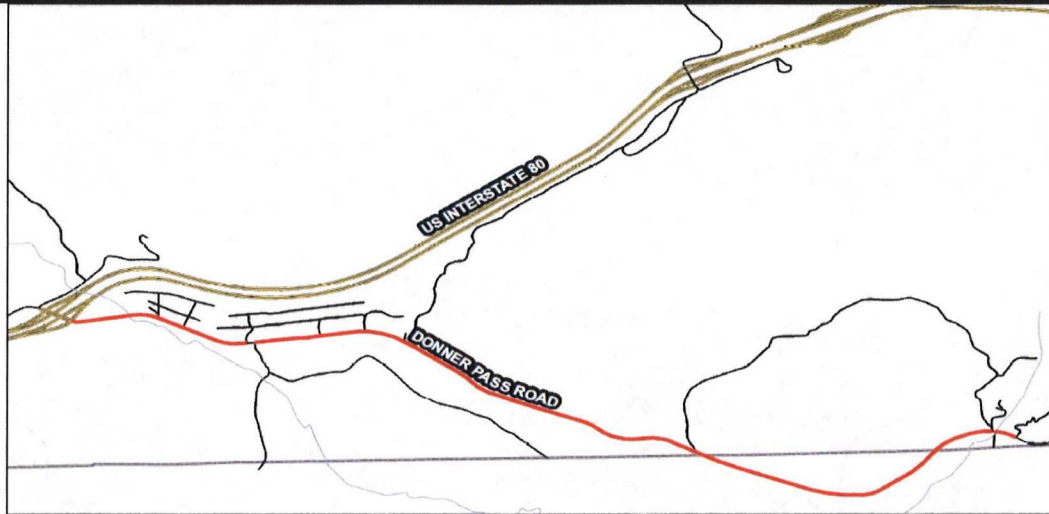
PROJECT COST ESTIMATE

Year	Funding Source	Cost
Annual	Regional Transportation Planning	\$35,000
	TOTAL	\$35,000

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Fund annually

DONNER PASS ROAD RECONSTRUCTION AND WIDENING PROJECT



PROJECT LOCATION: Donner Pass Rd from I-80 to the Town of Truckee Limits.

PROJECT DESCRIPTION: The project will widen and reconstruct Donner Pass Road, improving the structural issues and reducing the amount of maintenance required on the road. The project will also provide a safer bicycling route and better access to trails that connect to other recreational amenities to the north and south. During the winter the widening can provide additional snow storage and improve access to winter recreational destinations. Nevada County received a California Federal Lands Access Program (FLAP) grant for this project in 2015. The project will be managed and delivered by the Central Federal Lands Highway Division (CFLHD).

PROJECT JUSTIFICATION: The proposed improvements would remedy several ongoing challenges with regard to this segment of Donner Pass Road: 1) moderate to severe roadway degradation that occurs as a result of extreme weather conditions in this high altitude pass, and that necessitates frequent maintenance; 2) safety issues for bicyclists and motorists due to lack of bicycle lanes, shoulders, and recovery zone; and 3) lack of access to trails and other recreational and historic sites in or near the Tahoe National Forest.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2020-2021	Other (FLAP) *	\$20,456,138
	General Fund MOE	\$365,647
	State Exchange	\$127,998
	RSTP	\$160,000
TOTAL	TOTAL	\$21,109,783

* Since project is being managed and constructed by CFLHD, the FLAP funding is shown but managed by CFLHD, portions of this cost are to be directly reimbursed by utility companies

SUPERVISORIAL DISTRICT: V

TRANSIT SERVICES FACILITY IMPROVEMENT PROJECT



PROJECT LOCATION: Nevada County Operations Center on La Barr Meadows Road

PROJECT DESCRIPTION: The project will construct a transit bus wash at the Nevada County Operations Center site on La Barr Meadows Road. The Transit Services Division may contract the design work or coordinate with the Engineering Division to provide engineering support. Engineering may prepare project plans, specifications, and cost estimates, manage the project through construction and provide construction inspection and management services to deliver the project.

PROJECT JUSTIFICATION: The project will provide a needed modern bus washing system which will improve efficiencies for the Transit Services and Fleet Divisions.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2021-2022	Prop IB PTMISEA	\$600,000
	TOTAL	\$600,000

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Project is scheduled for construction in fall 2022

DEPOT SLOW CHARGER AND ON-ROUTE FAST CHARGER PROJECT



PROJECT LOCATION: Nevada County Operations Center on La Barr Meadows Road and Tinloy Transit Center

PROJECT DESCRIPTION: The project will construct infrastructure charging equipment, including overnight trickle chargers for the bus yard and an on-route fast charger at the transfer center, for use by electric buses. The Transit Services Division may contract the design work or coordinate with the Engineering Division to provide engineering support. Engineering may prepare project plans, specifications, and cost estimates, manage the project through construction and provide construction inspection and management services to deliver the project.

PROJECT JUSTIFICATION: The project is needed to be able to charge the two new low-floor battery electric zero emission transit buses which are being purchased to meeting California Air Resources Board (CARB) fleet requirements.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2021-2022	Federal EPA Targeted Airshed Grant Program	\$600,000
	TOTAL	\$600,000

SUPERVISORIAL DISTRICT: All

MCCOURTNEY ROAD TRANSFER STATION IMPROVEMENT PROJECT



PROJECT LOCATION: McCourtney Road at Wolf Mountain Road.

PROJECT DESCRIPTION: The project will construct improvements at the McCourtney Road Transfer Station (MRTS). Engineering staff will provide project support to the Solid Waste Division as needed, primarily focusing on engineering and design review, constructability, and assistance in the preparation of project plans, specifications, and cost estimates.

PROJECT JUSTIFICATION: The County has identified the need to improve efficiency of current operations at the MRTS and plan for projected growth in operations over the next 25 years. See project website for more info: [McCourtney Rd. Transfer Station Renovation Project | Nevada County, CA \(mynevadaCounty.com\)](http://mynevadaCounty.com)

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2021-2023	Solid Waste	\$24,732,814
	TOTAL	\$24,732,814

SUPERVISORIAL DISTRICT: All

RULE 20 UTILITY UNDERGROUNDING PROJECT

PROJECT LOCATION: To be determined

PROJECT DESCRIPTION: The project will identify one or more locations within Nevada County to create an undergrounding district and underground utilities. Work will include placement of conduits for broadband infrastructure, and potentially pedestrian and/or bicycle amenities.

