



RESOLUTION No. 19-100

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF NEVADA

APPROVAL OF THE 2019 CAPITAL IMPROVEMENT PROGRAM

WHEREAS, the Department of Public Works has prepared the 2019 Road Maintenance and Capital Improvement Five Year Plan; and

WHEREAS, the Planning Commission has determined that the plan is consistent with the Nevada County General Plan.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Nevada County Board of Supervisors adopts the Nevada County Department of Public Works 2019 Capital Improvement Program and authorizes the Director of Public Works to proceed with the implementation of the Program.

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 March, 2019, by the following vote of said Board:

Ayes: Supervisors Heidi Hall, Edward Scofield, Dan Miller, Susan K. Hoek, and Richard Anderson

Noes: None.


Absent: None.

Abstain: None.

ATTEST:

JULIE PATTERSON HUNTER
Clerk of the Board of Supervisors

By: 



Richard Anderson, Chair

CAPITAL IMPROVEMENT PLAN

2019 ANNUAL UPDATE



Bicyclists Traveling Through the 2018 Road Rehabilitation Project

County of Nevada Community
Development Agency
Department of Public Works
2018-2019 thru 2022-2023

COUNTY OF NEVADA COMMUNITY DEVELOPMENT AGENCY

DEPARTMENT OF PUBLIC WORKS

CAPITAL IMPROVEMENT PLAN

2019 ANNUAL UPDATE

FISCAL YEAR 2018/19 THRU 2022/23

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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, \$100 million program from July 2018 thru June 2023.

Gas tax and General Fund Maintenance of Effort (MOE) are 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.

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 will result 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. An initiative to repeal SB1 was on the ballot in the November 2018 election (Proposition 6), however, this initiative was unsuccessful. RMRA funds have resulted in improved stability and cost certainty in the Capital Improvement Plan. This additional revenue will be used to fund road rehabilitation and preservation projects, roadside vegetation control and shoulder maintenance activities throughout Nevada County.

In 2017, historic storm activity took a heavy toll on county roads and infrastructure and resulted in approximately \$1.7 million in damage. The county has been coordinating with state and federal agencies since early 2017 to qualify for storm damage reimbursement funding. While the county expects to receive nearly \$1.3 million in federal reimbursements, staff doesn't expect full reimbursement from the federal government until FY 19/20.

Combined with the recent long-term decline in revenues, the CIP fund balance (cash reserves) for FY 17/18 and 18/19 have been below the department's established thresholds. The Board of Supervisors adopted Resolution 17-464 on September 12, 2017 that provided a short-term interest free loan of \$1.5 million from the Community Development Agency (CDA) to the Road fund until such time as reimbursements are received from the Federal Emergency Management Agency (FEMA)/Cal-EMA and the Federal Highway Administration (FHWA) or until the Road fund balance is sufficient to meet cash flow requirements. This loan helps stabilize the existing fund balance through FY 18/19.

The long-term prognosis for the CIP's fund balance projections improves as the county receives projected Gas Tax, RMRA funds and reimbursements for the 2017 storm damage. Staff expects the fund balance to return to acceptable levels by FY 19/20. Repayment of the CDA loan is scheduled to occur before July 1, 2019. Moving forward, staff anticipates maintaining a reasonable fund balance in future fiscal years.

In addition to projected increased revenues, we continue to see robust state and federal grant funding for capital projects. In this plan, the County expects to receive approximately \$40 million in state and federal grants for a variety of roadway safety, bridge and road maintenance projects.

Similar to previous years, staff will present a draft CIP to the BOS, to provide information and to solicit feedback from the BOS and public. Staff will also present the CIP to the Planning Commission for review of consistency with the General Plan. Staff then will utilize the feedback to prepare a final CIP. Prior to final CIP adoption, staff will meet with each BOS member to discuss maintenance and project activities in each member's district. Staff anticipates taking this item back to the BOS for adoption approximately a month after the initial presentation to the BOS. The final CIP is utilized for budget preparation.

PLAN ORGANIZATION

This document has been developed in an effort to improve transparency while addressing 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 public with relevant project facts and information, including project locations, descriptions, justification, anticipated construction dates, project costs, and funding sources. In addition, fiscal year financial pro formas 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 only 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. An explanation of funding sources 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 are established at a same 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 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.

OTHER: This includes dwindling Federal Forest Reserve funds and one-time revenues.

RESTRICTED FUNDS

Grants: County staff regularly apply for and receive 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 in the near future.

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 or required for new subdivisions 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, onetime project specific revenues, etc.

SUMMARY OF CIP EXPENDITURES

The total projected expenditures for FY 19-20 are projected to be \$29,030,475.

Capital Projects constitute 67% (\$19,535,244) of total CIP expenditures. Table 1 includes the following expenditures:

TABLE 1: CAPITAL PROJECT EXPENDITURES*

CATEGORY	AMOUNT	FUNDING SOURCES
Bridge Projects	\$1,918,144	Federal Grants, General Fund MOE
Development Fee Projects	\$3,757,000	RSTP, RMRA, Development Fees, Other
Safety Projects	\$2,960,100	General Fund MOE, Federal Grants
Shoulder Improvements	\$10,900,000	General Fund MOE, Other (FLAP Grant)
TOTAL	\$19,535,244	

* Does not include expenditures on transit, wastewater, and solid waste capital projects in FY 19/20

Maintenance constitutes 22% (\$6,370,300) of total CIP expenditures. Table 2 includes the following expenditures:

TABLE 2: MAINTENANCE EXPENDITURES

CATEGORY	AMOUNT	FUNDING SOURCES
Roadway Preservation	\$1,211,784	RMRA
Drainage and Shoulder Maintenance	\$529,456	General Fund MOE, RSTP, Misc., RMRA
Vegetation Control	\$708,149	RMRA
General Maintenance	\$3,730,911	Gas Tax, General Fund MOE, State Exchange, RSTP, CSA/PRD, Trust Funds
Equipment Program	\$190,000	Gas Tax, General Fund MOE, Misc
TOTAL	\$6,370,300	

Overhead constitutes the remaining 11% (\$3,124,931) of total CIP expenditures. Table 3 includes the following expenditures:

TABLE 3: OVERHEAD EXPENDITURES

CATEGORY	AMOUNT	FUNDING SOURCES
701 – DPW Admin	\$1,468,742	Gas Tax, General Fund MOE, Misc., CSA/PRD
702 - Engineering	\$805,807	Gas Tax, General Fund MOE, Misc., Development Fees
703 - Maintenance	\$850,382	Gas Tax, Misc., RMRA, CSA/PRD, Trust Funds
TOTAL	\$3,124,931	

Over the 5-year life of the CIP, the total expenditures are expected to be approximately \$100 million dollars.

CONCLUSION

This CIP presents a wide range of maintenance and capital improvement activities that will address community interests and needs, including maintenance of existing infrastructure and improvements that address safety, maintenance, and capacity concerns. This CIP addresses the County's current and near term safety, maintenance and capital improvement requirements.

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ROAD MAINTENANCE AND REHABILITATION PROGRAM

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 potential pavement preservation and replacement techniques.