PROJECT JUSTIFICATION: The County has approximately \$9,700,000 in Rule 20A credits that are to be used for the undergrounding of existing utility lines.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2025-2026	Rule 20A Funds	\$9,700,000
	TOTAL	\$9,700,000

SUPERVISORIAL DISTRICT: TBD

Section 3. Fiscal Year Financial Pro Formas

[The content of this table is extremely faint and illegible. It appears to be a large table with multiple columns and rows, likely containing financial data for various fiscal years. The text is too light to transcribe accurately.]

FISCAL YEAR 2021/2022

CAPITAL PROJECTS	Expenditures	Discretionary Funding						Restricted Funding					
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$4,118,290	\$0	\$104,307	\$0	\$0	\$0	\$0	\$4,013,983	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$283,100	\$0	\$0	\$0	\$0	\$0	\$0	\$283,100	\$0	\$0	\$0	\$0	\$0
Safety Projects:	\$217,249	\$10,000	\$3,000	\$0	\$0	\$0	\$0	\$204,249	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$8,627,067	\$0	\$0	\$0	\$0	\$102,813	\$0	\$0	\$0	\$0	\$0	\$0	\$8,524,254
Other Divisions:	\$763,516	\$0	\$0	\$0	\$0	\$0	\$131,417	\$0	\$0	\$0	\$0	\$0	\$632,099
SUBTOTAL:	\$14,009,222	\$10,000	\$107,307	\$0	\$0	\$102,813	\$131,417	\$4,501,332	\$0	\$0	\$0	\$0	\$9,156,353
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Roadway Preservation:	\$1,271,135	\$121,135	\$0	\$0	\$0	\$0	\$0	\$0	\$1,050,000	\$100,000	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$317,337	\$117,337	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0
Vegetation Control:	\$1,564,628	\$0	\$0	\$0	\$0	\$0	\$516,981	\$0	\$1,047,647	\$0	\$0	\$0	\$0
General Maintenance:	\$4,846,782	\$2,162,964	\$219,556	\$0	\$0	\$957,489	\$25,500	\$0	\$976,063	\$436,000	\$69,210	\$0	\$0
Equipment Program:	\$1,141,582	\$0	\$341,582	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$9,141,464	\$2,401,436	\$561,138	\$800,000	\$0	\$957,489	\$542,481	\$0	\$3,273,710	\$536,000	\$69,210	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
701 - Admin	\$1,606,231	\$190,583	\$490,772	\$0	\$386,695	\$0	\$508,180	\$0	\$0	\$30,000	\$0	\$0	\$0
702 - Engineering	\$1,028,437	\$303,434	\$612,098	\$0	\$0	\$0	\$32,905	\$0	\$0	\$80,000	\$0	\$0	\$0
703 - Maintenance	\$1,260,418	\$959,301	\$59,348	\$0	\$0	\$0	\$0	\$0	\$200,000	\$30,000	\$11,769	\$0	\$0
SUBTOTAL:	\$3,895,086	\$1,453,319	\$1,162,218	\$0	\$386,695	\$0	\$541,085	\$0	\$200,000	\$140,000	\$11,769	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$27,045,772	\$3,864,755	\$1,830,663	\$800,000	\$386,695	\$1,060,302	\$1,214,983	\$4,501,332	\$3,473,710	\$676,000	\$80,979	\$0	\$9,156,353

FUNDING ANALYSIS													
	Discretionary Funding						Restricted Funding						
	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other	
BEGINNING BALANCE:	\$4,592,840	\$0	\$204,732	\$0	\$967,155	\$0	\$0	\$1,285,830	\$3,209,331	\$208,624	\$597,297	\$0	
PROJECTED REVENUES:	\$3,982,695	\$1,830,663	\$815,756	\$386,695	\$733,818	\$1,214,983	\$4,501,332	\$3,284,844	\$597,669	\$30,092	\$301,405	\$9,156,353	
BUDGETED EXPENDITURES:	(\$3,864,755)	(\$1,830,663)	(\$800,000)	(\$386,695)	(\$1,060,302)	(\$1,214,983)	(\$4,501,332)	(\$3,473,710)	(\$676,000)	(\$80,979)	\$0	(\$9,156,353)	
ENDING BALANCE:	\$4,710,781	\$0	\$220,488	\$0	\$640,671	\$0	\$0	\$1,096,964	\$3,131,000	\$157,737	\$898,702	\$0	

* CSAC Projections - % Applied: 95%
 HUTA/New HUTA Inflation: 2%
 Measure F Inflation: 2%

FISCAL YEAR 2022/2023

CAPITAL PROJECTS	Expenditures	Discretionary Funding						Restricted Funding					
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$6,335,485	\$0	\$95,525	\$0	\$0	\$0	\$0	\$6,239,960	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$487,242	\$0	\$0	\$0	\$0	\$0	\$0	\$289,115	\$0	\$0	\$0	\$204,127	\$0
Safety Projects:	\$3,672,792	\$20,000	\$4,000	\$0	\$0	\$0	\$0	\$3,648,792	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Divisions:	\$17,595,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,595,000
SUBTOTAL:	\$28,090,519	\$20,000	\$99,525	\$0	\$0	\$0	\$0	\$10,171,866	\$0	\$0	\$0	\$204,127	\$17,595,000
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Roadway Preservation:	\$1,384,826	\$130,826	\$0	\$0	\$0	\$0	\$0	\$0	\$1,054,000	\$200,000	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$342,724	\$142,724	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0
Vegetation Control:	\$1,368,855	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,368,855	\$0	\$0	\$0	\$0
General Maintenance:	\$5,226,523	\$3,367,937	\$170,147	\$0	\$0	\$490,594	\$26,010	\$0	\$627,808	\$470,880	\$73,147	\$0	\$0
Equipment Program:	\$450,000	\$0	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$8,772,928	\$3,641,487	\$170,147	\$450,000	\$0	\$490,594	\$26,010	\$0	\$3,250,663	\$670,880	\$73,147	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
701 - Admin	\$1,641,568	\$212,450	\$932,354	\$0	\$0	\$0	\$466,764	\$0	\$0	\$30,000	\$0	\$0	\$0
702 - Engineering	\$1,051,063	\$380,477	\$22,380	\$0	\$386,695	\$0	\$180,411	\$0	\$0	\$81,100	\$0	\$0	\$0
703 - Maintenance	\$1,288,148	\$338,464	\$642,870	\$0	\$0	\$0	\$76,814	\$0	\$200,000	\$30,000	\$0	\$0	\$0
SUBTOTAL:	\$3,980,779	\$931,390	\$1,597,604	\$0	\$386,695	\$0	\$723,990	\$0	\$200,000	\$141,100	\$0	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$40,844,226	\$4,592,878	\$1,867,276	\$450,000	\$386,695	\$490,594	\$750,000	\$10,171,866	\$3,450,663	\$811,980	\$73,147	\$204,127	\$17,595,000