PROJECT LOCATION: The following locations are tentatively scheduled for road maintenance and rehabilitation in Fiscal years 2017-18 thru 2022-23:

2017/18 MICROSURFACE AND HOT-IN-PLACE RECYCLING

ROAD	FROM	TO
PENN VALLEY DR	HIGHWAY 20 - WEST	PLEASANT VALLEY RD
PENN VALLEY DR	PLEASANT VALLEY RD	EASY ST
PENN VALLEY DR	EASY ST	SPENCEVILLE RD
INDIAN SPRINGS RD	SPENCEVILLE RD	MAJESTIC VIEW CT
INDIAN SPRINGS RD	MAJESTIC VIEW CT	PENN VALLEY DR
SPENCEVILLE RD	PENN VALLEY DR	DEVONSHIRE CIR
SPENCEVILLE RD	DEVONSHIRE CIR	INDIAN SPRINGS RD
PLEASANT VALLEY RD	PENN VALLEY DR	LAKE WILDWOOD DR
PLEASANT VALLEY RD	LAKE WILDWOOD DR	MOONEY FLAT RD
PLEASANT VALLEY RD	MOONEY FLAT RD	GOLD COUNTRY DR
PLEASANT VALLEY RD	GOLD COUNTRY DR	WILLIAMS RANCH SCHOOL

2018/19 MICROSURFACE AND PAVEMENT REHABILITATION

ROAD	FROM	TO
INDIAN SPRINGS	McCOURTNEY RD	SPENCEVILLE RD
LOWER COLFAX RD	POWERLINE RD	CHRISTOPHERS PLACE
WILLOW VALLEY RD	HWY 20	NEVADA CITY LIMITS
QUAKER HILL X RD	RED DOG	QUAKER RIDGE CT
BIRCHVILLE RD	HWY 49	PLEASANT VALLEY RD
PLEASANT VALLEY RD	HWY 49	FRENCH CORAL

2018/19 BRUSHING AND SHOULDER WORK PROJECT

ROAD	FROM	TO
QUAKER HILL RD	RED DOG	BANNER QUAKER HILL RD
LOWER COLFAX RD	LAWS RANCH RD	OLD COACH WAY
INDIAN SPRINGS RD	MCCOURTNEY RD	SPENCEVILLE RD
BIRCHVILLE RD	HWY 49	PLEASANT VALLEY RD
PLEASANT VALLEY RD	CRESENT	HWY 49
N. BLOOMFIELD RD	HWY 40	EDWARDS CROSSING
LABARR MEADOWS RD	HIGHWAY 49	CITY LIMITS
MCCOURTNEY RD	CITY LIMITS	LIME KILN RD
LIME KILN RD	HIGHWAY 49	MCCOURTNEY RD
TYLER FOOT CROSSING RD	ANANDA WAY	LAKE CITY RD

2019/20 OVERLAY AND PAVEMENT REHABILITATION

ROAD	FROM	TO
SCOTTS FLAT RD	SCOTTS FLAT RD	SCOTTS FLAT DAM RD
SCOTTS FLAT RD	SCOTTS FLAT DAM RD	END COUNTY MAINT
E. EMPIRE ST	HIGHWAY 174	GRASS VALLEY CORP
BOULDER ST	NEVADA CITY COR	RED DOG RD
E LIME KILN RD	HIGHWAY 49	KAREN DR
TAMMY WAY	NORLENE WAY	GARY WAY
ALEXANDRA WAY	KAREN WAY	LAWRENCE WAY
ALEXANDRA WAY	NORLENE WAY (N)	NORLENE WAY (S)
ALTA SIERRA DRIVE	HIGHWAY 49	LITTLE VALLEY RD
ALTA SIERRA DRIVE	LITTLE VALLEY RD	BALL RD
GARY WAY	ALTA SIERRA DR	FRANCIS
GARY WAY	TAMMY WAY	ALTA SIERRA DR
CARRIE DR	DOG BAR RD	GARY WAY
KAREN DR	E. LIME KILN	ALEXANDRA WAY
BRUNSWICK RD	GRASS VALLEY CO.	IDAHO MARYLAND RD
BRUNSWICK RD	WOOD ROSE	HWY 174
DUGGANS RD	WOLF RD	WOLF MEADOW DR (S)
WET HILL RD	BLOOMFLD-GRANITEVILLE	CEMENT HILL RD

2019/20 BRUSHING AND SHOULDER WORK PROJECT

ROAD	FROM	TO
SCOTTS FLAT RD	SCOTTS FLAT RD	SCOTTS FLAT DAM RD
SCOTTS FLAT RD	SCOTTS FLAT DAM RD	END COUNTY MAINT
E. EMPIRE ST	HIGHWAY 174	GRASS VALLEY CORP
BOULDER ST	NEVADA CITY COR	RED DOG RD
E LIME KILN RD	HIGHWAY 49	KAREN DR
TAMMY WAY	NORLENE WAY	GARY WAY
ALEXANDRA WAY	KAREN WAY	LAWRENCE WAY
ALEXANDRA WAY	NORLENE WAY (N)	NORLENE WAY (S)
ALTA SIERRA DRIVE	HIGHWAY 49	LITTLE VALLEY RD
ALTA SIERRA DRIVE	LITTLE VALLEY RD	BALL RD
GARY WAY	ALTA SIERRA DR	FRANCIS
GARY WAY	TAMMY WAY	ALTA SIERRA DR
CARRIE DR	DOG BAR RD	GARY WAY
KAREN DR	E. LIME KILN	ALEXANDRA WAY
BRUNSWICK RD	GRASS VALLEY CO.	IDAHO MARYLAND RD
BRUNSWICK RD	WOOD ROSE	HWY 174
DUGGANS RD	WOLF RD	WOLF MEADOW DR (S)
WET HILL RD	BLOOMFLD-GRANITEVILLE	CEMENT HILL RD

2020/21 OVERLAY AND PAVEMENT REHABILITATION

ROAD	FROM	TO
DOG BAR RD	LORIE DRIVE	700 FT N. OF MT. OLIVE
DOG BAR RD	MOUNT OLIVE RD	TAYLOR CROSS
DOG BAR RD	NORVIN WAY	910 FT N. TAYLOR CROSSING
DOG BAR RD	910 FT N. TAYLOR CROSSING	TAYLOR CROSSING RD
DOG BAR RD	WOLF CREEK RD	LODESTAR DR
DOG BAR RD	1415 FT S. 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
GRACIE RD	NEVADA CITY CORP	RIDGE ESTATES RD
GRACIE RD	BIG BLUE RD	BANNER LAVA CAP RD
ALLISON RANCH RD	HIGHWAY 49	BRIDGE
ALLISON RANCH RD	BRIDGE	EMPIRE STAR MINE
AUBURN RD	HIDDEN VALLEY RD	ARCHERY WAY
AUBURN RD	ARCHERY WAY	SELBY LN
LAKE VERA PURDON	SELBY LN	LAKE VERA BRIDGE
MAGNOLIA RD	COMBIE RD	E. HACIENDA DR
MAGNOLIA RD	E. HACIENDA DR	KNOLLS DR
PLEASANT VALLEY	BITNEY SPRINGS	BRIDGEPORT

2020/21 BRUSHING AND SHOULDER WORK PROJECT

ROAD	FROM	TO
DOG BAR RD	LORIE DRIVE	700 FT N. OF MT. OLIVE
DOG BAR RD	MOUNT OLIVE RD	TAYLOR CROSS
DOG BAR RD	NORVIN WAY	910 FT N. TAYLOR CROSSING
DOG BAR RD	910 FT N. TAYLOR CROSSING	TAYLOR CROSSING RD
DOG BAR RD	WOLF CREEK RD	LODESTAR DR
DOG BAR RD	1415 FT S. 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
GRACIE RD	NEVADA CITY CORP	RIDGE ESTATES RD
GRACIE RD	BIG BLUE RD	BANNER LAVA CAP RD
ALLISON RANCH RD	HIGHWAY 49	BRIDGE
ALLISON RANCH RD	BRIDGE	EMPIRE STAR MINE
AUBURN RD	HIDDEN VALLEY RD	ARCHERY WAY
AUBURN RD	ARCHERY WAY	SELBY LN
LAKE VERA PURDON	SELBY LN	LAKE VERA BRIDGE
MAGNOLIA RD	COMBIE RD	E. HACIENDA DR
MAGNOLIA RD	E. HACIENDA DR	KNOLLS DR

2021/22 OVERLAY AND PAVEMENT REHABILITATION

ROAD	FROM	TO
MCCOURTNEY RD	GRASS VALLEY CO	POLARIS DR
MCCOURTNEY RD	INDIAN SPRINGS RD	LUCKY NUGGET LN
MCCOURTNEY RD	LUCKY NUGGET LN	CHAMPAGNE LN
MCCOURTNEY RD	CHAMPAGNE LN	BEYERS LN
MCCOURTNEY RD	BEYERS LN	MUSTANG VALLEY PL
MCCOURTNEY RD	MUSTANG VALLEY PL	LIME KILN RD
LIME KILN RD	HIGHWAY 49	OLD POND LN
LIME KILN RD	OLD POND LN	DUGGANS RD
LIME KILN RD	DUGGANS RD	BALD HILL RD
LIME KILN RD	BALL HILL RD	MCCOURTNEY
OAK TREE RD	HIGHWAY 49	LOVELL LN
OAK TREE RD	LOVELL LN	ROBINSONS RD
OAK TREE RD	ROBINSONS RD	TYLER FOOTE CROSSING
MAGNOLIA RD	COMBIE RD	E. HACIENDA DR
MAGNOLIA RD	E. HACIENDA DR	KNOLLS DR
MT. OLIVE	HIGHWAY 174	MIRANDA DR
MT. OLIVE	MIRANDA DR	ROLPHOLM RD
PURDON RD	LAKE VERA BRIDGE	ROUND MT. RANCH RD
PURDON RD	ROUND MT. RANCH RD	END CHIPSEAL
N. BLOOMFIELD-GRANITEVILLE RD	HIGHWAY 49	LAKE VERA PRUDON RD
N. BLOOMFIELD-GRANITEVILLE RD	HONEYSUCKLE WAY	COOPER RD

2021/22 BRUSHING AND SHOULDER WORK PROEJCT

ROAD	FROM	TO
OAK TREE RD	HIGHWAY 49	LOVELL LN
OAK TREE RD	LOVELL LN	ROBINSONS RD
OAK TREE RD	ROBINSONS RD	TYLER FOOTE CROSSING
MAGNOLIA RD	COMBIE RD	E. HACIENDA DR
MAGNOLIA RD	E. HACIENDA DR	KNOLLS DR
MT. OLIVE	HIGHWAY 174	MIRANDA DR
MT. OLIVE	MIRANDA DR	ROLPHOLM RD
PURDON RD	LAKE VERA BRIDGE	ROUND MT. RANCH RD
PURDON RD	ROUND MT. RANCH RD	END CHIPSEAL

2022/23 OVERLAY AND PAVEMENT REHABILITATION

ROAD	FROM	TO
STAMPEDE MEADOWS		BOCA RES TURNOUT
STAMPEDE MEADOWS		
STAMPEDE MEADOWS		
STAMPEDE MEADOWS		
STAMPEDE MEADOWS		
WASHINGTON RD		

2022/23 BRUSHING AND SHOULDER WORK PROEJCT

ROAD	FROM	TO
WASHINGTON RD		
TBD		

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 of a micro-surface.

PROJECT COST ESTIMATE

Item	Funding Source	Cost
Costs-FY 18/19	RMRA	\$ 1,871,369
Costs-FY 19/20	RMRA	\$ 2,090,552
Costs-FY 20/21	RMRA	\$ 3,419,201
Costs-FY 21/22	RMRA	\$ 3,448,486
Costs-FY 22/23	RMRA	\$ 3,478,453
TOTAL	TOTAL	\$14,308,061

SUPERVISORIAL DISTRICT: ALL

RECOMMENDATION: Approve 5-year road maintenance and rehabilitation program.

ANNUAL TRAFFIC STRIPING PROGRAM

PROJECT LOCATION: Various locations throughout Nevada County. Roads are typically broken up into two phases. Phase 1 typically includes higher elevation roads and roads in eastern Nevada County, while Phase 2 includes all other western Nevada County roads.

PROJECT DESCRIPTION: Centerline and edge line striping on various sections of County maintained roads per striping program schedule.

PROJECT JUSTIFICATION: To maintain the County roadways, the Department repaints the centerline and edge line stripes on an annual basis.

PROJECT COST ESTIMATE

Item	Cost	Funding Source	
Costs – FY 18/19	\$250,000	Discretionary	\$250,000
Costs – FY 19/20	\$260,000	Discretionary	\$260,000
Costs – FY 20/21	\$270,000	Discretionary	\$270,000
Costs – FY 21/22	\$280,000	Discretionary	\$280,000
Costs – FY 22/23	\$290,000	Discretionary	\$290,000
TOTAL	\$1,350,000		\$1,350,000

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Fund in FY 18/19 and annually thereafter.

2018 THERMOPLASTIC STRIPING PROJECT – HSIP CYCLE 8

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: The proposed Thermoplastic Striping project will install high visibility striping and pavement markers along approximately 30 miles of lower elevation rural Nevada County roadways for increased safety through better visibility of center and edge lines

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

Item	Funding Source	Cost
Costs:	Federal (HSIP)	\$384,054
	Exchange	\$10,705
	General Fund MOE	\$5,000
TOTAL	TOTAL	\$399,759

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Constructed in 2018.

2019 THERMOPLASTIC STRIPING PROJECT – HSIP CYCLE 9

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: The proposed Thermoplastic Striping project will install high visibility striping and pavement markers along approximately 30 miles of lower elevation rural Nevada County roadways for increased safety through better visibility of center and edge lines

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

Item	Funding Source	Cost
Costs:	Federal (HSIP)	\$650,000
	General Fund MOE	\$ 20,000
TOTAL	TOTAL	\$670,000

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Project Scheduled for Construction in 2019.

2020 GUARDRAIL PROJECT – HSIP CYCLE 9

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: The proposed guardrail project will complete a guardrail safety audit along 5.8 miles of county roadways. This project would determine if the guardrail lengths and locations are appropriate, if it is appropriately installed, and whether end treatment repairs are needed to enhance the safety of the guardrail and extend its useful life. After the audit is completed, the project would then implement the recommendations of 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

Item	Funding Source	Cost
Costs:	Federal (HSIP)	\$999,400
	General Fund MOE	\$42,600
TOTAL	TOTAL	\$1,042,000

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Project Scheduled for Construction in 2020.

ROAD SAFETY AND SIGNING AUDIT (RSSA) PROJECT – HSIP CYCLE 7

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: This project will update roadway signage along 130 miles of county roadways, resulting in a proactive approach to traffic safety which is expected to prevent fatalities and injury collisions resulting from improper signing.

This is a 2nd phase RSSA project funded through HSIP Cycle 7 and includes approximately 130 miles of county maintained roads . The first phase – funded in a previous funding cycle – was completed in February 2017.

PROJECT JUSTIFICATION: To improve roadway safety, with an emphasis on signing (regulatory, warning and guide) along 30 key corridors.

PROJECT COST ESTIMATE

Item	Funding Source	Cost
Costs:	Federal (HSIP)	\$1,236,885
	General fund MOE	\$21,000
	Exchange	\$215
TOTAL	TOTAL	\$1,258,100

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Project Scheduled for Construction in 2019.

2020 HIGH FRICTION SURFACE TREATMENT PROJECT – HFST CYCLE 9

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 21 locations on lower elevation, rural Nevada County roadways for increased safety

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

Item	Funding Source	Cost
Costs:	Federal (HSIP)	\$1,520,000
	General Fund MOE	\$20,000
TOTAL	TOTAL	\$1,540,000

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Project Scheduled for Construction in 2020.

HSIP FUTURE PROJECTS

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: The objective is to identify and construct projects that will increase safety for the traveling public along county roadways. Potential sources for funding include HSIP Grants, CMAQ grants, FLAP grants, and other federal and state grants.

PROJECT JUSTIFICATION: Increase safety for the traveling public along county roadways.

PROJECT COST ESTIMATE

Item	Funding Source	Cost
Costs- FY 19/20 – 22/23	Federal (HSIP)	\$1,280,000
	General Fund MOE	\$120,000
TOTAL	TOTAL	\$1,400,000

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Project Scheduled for Construction TBD.

PURDON ROAD AT SHADY CREEK BRIDGE REPLACEMENT



PROJECT LOCATION: Purdon Road at Shady Creek – just south of Tyler Foote Road.