FUNDING ANALYSIS												
	Discretionary Funding						Restricted Funding					
	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$4,710,781	\$0	\$220,488	\$0	\$640,671	\$0	\$0	\$1,096,964	\$3,131,000	\$157,737	\$898,702	\$0
PROJECTED REVENUES:	\$4,062,349	\$1,867,276	\$447,068	\$386,695	\$741,156	\$750,000	\$10,171,866	\$3,350,541	\$600,657	\$30,092	\$308,940	\$17,595,000
BUDGETED EXPENDITURES:	(\$4,592,878)	(\$1,867,276)	(\$450,000)	(\$386,695)	(\$490,594)	(\$750,000)	(\$10,171,866)	(\$3,450,663)	(\$811,980)	(\$73,147)	(\$204,127)	(\$17,595,000)
ENDING BALANCE:	\$4,180,252	\$0	\$217,556	\$0	\$891,233	\$0	\$0	\$996,842	\$2,919,677	\$114,682	\$1,003,515	\$0.0

* CSAC Projections - % Applied: 95%
HUTA/New HUTA Inflation: 2%
Measure F Inflation: 2%

FISCAL YEAR 2023/2024

CAPITAL PROJECTS	Expenditures	Discretionary Funding						Restricted Funding					
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$5,851,000	\$0	\$55,000	\$0	\$0	\$0	\$0	\$5,796,000	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$3,644,033	\$0	\$0	\$0	\$0	\$0	\$0	\$3,234,884	\$0	\$0	\$0	\$409,149	\$0
Safety Projects:	\$650,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$630,000	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Divisions:	\$8,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,600,000
SUBTOTAL:	\$18,745,033	\$20,000	\$55,000	\$0	\$0	\$0	\$0	\$9,660,884	\$0	\$0	\$0	\$409,149	\$8,600,000
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Roadway Preservation:	\$1,188,892	\$133,704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,055,188	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$350,264	\$150,264	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0
Vegetation Control:	\$1,398,970	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,398,970	\$0	\$0	\$0	\$0
General Maintenance:	\$5,339,305	\$2,464,084	\$1,132,068	\$0	\$0	\$630,384	\$26,530	\$0	\$540,000	\$481,239	\$65,000	\$0	\$0
Equipment Program:	\$450,000	\$0	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$8,727,431	\$2,748,052	\$1,132,068	\$450,000	\$0	\$630,384	\$26,530	\$0	\$3,194,158	\$481,239	\$65,000	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
701 - Admin	\$1,677,682	\$898,237	\$189,735	\$0	\$0	\$0	\$559,710	\$0	\$0	\$30,000	\$0	\$0	\$0
702 - Engineering	\$1,074,186	\$425,831	\$676	\$0	\$386,695	\$0	\$178,760	\$0	\$0	\$82,224	\$0	\$0	\$0
703 - Maintenance	\$1,316,487	\$559,344	\$527,143	\$0	\$0	\$0	\$0	\$0	\$200,000	\$30,000	\$0	\$0	\$0
SUBTOTAL:	\$4,068,355	\$1,883,413	\$717,554	\$0	\$386,695	\$0	\$738,470	\$0	\$200,000	\$142,224	\$0	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$31,540,819	\$4,651,465	\$1,904,622	\$450,000	\$386,695	\$630,384	\$765,000	\$9,660,884	\$3,394,158	\$623,463	\$65,000	\$409,149	\$8,600,000

FUNDING ANALYSIS													
	Discretionary Funding						Restricted Funding						
	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other	
BEGINNING BALANCE:	\$4,180,252	\$0	\$217,556	\$0	\$891,233	\$0	\$0	\$996,842	\$2,919,677	\$114,682	\$1,003,515	\$0	
PROJECTED REVENUES:	\$4,143,596	\$1,904,622	\$447,068	\$386,695	\$755,979	\$765,000	\$9,660,884	\$3,417,552	\$603,660	\$30,092	\$316,664	\$8,600,000	
BUDGETED EXPENDITURES:	(\$4,651,465)	(\$1,904,622)	(\$450,000)	(\$386,695)	(\$630,384)	(\$765,000)	(\$9,660,884)	(\$3,394,158)	(\$623,463)	(\$65,000)	(\$409,149)	(\$8,600,000)	
ENDING BALANCE:	\$3,672,383	\$0	\$214,624	\$0	\$1,016,828	\$0	\$0	\$1,020,236	\$2,899,874	\$79,774	\$911,030	\$0	

* CSAC Projections - % Applied: 95%
HUTA/New HUTA Inflation: 2%
Measure F Inflation: 2%

FISCAL YEAR 2024/2025

CAPITAL PROJECTS	Expenditures	Discretionary Funding						Restricted Funding					
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$7,278,900	\$0	\$50,000	\$0	\$0	\$0	\$0	\$7,228,900	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$896,576	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$896,576	\$0
Safety Projects:	\$450,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$430,000	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Divisions:	\$7,630,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,630,000
SUBTOTAL:	\$16,255,476	\$20,000	\$50,000	\$0	\$0	\$0	\$0	\$7,658,900	\$0	\$0	\$0	\$896,576	\$7,630,000
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Roadway Preservation:	\$1,193,047	\$136,645	\$0	\$0	\$0	\$0	\$0	\$0	\$1,056,402	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$357,970	\$157,970	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0
Vegetation Control:	\$1,429,747	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,429,747	\$0	\$0	\$0	\$0
General Maintenance:	\$5,454,569	\$3,518,267	\$0	\$0	\$0	\$839,476	\$0	\$0	\$540,000	\$491,826	\$65,000	\$0	\$0
Equipment Program:	\$450,000	\$0	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$8,885,333	\$3,812,882	\$0	\$450,000	\$0	\$839,476	\$0	\$0	\$3,226,149	\$491,826	\$65,000	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
701 - Admin	\$1,714,591	\$20,000	\$986,699	\$0	\$0	\$0	\$677,892	\$0	\$0	\$30,000	\$0	\$0	\$0
702 - Engineering	\$1,097,818	\$267,731	\$257,611	\$0	\$386,695	\$0	\$102,408	\$0	\$0	\$83,373	\$0	\$0	\$0
703 - Maintenance	\$1,345,450	\$467,046	\$648,404	\$0	\$0	\$0	\$0	\$0	\$200,000	\$30,000	\$0	\$0	\$0
SUBTOTAL:	\$4,157,859	\$754,777	\$1,892,714	\$0	\$386,695	\$0	\$780,300	\$0	\$200,000	\$143,373	\$0	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$29,298,668	\$4,587,659	\$1,942,714	\$450,000.00	\$386,695	\$839,476	\$780,300	\$7,658,900	\$3,426,149	\$635,199	\$65,000	\$896,576	\$7,630,000