PROJECT DESCRIPTION: The County of Nevada is proposing to replace the two span steel railroad car bridge (Bridge No. 17C-0060) over Shady Creek. The structure is too narrow for the roadway’s Functional Classification and is considered Functionally Obsolete. The bridge is also Structurally Deficient due to the condition of the superstructure and its overall structural condition. The existing bridge was constructed in 1945, widened in 1975, and is not considered historic.

PROJECT JUSTIFICATION: The primary objective is to replace a Structurally Deficient structure to improve public safety since the existing bridge is near the end of its lifespan. The railroad car steel structure has been rated Structurally Deficient with an overall sufficiency rating of 39.2 due to its structural condition and load carrying capacity. The bridge railing is timber with timber posts. The bridge is also substandard width. The proposed structure will restore the sufficiency rating to acceptable levels, satisfy the current roadway geometry standards, and provide bridge railing and approach guard railing meeting current safety standards. Since the bridge’s sufficiency rating is less than 50 and structurally deficient, it is eligible for replacement.

PROJECT COST ESTIMATE

Item	Funding Source	Cost
Costs:	Federal (HBP)	\$2,694,426
	Exchange	\$12,996
	General Fund MOE	\$56,314
TOTAL	TOTAL	\$2,763,736

SUPERVISORIAL DISTRICT: IV

RECOMMENDATION: Project Under Construction, Expected Completion Spring 2019.

SODA SPRINGS RD AT S. YUBA RIVER BRIDGE REPLACEMENT



PROJECT LOCATION: Soda Springs Road at the S. Yuba River - south of Donner Pass Rd.

PROJECT DESCRIPTION: The County of Nevada is proposing to replace and widen the two span steel girder structure (Bridge No. 17C-0010) over the South Yuba River. The existing bridge was built in 1965 and is located on Soda Springs Road near Van Norden Lake Road. The concrete structure is severely deteriorated and is considered structurally deficient.

PROJECT JUSTIFICATION: The project provides a safe permanent crossing over the South Yuba River on Soda Springs Road since the existing structure is structurally deficient and the roadway is substandard. In addition, the project will resolve maintenance and width issues.

PROJECT COST ESTIMATE

Item	Funding Source	Cost
Costs:	Federal (HBP)	\$2,451,446
	Exchange	\$2,279
	General fund MOE	\$35,025
TOTAL	TOTAL	\$2,488,750

SUPERVISORIAL DISTRICT: V

RECOMMENDATION: Project Scheduled for Construction in Summer 2020-Fall 2020.

HIRSCHDALE ROAD AT TRUCKEE RIVER BRIDGE PROJECT



PROJECT LOCATION: Hirschdale Road south 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

Item	Funding Source	Cost
Costs:	Federal (HBP)	\$4,796,304
	General Fund MOE	\$49,999
	Exchange	\$4,697
TOTAL	TOTAL	\$4,851,000

SUPERVISORIAL DISTRICT: V

RECOMMENDATION: Project Scheduled for Construction in Summer 2021.

HIRSCHDALE ROAD AT UPRR HINTON OVERHEAD BRIDGE 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

Item	Funding Source	Cost
Costs:	Federal (HBP)	\$1,583,063
	General Fund MOE	\$40,000
	Exchange	\$982
TOTAL	TOTAL	\$1,624,045

SUPERVISORIAL DISTRICT: V

RECOMMENDATION: Project Scheduled for Construction in Summer 2021.

N. BLOOMFIELD RD AT S. YUBA RIVER BRIDGE 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

Item	Funding Source	Cost
Costs:	Federal (HBP)	\$5,561,503
	Exchange	\$1,260
	General fund MOE	\$55,140
TOTAL	TOTAL	\$5,617,903

SUPERVISORIAL DISTRICT: IV and V

RECOMMENDATION: Project Scheduled for Construction TBD

DOG BAR ROAD AT BEAR RIVER BRIDGE 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. The project is scheduled for construction outside the 5-year CIP and is not included in the Pro Forma.

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

Item	Funding Source	Cost
Costs:	Federal (HBP)	\$4,103,823
	Exchange	\$1,420
	General Fund MOE	\$50,000
TOTAL	TOTAL	\$4,155,243

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project scheduled for construction 2023.

HIGHWAY BRIDGE PROJECT (HBP) FUTURE PROJECTS

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: Rehabilitate and replace bridges that are at the end of their lifespan. Caltrans monitoring reports determine the structural deficiency of all bridges in the County of Nevada. The County and State work jointly to determine which bridges are to be rehabilitated or replaced.

PROJECT JUSTIFICATION: The objective is to replace structurally deficient structures and improve public safety on bridges that are near or at the end of their lifespan. .

PROJECT COST ESTIMATE

Item	Funding Source	Cost
Costs - FY 18/19 - 22/23	Federal (HSIP)	\$14,305,071
	General Fund MOE	\$357,929
TOTAL	TOTAL	\$14,633,000

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Project Scheduled for Construction TBD.

COMBIE ROAD UTILITY UNDERGROUND PROJECT – PHASE 3A

PROJECT LOCATION: Combie Road from State Route 49 to approximately 800’ east of Higgins Drive.

PROJECT DESCRIPTION: The Department of Public Work’s is proposing a phased widening of Combie Road to five lanes, two in each direction with center turn lane, a traffic signal at the Combie Road/Higgins Road intersection, and a class I pedestrian facility along the north side of Combie Road. However, the utility undergrounding work must be completed prior to construction of any road improvements. The utility undergrounding work is schedule for 2018 and will be funded by Pacific Gas and Electric’s Rule 20A allocation. Phase 3A, proposes undergrounding between Highway 49 to the PG&E substation property (0.30 miles east).

PROJECT JUSTIFICATION: Proposed commercial development will increase traffic and decrease level of service, necessitating road improvements. Additionally, these improvements have been identified within the Higgins Area Plan.

PROJECT COST ESTIMATE

Item	Funding Source	Cost
Costs:	Other (Rule 20A)	\$1,140,525
	RSTP	\$159,229
	HUTA	\$583
	Development Fee	\$229,663
TOTAL	TOTAL	\$1,530,000

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project is Under Construction, Expected Completion in Spring 2019.

COMBIE ROAD CORRIDOR IMPROVEMENT PROJECT



PROJECT LOCATION: Combie Road from State Route 49 to W. Hacienda Drive.

PROJECT DESCRIPTION: This project proposes to: 1) widen Combie Road to five lanes, (two through lanes in each direction plus a center turn lane), between Highway 49 and Higgins Road; 2) install a traffic signal at the Combie Road/Higgins Road intersection, and 3) construct a class I pedestrian facility along the north side of Combie Road from Highway 49 to W. Hacienda Drive.

PROJECT JUSTIFICATION: Proposed commercial development will increase traffic and decrease level of service, necessitating road improvements. Additionally, these improvements have been identified within the Higgins Area Plan.

PROJECT COST ESTIMATE

Item	Funding Source	Cost
Costs:	Development Fees	\$3,021,591
	RSTP	\$1,052,198
	General Fund - Economic Development Infrastructure Funds	\$983,211
	RMRA	\$300,000
TOTAL	TOTAL	\$5,357,000

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project Scheduled for Construction in 2019.

Ridge Road-Rough & Ready Hwy Intersection Improvement Project



PROJECT LOCATION: Intersection of Ridge Road and Rough and Ready Highway

PROJECT DESCRIPTION: This project will evaluate a realignment of two three-legged, angled intersections, the Rough and Ready Highway/Ridge Road intersection and the Rough and 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

Item	Funding Source	Cost
Costs:	CMAQ	\$1,304,746
	General fund MOE	\$65,000
	Other	\$174,952
TOTAL	TOTAL	\$1,554,689

SUPERVISORIAL DISTRICT: III

RECOMMENDATION: Project Scheduled for Construction in 2021.