FUNDING ANALYSIS													
	Discretionary Funding						Restricted Funding						
	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other	
BEGINNING BALANCE:	\$3,672,383	\$0	\$214,624	\$0	\$1,016,828	\$0	\$0	\$1,020,236	\$2,899,874	\$79,774	\$911,030	\$0	
PROJECTED REVENUES:	\$4,226,468	\$1,942,714	\$447,068	\$386,695	\$771,099	\$780,300	\$7,658,900	\$3,485,903	\$606,679	\$30,092	\$324,580	\$7,630,000	
BUDGETED EXPENDITURES:	(\$4,587,659)	(\$1,942,714)	(\$450,000)	(\$386,695)	(\$839,476)	(\$780,300)	(\$7,658,900)	(\$3,426,149)	(\$635,199)	(\$65,000)	(\$896,576)	(\$7,630,000)	
ENDING BALANCE:	\$3,311,191	\$0	\$211,692	\$0	\$948,451	\$0	\$0	\$1,079,990	\$2,871,354	\$44,866	\$339,034	\$0	

* CSAC Projections - % Applied: 95%
HUTA/New HUTA Inflation: 2%
Measure F Inflation: 2%

FISCAL YEAR 2025/2026

CAPITAL PROJECTS	Expenditures	Discretionary Funding						Restricted Funding					
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$671,728	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$671,728	\$0
Safety Projects:	\$350,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$330,000	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Divisions:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$1,021,728	\$20,000	\$0	\$0	\$0	\$0	\$0	\$330,000	\$0	\$0	\$0	\$671,728	\$0
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Roadway Preservation:	\$1,197,294	\$139,651	\$0	\$0	\$0	\$0	\$0	\$0	\$1,057,643	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$365,845	\$165,845	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0
Vegetation Control:	\$1,461,201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,461,201	\$0	\$0	\$0	\$0
General Maintenance:	\$5,572,369	\$3,352,985	\$0	\$0	\$0	\$734,971	\$0	\$0	\$916,767	\$502,646	\$65,000	\$0	\$0
Equipment Program:	\$450,000	\$0	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$9,046,709	\$3,658,481	\$0	\$450,000	\$0	\$734,971	\$0	\$0	\$3,635,611	\$502,646	\$65,000	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
701 - Admin	\$1,752,312	\$539,711	\$0	\$0	\$386,695	\$0	\$795,906	\$0	\$0	\$30,000	\$0	\$0	\$0
702 - Engineering	\$1,121,970	\$70,000	\$967,423	\$0	\$0	\$0	\$0	\$0	\$0	\$84,547	\$0	\$0	\$0
703 - Maintenance	\$1,375,050	\$330,905	\$1,014,145	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0	\$0
SUBTOTAL:	\$4,249,332	\$940,616	\$1,981,568	\$0	\$386,695	\$0	\$795,906	\$0	\$0	\$144,547	\$0	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$14,317,769	\$4,619,097	\$1,981,568	\$450,000	\$386,695	\$734,971	\$795,906	\$330,000	\$3,635,611	\$647,193	\$65,000	\$671,728	\$0

FUNDING ANALYSIS													
	Discretionary Funding						Restricted Funding						
	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other	
BEGINNING BALANCE:	\$3,311,191	\$0	\$211,692	\$0	\$948,451	\$0	\$0	\$1,079,990	\$2,871,354	\$44,866	\$339,034	\$0	
PROJECTED REVENUES:	\$4,310,997	\$1,981,568	\$447,068	\$386,695	\$786,521	\$795,906	\$330,000	\$3,555,621	\$609,712	\$30,092	\$332,695	\$0	
BUDGETED EXPENDITURES:	(\$4,619,097)	(\$1,981,568)	(\$450,000)	(\$386,695)	(\$734,971)	(\$795,906)	(\$330,000)	(\$3,635,611)	(\$647,193)	(\$65,000)	(\$671,728)	\$0	
ENDING BALANCE:	\$3,003,092	\$0	\$208,760	\$0	\$1,000,000	\$0	\$0	\$1,000,000	\$2,833,873	\$9,958	\$0	\$0	

* CSAC Projections - % Applied: 95%
HUTA/New HUTA Inflation: 2%
Measure F Inflation: 2%

Capital Improvement Plan⁰⁴²

2022 Annual Update

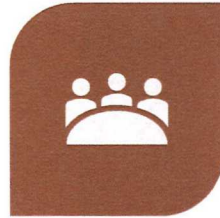


Nevada County Department of Public Works April 2022

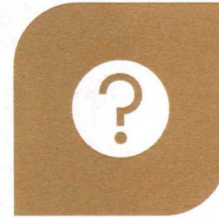
PURPOSE OF THE PRESENTATION



**DISCUSS FUNDING
SOURCES**



**DISCUSS UPCOMING
MAINTENANCE AND
CAPITAL
IMPROVEMENT
PROJECTS**



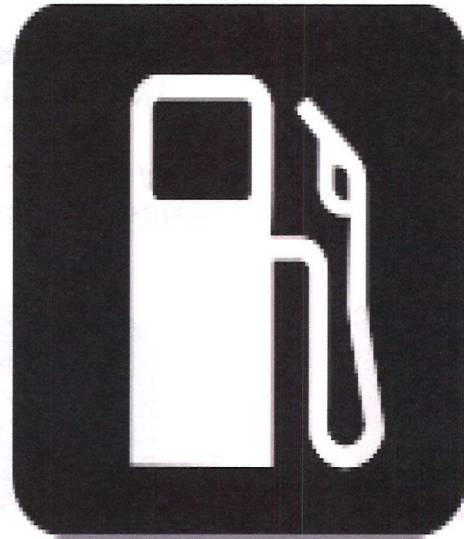
QUESTIONS



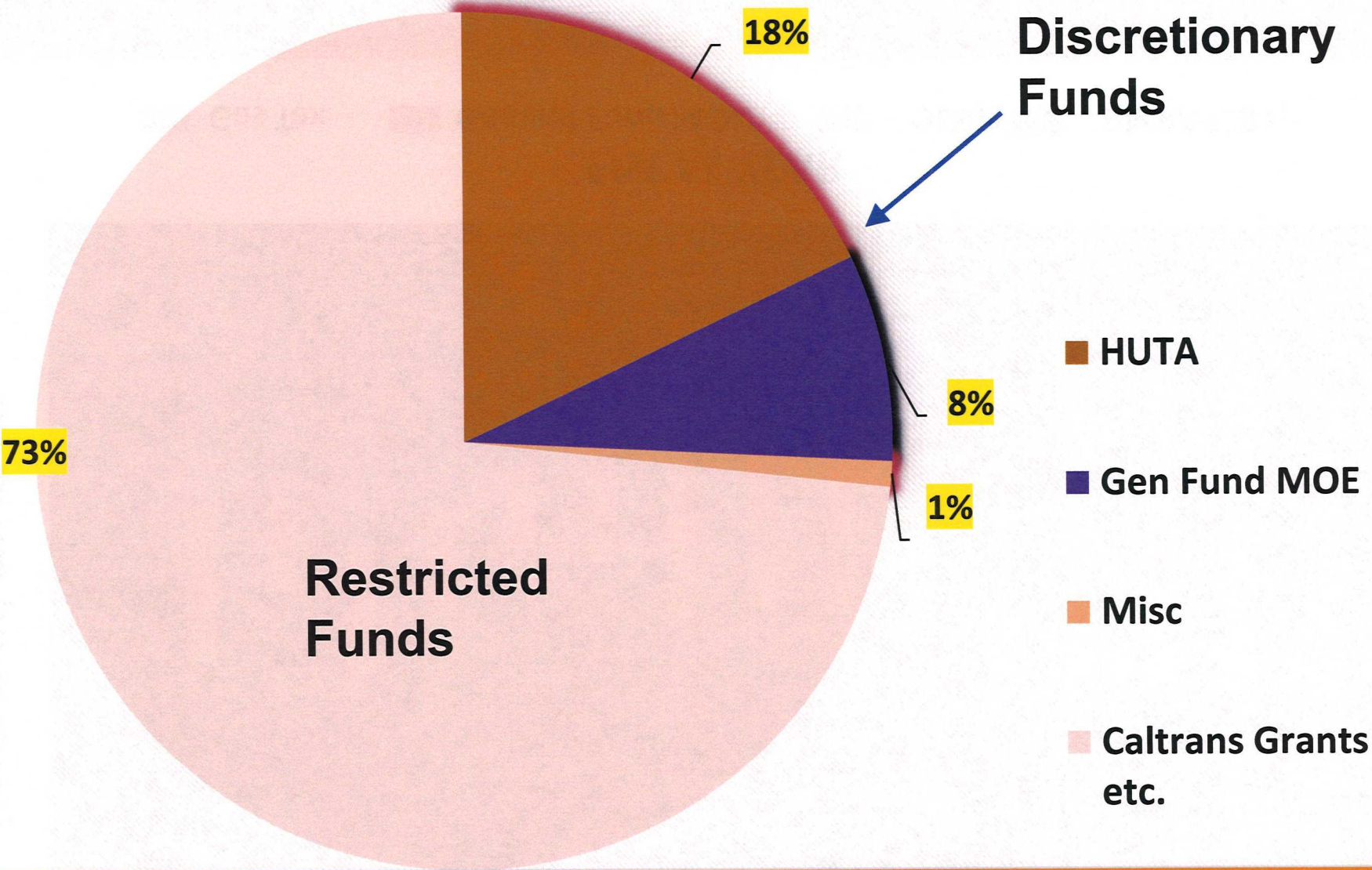
**APPROVAL OF CAPITAL
IMPROVEMENT PLAN**