LOCAL TRAFFIC MITIGATION FEE (LTMF) 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 Combie Road Corridor Improvement Project and the Ridge Road/Rough and Ready Highway Improvement Project, projects include:

- Stampede Meadows Widening Project
- State Route 20 at Pleasant Valley Road Improvement Project
- Shoulder Widening and Safety Improvement Projects – Countywide.
- Future Development Fee Update in 2022

These projects are currently scheduled for construction outside the 5-year CIP.

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. The County recently adopted an LTMF study that meets the nexus requirements outlined in AB 1600.

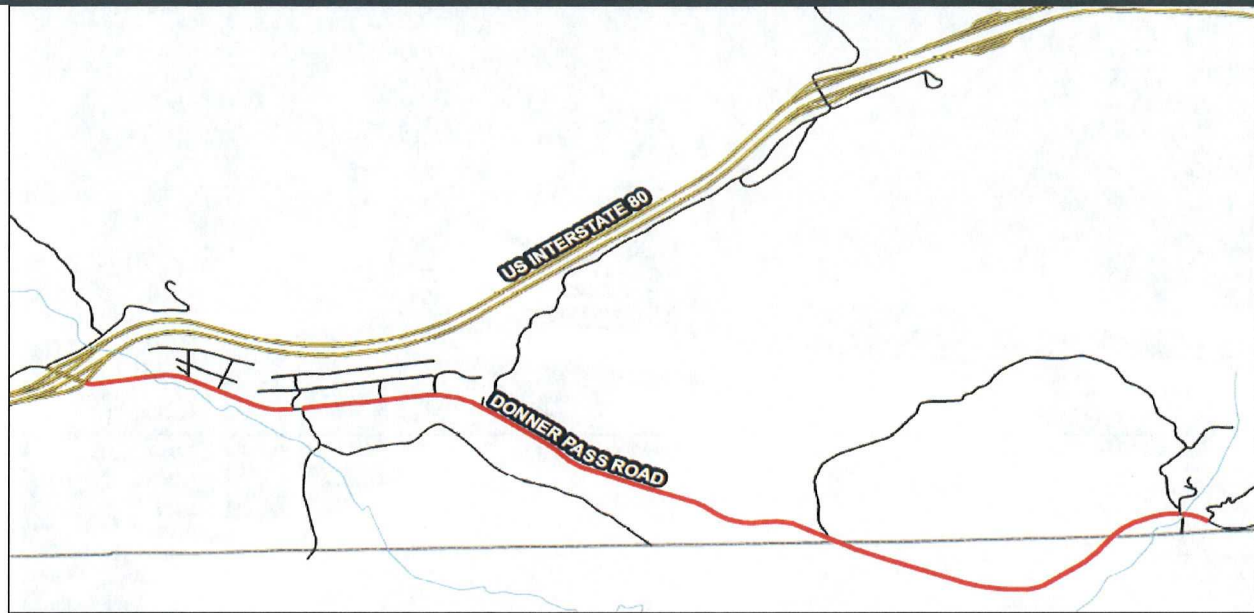
PROJECT COST ESTIMATE

Item	Cost	Funding Source	
Costs:	\$28,670,000	Development Fees	\$2,910,000
		Other Various Funds	\$25,760,000
TOTAL	\$28,670,000	TOTAL	\$28,670,000

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Projects scheduled for construction after 2023 are shown for reference only.

DONNER PASS ROAD RECONSTRUCTION AND WIDENING



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

PROJECT DESCRIPTION: The proposed project would 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

Item	Funding Source	Cost
Costs:	<i>Other (FLAP) *</i>	<i>\$12,169,114</i>
	General Fund MOE	\$360,000
	Exchange	101,206
	Placer County	\$154,228
TOTAL	TOTAL	\$12,784,548

** Since project is being managed and constructed by CFLHD, the FLAP funding is shown but managed by CFLHD*

SUPERVISORIAL DISTRICT: V

RECOMMENDATION: Project Scheduled for Construction in Summer 2019-2020.

TRANSIT BUS STOP IMPROVEMENT PROJECTS



PROJECT LOCATION: Various

PROJECT DESCRIPTION: The project will construct transit bus stop improvements at various locations in Nevada County. 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 projects.

PROJECT JUSTIFICATION: The project will modernize existing bus stops on the Gold Country Stage bus system. The project includes the construction of concrete pads, benches, paved turnouts, bus shelters, and railings as necessary to meet Americans with Disabilities Act (ADA) Standards.

PROJECT COST ESTIMATE

Item	Cost	Funding Source	
Costs – FY 17/18	\$50,000	Prop 1B PTMISEA	\$200,000
Costs – FY 18/19	\$150,000		
TOTAL	\$200,000	TOTAL	\$200,000

SUPERVISORIAL DISTRICT: III

RECOMMENDATION: Project is scheduled for construction in summer 2019.

TRANSIT SERVICES FACILITY IMPROVEMENT PROJECT



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

PROJECT DESCRIPTION: The project will construct a transit bus wash at the future 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 much needed modern bus washing system which will improve efficiencies for the Transit Services and Fleet Divisions.

PROJECT COST ESTIMATE

Item	Cost	Funding Source	
Costs – FY 19/20	\$500,000	Prop 1B PTMISEA	\$500,000
TOTAL	\$500,000	TOTAL	\$500,000

SUPERVISORIAL DISTRICT: ALL

RECOMMENDATION: Project is scheduled for construction in fall 2020.

MCCOURTNEY ROAD TRANSFER STATION

PROJECT LOCATION: McCourtney Road at Wolf Mountain Road.

PROJECT DESCRIPTION: The project will construct improvements at the McCourtney Road Transfer Station (MRTS).

This project is in the preliminary design phase. The construction schedule and budget are currently under development. For planning purposes this project is included in the CIP. Once a construction schedule and budget is finalized the CIP and Pro Form was be updated. Engineering 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. Some of the current issues or conditions at the existing facility are:

- During peak times traffic backups can occur throughout the site, including at the main entry, scales, the Municipal Solid Waste (MSW) drop off area, and the recycling drop off area.
- The MSW building is not an enclosed structure and therefore creates issues onsite (litter/dust) and with the neighbors of the facility (noise). The County is interested in reducing neighborhood noise and dust impacts as well as developing a more aesthetically pleasing facility.
- Currently the facility is operationally inefficient and needs upgrades to existing equipment and structures to improve functionality, including traffic flow. In addition, improvements to the MSW building are desired in order to increase capacity and create a better loading and compaction area for the long haul trucks and the ability of self-haul customers to more safely and efficiently drop off their refuse.
- The County is working to meet CalRecycle diversion rates and therefore wants to improve its ability to mine recyclables from incoming waste from the public or the franchise hauler.
- The facility will also be designed to meet new organic waste diversion requirements as mandated by AB 1826 and SB 1383.
- Geotechnical issues exist and may constrain the location of new buildings.

PROJECT COST ESTIMATE – PRELIMINARY ENGINEERING

Item	Cost	Funding Source	
Costs – FY 18/19	\$10,000	Solid Waste	\$10,000
Costs – FY 19/20	\$10,000	Solid Waste	\$10,000
Costs – FY 20/21	\$10,000	Solid Waste	\$10,000
Costs – FY 21/22	\$40,000	Solid Waste	\$40,000
TOTAL	\$70,000	TOTAL	\$70,000

SUPERVISORIAL DISTRICT: IV

RECOMMENDATION: Project construction information will be updated in a future CIP.

CASCADE SHORES COMMUNITY LEACH FIELD PROJECT

PROJECT LOCATION: Cascade Shores subdivision.

PROJECT DESCRIPTION: To address both effluent and fiscal issues, the Nevada County Sanitation District is pursuing construction of a community leach field system.

The engineering division or a consultant may provide engineering support for the Sanitation District and Wastewater Division. During design, efforts will be limited to engineering and design review, constructability, and assistance in the preparation of project plans, specifications, and cost estimates.

PROJECT JUSTIFICATION: On July 31, 2008, the Central Valley Water Board adopted Waste Discharge Requirements (WDRs) Order R5-2008-0111 (NPDES No. CA0083241), which included final effluent limitation, in part, for copper. Cascade Shores WWTP has not been able to comply with the final copper effluent limit requirements and is currently operating under a Time Schedule Order (TSO) through March 31, 2021 to achieve compliance.