Road Funding Sources

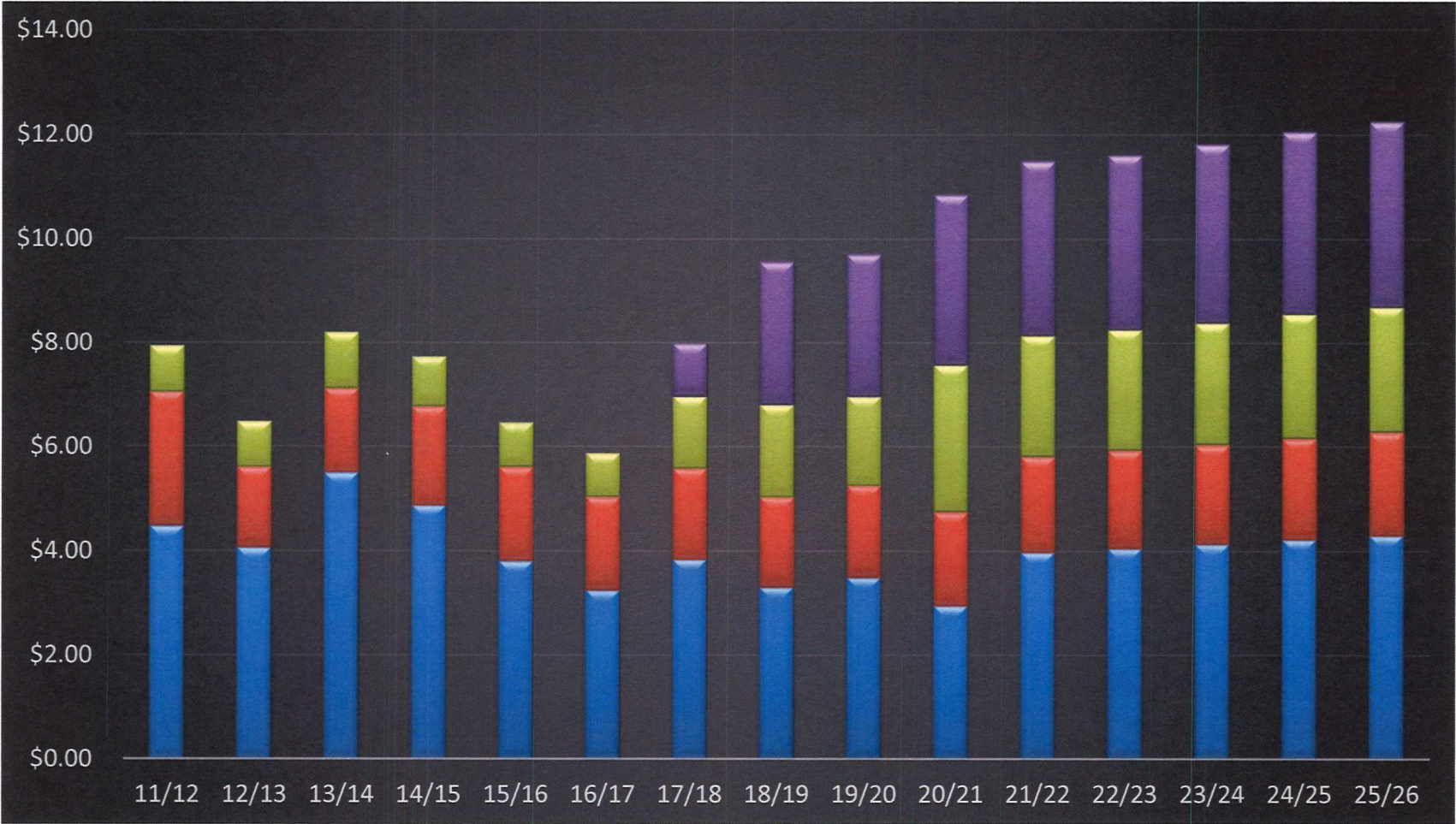


2022-23 Road Fund Revenue Sources ~ \$20 Million⁰⁴⁵



Road Fund Formula (Non-Grant) Revenue⁰⁴⁶

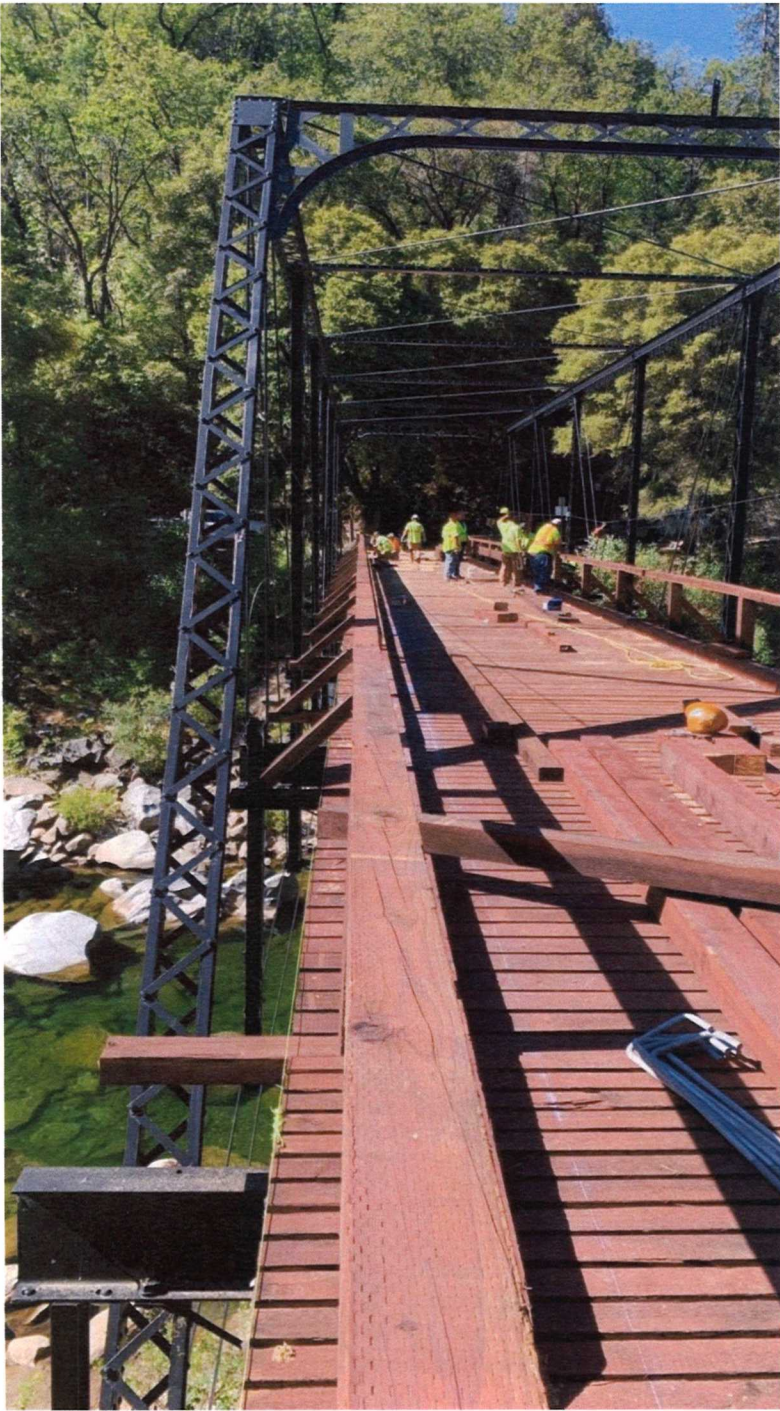
DOLLARS (MILLIONS)



FISCAL YEAR

■ Gas Tax
 ■ General Fund MOU
 ■ Other
 ■ RMRA (SB1)