In addition to the copper issues, the Cascade Shores zone has long term untenable fiscal issues. The current fiscal year expense for operating the Cascade Shores Wastewater Treatment Plant is forecast to be \$300,000. In contrast, projected revenue is forecast to be \$212,000. Residents currently pay \$204 per month for sewer service, the second highest monthly sewer rate in the state.

The elimination of the discharge from the treatment plant will reduce the amount of pollutants into Gas Canyon Creek while meeting discharge requirements for land application. The use of land application will also greatly reduce the current operating cost of the wastewater treatment plant and financially stabilize the finances of that zone.

PROJECT COST ESTIMATE

Item	Cost	Funding Source	
Costs – FY 17/18	\$50,000	SRF Loan/Grant	\$2,200,000
Costs – FY 18/19	\$150,000		
Costs – FY 19/20			
TOTAL	\$2,200,000	TOTAL	\$2,200,000

SUPERVISORIAL DISTRICT: I

RECOMMENDATION: Project is scheduled for construction in fall 2019.

Section 3. Fiscal Year Financial Pro Formas

FUND BALANCE PROJECTION

FY 18/19

	Discretionary Funding				Restricted Funding							
	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$0	\$627,775	\$0	\$0	\$2,267,641	(\$157,176)	\$0	\$517,028	\$2,283,255	\$206,505	\$2,268,832	\$0
PROJECTED REVENUES:	\$633,946	\$1,725,075	\$2,675,686	\$386,695	\$875,430	\$513,658	\$3,553,001	\$2,750,785	\$593,349	\$27,129	\$210,838	\$1,733,867
BUDGETED EXPENDITURES:	(\$33,335)	(\$2,352,850)	(\$2,675,686)	(\$386,695)	(\$986,616)	(\$355,482)	(\$3,553,001)	(\$1,941,369)	(\$611,921)	(\$27,048)	(\$557,753)	(\$1,733,867)
ENDING BALANCE:	\$600,611	\$0	\$0	\$0	\$2,176,454	\$0	\$0	\$1,326,444	\$2,264,683	\$206,586	\$1,921,918	\$0

FY 19/20

	Discretionary Funding				Restricted Funding							
	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$600,611	\$0	\$0	\$0	\$2,176,454	\$0	\$0	\$1,326,444	\$2,264,683	\$206,586	\$1,921,918	\$0
PROJECTED REVENUES:	\$646,625	\$1,759,577	\$2,729,200	\$386,695	\$884,184	\$518,795	\$4,700,597	\$2,740,000	\$596,316	\$27,129	\$216,109	\$11,593,211
BUDGETED EXPENDITURES:	(\$100,000)	(\$1,759,577)	(\$2,729,200)	(\$386,695)	(\$1,925,107)	(\$514,527)	(\$4,700,597)	(\$2,390,552)	(\$639,899)	(\$28,036)	(\$1,963,074)	(\$11,593,211)
ENDING BALANCE:	\$1,147,236	\$0	\$0	\$0	\$1,135,551	\$4,268	\$0	\$1,675,892	\$2,221,100	\$205,679	\$174,952	\$0

FY 20/21

	Discretionary Funding				Restricted Funding							
	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$1,147,236	\$0	\$0	\$0	\$1,135,551	\$4,268	\$0	\$1,675,892	\$2,221,100	\$205,679	\$174,952	\$0
PROJECTED REVENUES:	\$659,558	\$1,794,769	\$2,783,784	\$386,695	\$933,036	\$523,983	\$12,087,905	\$3,050,000	\$599,298	\$27,129	\$221,512	\$0
BUDGETED EXPENDITURES:	(\$326,456)	(\$1,794,769)	(\$2,783,784)	(\$386,695)	(\$967,692)	(\$528,251)	(\$12,087,905)	(\$3,419,201)	(\$632,068)	(\$28,195)	(\$174,952)	\$0
ENDING BALANCE:	\$1,480,338	\$0	\$0	\$0	\$1,060,865	\$0	\$0	\$1,306,691	\$2,188,330	\$204,613	\$221,512	\$0

FY 21/22

	Discretionary Funding				Restricted Funding							
	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$1,480,338	\$0	\$0	\$0	\$1,060,865	\$0	\$0	\$1,306,691	\$2,188,330	\$204,613	\$221,512	\$0
PROJECTED REVENUES:	\$672,749	\$1,830,664	\$2,839,460	\$386,695	\$901,956	\$529,223	\$5,547,315	\$3,180,000	\$602,294	\$27,129	\$227,050	\$0
BUDGETED EXPENDITURES:	(\$334,000)	(\$1,830,664)	(\$2,839,460)	(\$386,695)	(\$997,757)	(\$529,223)	(\$5,547,315)	(\$3,448,486)	(\$647,340)	(\$29,706)	\$0	\$0
ENDING BALANCE:	\$1,819,087	\$0	\$0	\$0	\$965,064	\$0	\$0	\$1,038,205	\$2,143,284	\$202,036	\$448,562	\$0

FY 21/22

	Discretionary Funding				Restricted Funding							
	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$1,819,087	\$0	\$0	\$0	\$965,064	\$0	\$0	\$1,038,205	\$2,143,284	\$202,036	\$448,562	\$0
PROJECTED REVENUES:	\$686,204	\$1,867,277	\$2,896,249	\$386,695	\$910,976	\$534,515	\$3,223,970	\$3,180,000	\$605,305	\$27,129	\$232,726	\$0
BUDGETED EXPENDITURES:	(\$1,554,233)	(\$1,867,277)	(\$2,896,249)	(\$386,695)	(\$1)	(\$534,515)	(\$3,223,970)	(\$3,378,153)	(\$661,877)	(\$26,318)	\$0	\$0
ENDING BALANCE:	\$951,058	\$0	\$0	\$0	\$1,876,040	\$0	\$0	\$840,052	\$2,086,712	\$202,847	\$681,288	\$0

FISCAL YEAR 2018/2019

CAPITAL PROJECTS	Expenditures	Discretionary Funding						Restricted Funding					
		HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	Bridges: \$2,825,113	\$0	\$99,115	\$0	\$0	\$0	\$0	\$2,725,998	\$0	\$0	\$0	\$0	\$0
	Development Fee Projects: \$1,767,767	\$0	\$0	\$0	\$0	\$69,489	\$0	\$0	\$0	\$0	\$0	\$557,753	\$1,140,525
	Safety Projects: \$698,003	\$0	\$41,000	\$0	\$0	\$0	\$0	\$657,003	\$0	\$0	\$0	\$0	\$0
	Shoulder Improvements: \$663,342	\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$593,342
	SUBTOTAL: \$5,954,225	\$0	\$210,115	\$0	\$0	\$69,489	\$0	\$3,383,001	\$0	\$0	\$0	\$557,753	\$1,733,867
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	Roadway Preservation: \$1,505,808	\$0	\$0	\$0	\$0	\$77,178	\$0	\$0	\$1,428,630	\$0	\$0	\$0	\$0
	Drainage and Shoulder Maintenance: \$514,517	\$0	\$23,522	\$172,096	\$231,369	\$79,356	\$6,174	\$0	\$0	\$0	\$0	\$0	\$0
	Vegetation Control: \$688,163	\$0	\$103,650	\$71,779	\$0	\$0	\$0	\$170,000	\$342,739	\$0	\$0	\$0	\$0
	General Maintenance: \$3,680,218	\$0	\$83,374	\$2,111,909	\$155,326	\$740,593	\$0	\$0	\$100,000	\$463,066	\$23,950	\$0	\$0
	Equipment Program: \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SUBTOTAL: \$6,388,711	\$0	\$214,546	\$2,355,784	\$386,695	\$897,127	\$6,174	\$170,000	\$1,871,369	\$463,066	\$23,950	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	701 - Admin \$1,427,299.78	\$17,980	\$1,224,667	\$19,902	\$0	\$0	\$68,546	\$0	\$0	\$96,205	\$0	\$0	\$0
	702 - Engineering \$600,000.00	\$15,355	\$171,490	\$196,230	\$0	\$0	\$216,925	\$0	\$0	\$0	\$0	\$0	\$0
	703 - Maintenance \$826,387.12	\$0	\$532,032	\$103,770	\$0	\$0	\$64,837	\$0	\$70,000	\$52,650	\$3,098	\$0	\$0
	SUBTOTAL: \$2,853,687	\$33,335	\$1,928,189	\$319,902	\$0	\$0	\$350,308	\$0	\$70,000	\$148,855	\$3,098	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$15,196,623	\$33,335	\$2,352,850	\$2,675,686	\$386,695	\$966,616	\$356,482	\$3,553,001	\$1,941,369	\$611,921	\$27,048	\$557,753	\$1,733,867