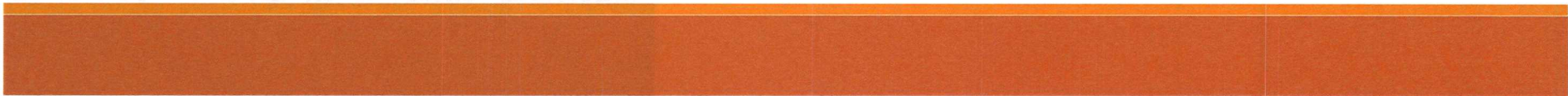
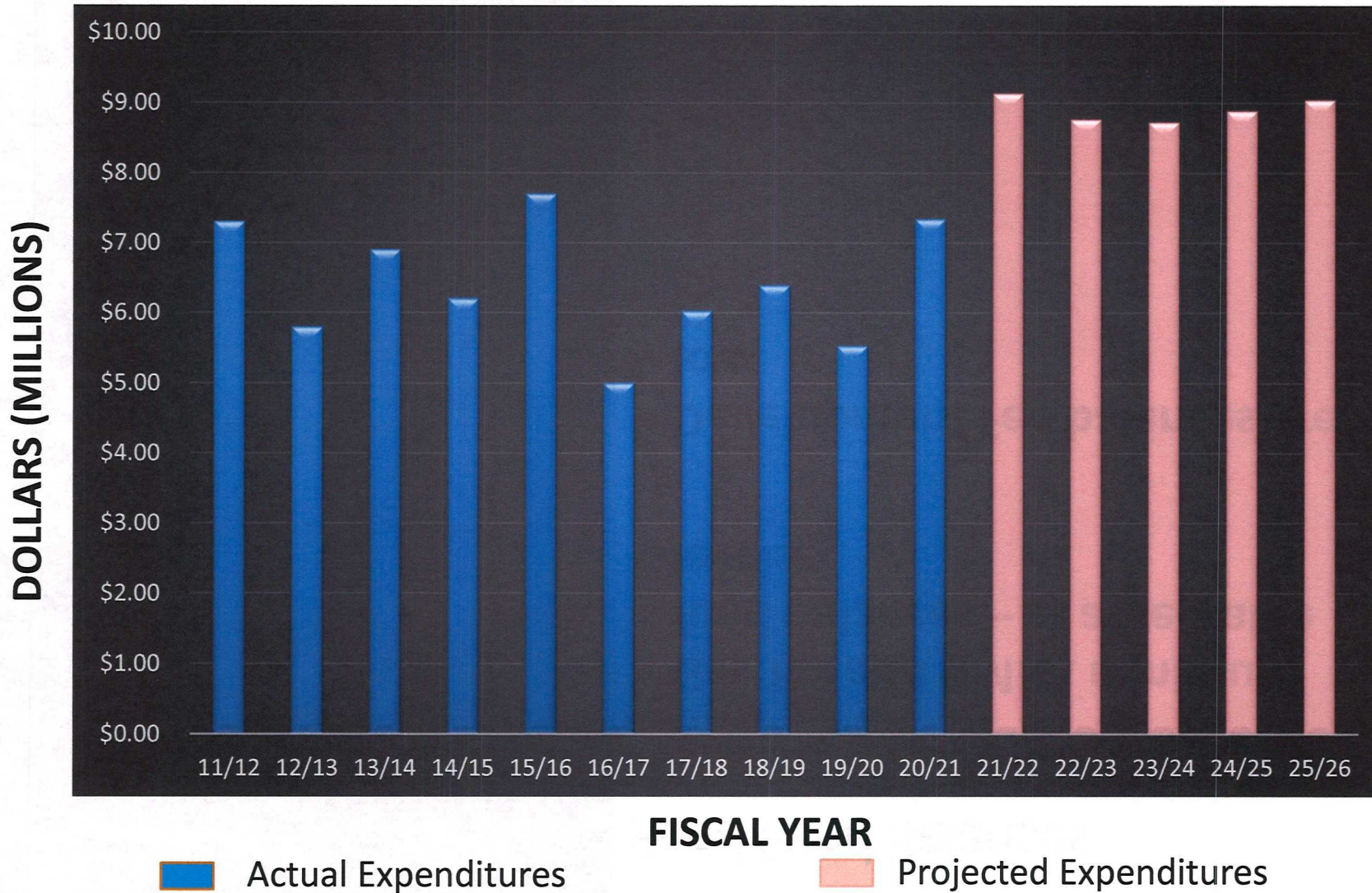




Road Fund Balances

- **Gas Tax and RMRA minimum fund balances – at acceptable levels**
- **Development Fee balances are low**

Direct Road Maintenance Expenditures⁰⁴⁸





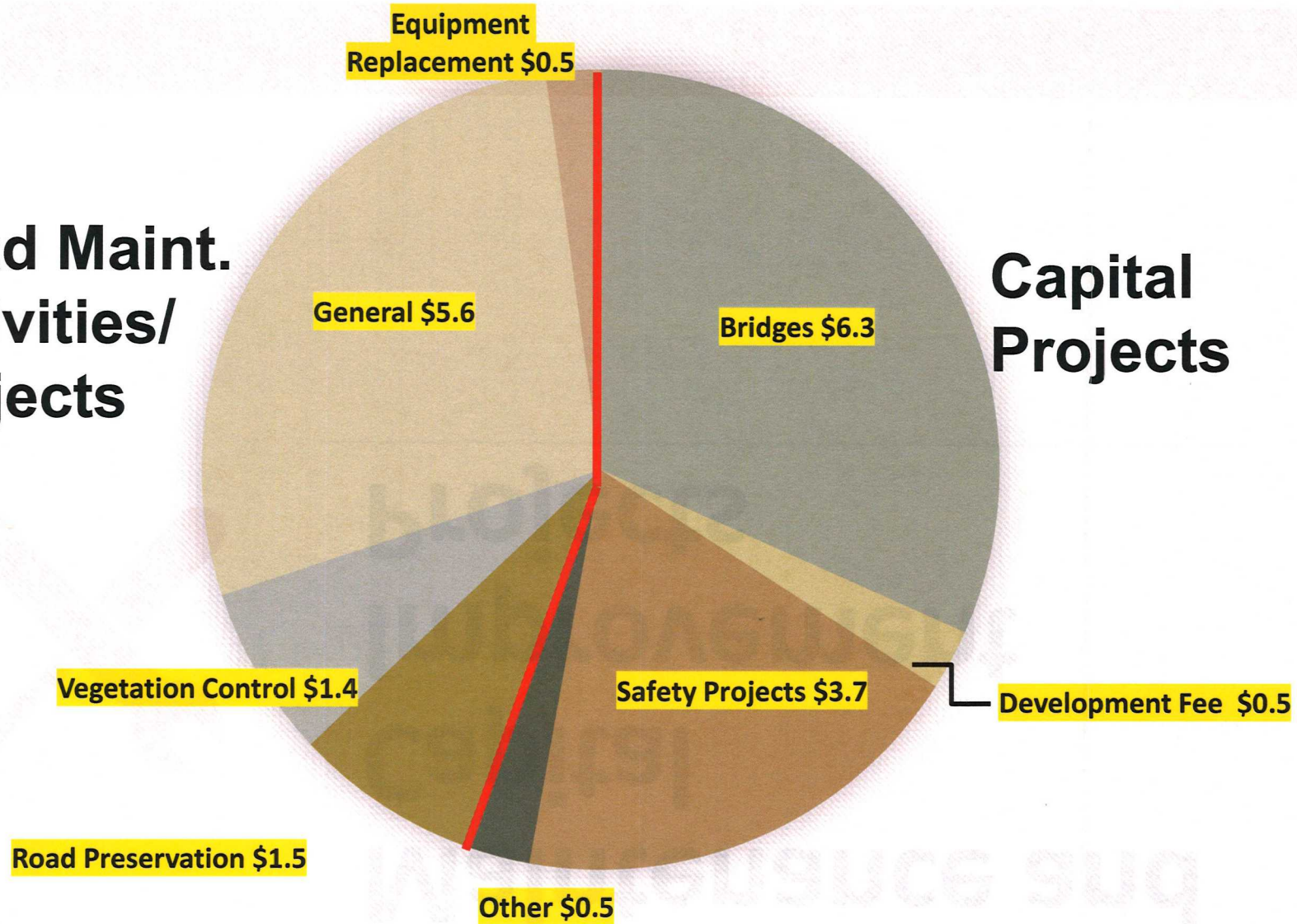
Upcoming Maintenance and Capital Improvement Projects