FUNDING ANALYSIS

FUNDING ANALYSIS	Discretionary Funding						Restricted Funding					
	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc**	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$0.00	\$627,775	\$0	\$0	\$2,267,641	(\$157,176)	\$0	\$517,028	\$2,283,255	\$206,505	\$2,268,832	\$0
PROJECTED REVENUES:	\$633,946	\$1,725,075	\$2,675,686	\$386,695	\$875,430	\$513,658	\$3,553,001	\$2,750,785	\$593,349	\$27,129	\$210,838	\$1,733,867
BUDGETED EXPENDITURES:	(\$33,335)	(\$2,352,850)	(\$2,675,686)	(\$386,695)	(\$966,616)	(\$356,482)	(\$3,553,001)	(\$1,941,369)	(\$611,921)	(\$27,048)	(\$557,753)	(\$1,733,867)
ENDING BALANCE:	\$600,611	\$0	\$0	\$0	\$2,176,454	\$0	\$0	\$1,326,444	\$2,264,683	\$206,586	\$1,921,918	\$0

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

FISCAL YEAR 2019/2020

CAPITAL PROJECTS	Expenditures	Discretionary Funding					Restricted Funding						
		HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMIRA	CSA/PRD	Trust Funds	Dev Fees	Other
	Bridges: \$1,918,144	\$0	\$85,047	\$0	\$0	\$0	\$1,833,097	\$0	\$0	\$0	\$0	\$0	\$0
	Development Fee Projects: \$3,757,000	\$0	\$0	\$0	\$0	\$583,174	\$0	\$300,000	\$0	\$0	\$0	\$1,890,615	\$983,211
	Safety Projects: \$2,960,100	\$0	\$92,600	\$0	\$0	\$0	\$2,867,500	\$0	\$0	\$0	\$0	\$0	\$0
	Shoulder Improvements: \$10,900,000	\$0	\$290,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,610,000
	SUBTOTAL: \$19,535,244	\$0	\$467,647	\$0	\$0	\$583,174	\$4,700,597	\$300,000	\$0	\$0	\$0	\$1,890,615	\$11,593,211
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMIRA	CSA/PRD	Trust Funds	Dev Fees	Other
	Roadway Preservation: \$1,211,784	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Drainage and Shoulder Maintenance: \$529,456	\$0	\$0	\$0	\$0	\$152,484	\$6,353	\$0	\$370,619	\$0	\$0	\$0	\$0
	Vegetation Control: \$708,149	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$708,149	\$0	\$0	\$0	\$0
	General Maintenance: \$3,730,911	\$0	\$273,001	\$1,380,610	\$386,695	\$1,189,449	\$0	\$0	\$0	\$476,511	\$24,645	\$0	\$0
	Equipment Program: \$190,000	\$100,000	\$77,190	\$0	\$0	\$0	\$12,810	\$0	\$0	\$0	\$0	\$0	\$0
	SUBTOTAL: \$6,370,300	\$100,000	\$350,191	\$1,380,610	\$386,695	\$1,341,933	\$19,163	\$0	\$1,990,552	\$476,511	\$24,645	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMIRA	CSA/PRD	Trust Funds	Dev Fees	Other
	701 - Admin \$1,468,742	\$0	\$724,915	\$579,545	\$0	\$0	\$58,750	\$0	\$0	\$105,532	\$0	\$0	\$0
	702 - Engineering \$805,807	\$0	\$216,824	\$497,319	\$0	\$0	\$19,205	\$0	\$0	\$0	\$0	\$72,459	\$0
	703 - Maintenance \$850,382	\$0	\$0	\$271,726	\$0	\$0	\$417,409	\$0	\$100,000	\$57,856	\$3,391	\$0	\$0
	SUBTOTAL: \$3,124,931	\$0	\$941,739	\$1,348,590	\$0	\$0	\$495,364	\$0	\$100,000	\$163,388	\$3,391	\$72,459	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMIRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$29,030,475	\$100,000	\$1,759,577	\$2,729,200	\$386,695	\$1,925,107	\$514,527	\$4,700,597	\$2,390,552	\$639,899	\$28,036	\$1,963,074	\$11,593,211

FUNDING ANALYSIS

CAPITAL PROJECTS	Expenditures	Discretionary Funding					Restricted Funding						
		HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc**	Fed Grants	SB1 - RMIRA	CSA/PRD	Trust Funds	Dev Fees	Other
	BEGINNING BALANCE:	\$600,611	\$0	\$0	\$0	\$2,176,454	\$0	\$0	\$1,326,444	\$2,264,683	\$206,586	\$1,921,918	\$0
	PROJECTED REVENUES:	\$646,625	\$1,759,577	\$2,729,200	\$386,695	\$884,184	\$518,795	\$4,700,597	\$2,740,000	\$596,316	\$27,129	\$216,109	\$11,593,211
	BUDGETED EXPENDITURES:	(\$100,000)	(\$1,759,577)	(\$2,729,200)	(\$386,695)	(\$1,925,107)	(\$514,527)	(\$4,700,597)	(\$2,390,552)	(\$639,899)	(\$28,036)	(\$1,963,074)	(\$11,593,211)
	ENDING BALANCE:	\$1,147,236	\$0	\$0	\$0	\$1,135,531	\$4,268	\$0	\$1,675,892	\$2,221,100	\$205,679	\$174,952	\$0

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

FISCAL YEAR 2020/2021

CAPITAL PROJECTS	Expenditures	Discretionary Funding					Restricted Funding						
		HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$9,763,343	\$0	\$130,184	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety Projects:	\$2,689,698	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$174,952	\$0
Shoulder Improvements:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$12,453,041	\$0	\$190,184	\$0	\$0	\$0	\$0	\$12,087,905	\$0	\$0	\$0	\$174,952	\$0
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Roadway Preservation:	\$2,216,486	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,216,486	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$541,209	\$0	\$0	\$0	\$162,363	\$0	\$0	\$0	\$378,846	\$0	\$0	\$0	\$0
Vegetation Control:	\$723,869	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$723,869	\$0	\$0	\$0	\$0
General Maintenance:	\$3,811,063	\$100,000	\$595,949	\$1,410,809	\$386,695	\$805,379	\$0	\$0	\$0	\$487,089	\$25,192	\$0	\$0
Equipment Program:	\$190,000	\$185,732	\$0	\$0	\$0	\$0	\$4,268	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$7,482,627	\$285,732	\$595,949	\$1,410,809	\$386,695	\$967,692	\$4,268	\$0	\$3,319,201	\$487,089	\$25,192	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
701 - Admin:	\$1,501,346	\$0	\$359,516	\$988,177	\$0	\$0	\$60,054	\$0	\$0	\$93,599	\$0	\$0	\$0
702 - Engineering:	\$823,695	\$40,724	\$290,014	\$59,798	\$0	\$0	\$433,159	\$0	\$0	\$0	\$0	\$0	\$0
703 - Maintenance:	\$869,259	\$0	\$359,106	\$325,000	\$0	\$0	\$30,770	\$0	\$100,000	\$51,380	\$3,003	\$0	\$0
SUBTOTAL:	\$3,194,300	\$40,724	\$1,008,636	\$1,372,975	\$0	\$0	\$523,983	\$0	\$100,000	\$144,979	\$3,003	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Measure F	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$23,129,968	\$326,456	\$1,794,769	\$2,783,784	\$386,695	\$967,692	\$528,251	\$12,087,905	\$3,419,201	\$632,068	\$28,195	\$174,952	\$0