2022-23 Road Fund Expenditures ~ \$20

**Road Maint.
Activities/
Projects**

**Capital
Projects**

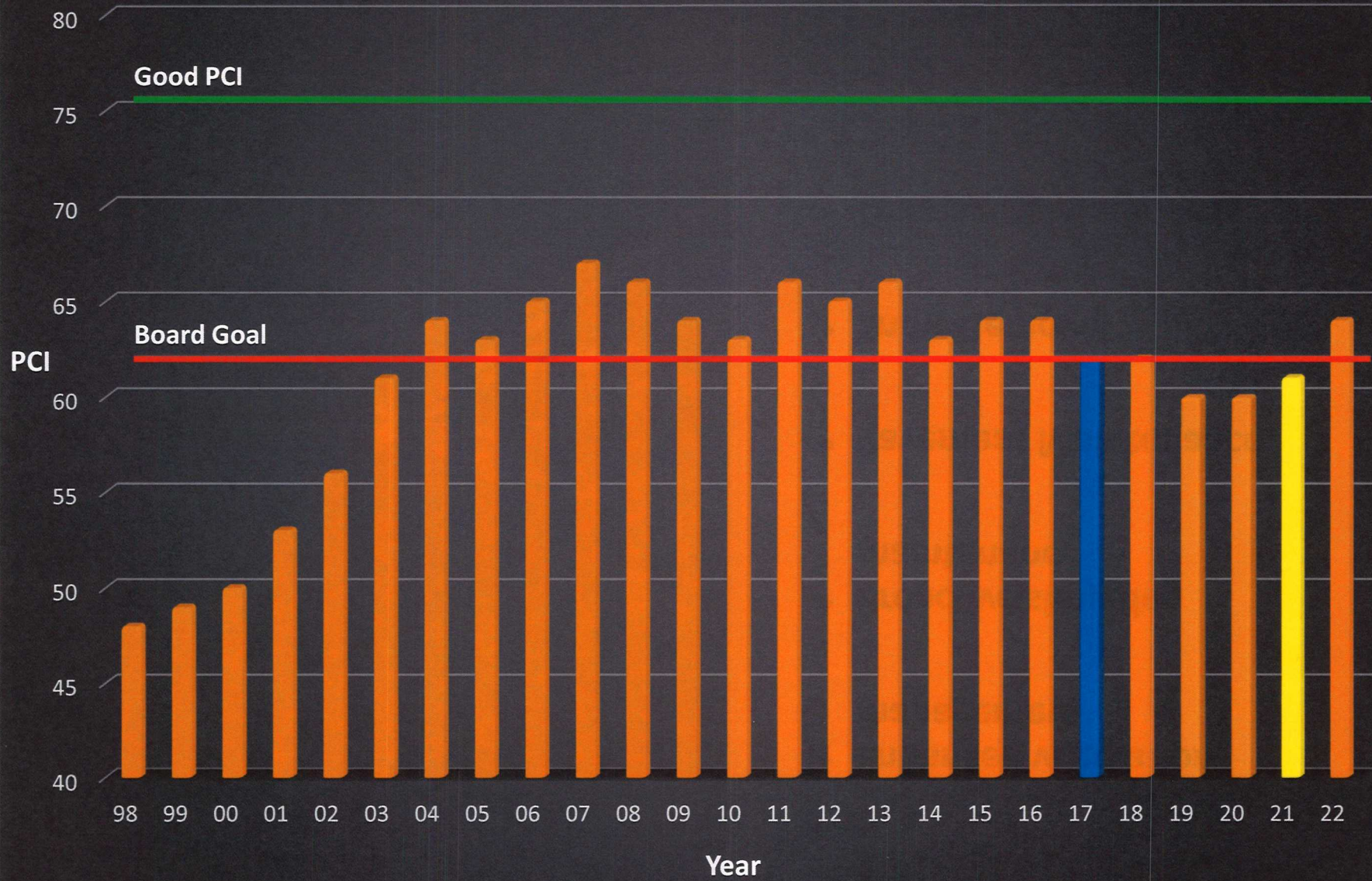


Upcoming Road Maintenance

- **Enhanced vegetation management**
- **Proactive shoulder maintenance**
- **Pavement Maintenance**
- **Snow Removal**
- **Drainage Maintenance**



Nevada County Pavement Condition Index 052 1998 – 2022

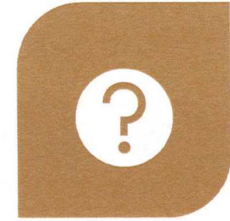


CAPITAL PROJECT EXPENDITURES

PROJECT	TYPE	AMOUNT
Bridges (Fed. Grants, GF MOE)	Bridges	\$6,335,485
Development Fee Projects (Fed. Grants Supplemented with LTMF)	Safety	\$487,242
Safety Projects (HUTA, GF MOE, Fed. & State Grants)	Safety	\$3,672,792
Other (Transfer Station, Bus Wash etc.) (Solid Waste, Fed. & State Grants)	Other	\$17,595,000
	TOTAL	<u>\$28,090,519</u>
DONNER PASS COMPLETED in 21-22 CIP, \$8,627,067	\$21,109,783	Life of Project

2022-26 Prelim. Engineering & Construction ⁰⁵⁴

PROJECT	TYPE	AMOUNT
7 Bridges	Bridges	\$ 23,583,677
Guardrail, High Friction Surface, Striping	Safety	\$ 6,840,042
TBD: Local Traffic Mitigation Fee Project	Dev Fees	\$ 2,177,360
Rough & Ready Intersection	Intersection	\$ 4,006,120
McCourtney Transfer Station	Solid Waste	\$ 23,557,099
NCOC Bus Wash	Transit	\$ 600,000
Slow/Fast Charger	Transit	\$ 600,000
Rule 20A, (Undergrounding Electric Lines)	Utility	\$ 9,700,000
Road Rehabilitation	Rd Preservation	\$ 5,300,000
	TOTAL	\$ <u>76,364,298</u>



Questions





Approval of Capital Improvement Plan



Overview of Maintained Mileage System

- **560 miles of County maintained road (distance of I-5 between Redding and Disneyland). Approximately 1500 miles of private roads.**
 - **Of the 560 miles:**
 - **39% are unpaved**
 - **59 miles maintained in road maintenance districts (PRDs or CSAs)**
 - **50 bridges and 40 large culverts**
 - **Less than 2 miles of pedestrian facilities**
 - **Historically maintained by 29 permanent roads maintenance staff and up to 10 Full Time Equivalent (FTE) temporary seasonal workers.**
 - **3rd lowest traffic fatality rate of rural counties**
 - **Top 10 counties as far as pavement condition**
- 