FUNDING ANALYSIS

CAPITAL PROJECTS	Expenditures	Discretionary Funding					Restricted Funding						
		HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$9,763,343	\$0	\$130,184	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety Projects:	\$2,689,698	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$174,952	\$0
Shoulder Improvements:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$12,453,041	\$0	\$190,184	\$0	\$0	\$0	\$0	\$12,087,905	\$0	\$0	\$0	\$174,952	\$0
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Roadway Preservation:	\$2,216,486	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,216,486	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$541,209	\$0	\$0	\$0	\$162,363	\$0	\$0	\$0	\$378,846	\$0	\$0	\$0	\$0
Vegetation Control:	\$723,869	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$723,869	\$0	\$0	\$0	\$0
General Maintenance:	\$3,811,063	\$100,000	\$595,949	\$1,410,809	\$386,695	\$805,379	\$0	\$0	\$0	\$487,089	\$25,192	\$0	\$0
Equipment Program:	\$190,000	\$185,732	\$0	\$0	\$0	\$0	\$4,268	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$7,482,627	\$285,732	\$595,949	\$1,410,809	\$386,695	\$967,692	\$4,268	\$0	\$3,319,201	\$487,089	\$25,192	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
701 - Admin:	\$1,501,346	\$0	\$359,516	\$988,177	\$0	\$0	\$60,054	\$0	\$0	\$93,599	\$0	\$0	\$0
702 - Engineering:	\$823,695	\$40,724	\$290,014	\$59,798	\$0	\$0	\$433,159	\$0	\$0	\$0	\$0	\$0	\$0
703 - Maintenance:	\$869,259	\$0	\$359,106	\$325,000	\$0	\$0	\$30,770	\$0	\$100,000	\$51,380	\$3,003	\$0	\$0
SUBTOTAL:	\$3,194,300	\$40,724	\$1,008,636	\$1,372,975	\$0	\$0	\$523,983	\$0	\$100,000	\$144,979	\$3,003	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Measure F	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$23,129,968	\$326,456	\$1,794,769	\$2,783,784	\$386,695	\$967,692	\$528,251	\$12,087,905	\$3,419,201	\$632,068	\$28,195	\$174,952	\$0

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

FISCAL YEAR 2021/2022

CAPITAL PROJECTS	Expenditures	Discretionary Funding					Restricted Funding							
		HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other	
	Bridges: \$4,528,000	\$0	\$80,685	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Development Fee Projects: \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safety Projects: \$1,200,000	\$0	\$100,000	\$0	\$0	\$0	\$0	\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$0
	Shoulder Improvements: \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SUBTOTAL: \$5,728,000	\$0	\$180,685	\$0	\$0	\$0	\$0	\$5,547,315	\$0	\$0	\$0	\$0	\$0	\$0
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other	
	Roadway Preservation: \$2,221,292	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,221,292	\$0	\$0	\$0	\$0	
	Drainage and Shoulder Maintenance: \$553,223	\$0	\$0	\$0	\$0	\$165,967	\$0	\$0	\$387,256	\$0	\$0	\$0	\$0	
	Vegetation Control: \$739,938	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$739,938	\$0	\$0	\$0	\$0	
	General Maintenance: \$3,892,985	\$100,000	\$503,596	\$1,547,250	\$386,695	\$831,790	\$0	\$0	\$0	\$497,902	\$25,752	\$0	\$0	
	Equipment Program: \$190,000	\$190,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	SUBTOTAL: \$7,597,438	\$290,000	\$503,596	\$1,547,250	\$386,695	\$997,757	\$0	\$0	\$3,348,486	\$497,902	\$25,752	\$0	\$0	
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other	
	701 - Admin \$1,534,673	\$0	\$0	\$978,470	\$0	\$0	\$459,769	\$0	\$0	\$95,434	\$0	\$0	\$0	
	702 - Engineering \$841,980	\$36,530	\$707,634	\$59,904	\$0	\$0	\$37,912	\$0	\$0	\$0	\$0	\$0	\$0	
	703 - Maintenance \$888,555	\$7,470	\$438,749	\$253,856	\$0	\$0	\$31,542	\$0	\$100,000	\$53,004	\$3,954	\$0	\$0	
	SUBTOTAL: \$3,265,208	\$44,000	\$1,146,383	\$1,292,210	\$0	\$0	\$529,223	\$0	\$100,000	\$149,438	\$3,954	\$0	\$0	
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other	
	\$16,590,646	\$334,000	\$1,830,664	\$2,839,460	\$386,695	\$997,757	\$529,223	\$5,547,315	\$3,448,486	\$647,340	\$29,706	\$0	\$0	

FUNDING ANALYSIS

CAPITAL PROJECTS	Expenditures	Discretionary Funding					Restricted Funding						
		HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	BEGINNING BALANCE:	\$1,480,338	\$0	\$0	\$0	\$1,060,865	\$0	\$0	\$1,306,691	\$2,188,330	\$204,613	\$221,512	\$0
	PROJECTED REVENUES:	\$672,749	\$1,830,664	\$2,839,460	\$386,695	\$901,956	\$529,223	\$5,547,315	\$3,180,000	\$602,294	\$27,129	\$227,050	\$0
	BUDGETED EXPENDITURES:	(\$334,000)	(\$1,830,664)	(\$2,839,460)	(\$386,695)	(\$997,757)	(\$529,223)	(\$5,547,315)	(\$3,448,486)	(\$647,340)	(\$29,706)	\$0	\$0
	ENDING BALANCE:	\$1,819,087	\$0	\$0	\$0	\$965,064	\$0	\$0	\$1,038,205	\$2,143,284	\$202,036	\$448,562	\$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	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	Bridges: \$4,528,000	\$0	\$154,430	\$0	\$0	\$0	\$0	\$2,773,970	\$0	\$0	\$0	\$0	\$0
	Development Fee Projects: \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safety Projects: \$550,000	\$0	\$100,000	\$0	\$0	\$0	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0
	Shoulder Improvements: \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SUBTOTAL: \$5,078,000	\$0	\$254,430	\$0	\$0	\$0	\$0	\$3,223,970	\$0	\$0	\$0	\$0	\$0
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	Roadway Preservation: \$2,226,160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,226,160	\$0	\$0	\$0	\$0
	Drainage and Shoulder Maintenance: \$565,394	\$0	\$0	\$169,618	\$0	\$0	\$0	\$0	\$395,776	\$0	\$0	\$0	\$0
	Vegetation Control: \$756,217	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$756,217	\$0	\$0	\$0	\$0
	General Maintenance: \$3,976,073	\$686,204	\$0	\$1,833,485	\$386,695	\$1	\$534,515	\$0	\$0	\$508,856	\$26,318	\$0	\$0
	Equipment Program: \$190,000	\$100,000	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SUBTOTAL: \$7,713,844	\$786,204	\$0	\$2,093,103	\$386,695	\$1	\$534,515	\$0	\$3,378,153	\$508,856	\$26,318	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	701 - Admin \$1,568,436	\$0	\$1,469,733	\$0	\$0	\$0	\$0	\$0	\$0	\$98,703	\$0	\$0	\$0
	702 - Engineering \$860,504	\$0	\$57,358	\$803,146	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	703 - Maintenance \$908,103	\$768,029	\$85,756	\$0	\$0	\$0	\$0	\$0	\$0	\$54,318	\$0	\$0	\$0
	SUBTOTAL: \$3,337,043	\$768,029	\$1,612,847	\$803,146	\$0	\$0	\$0	\$0	\$0	\$153,021	\$0	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$16,128,887	\$1,554,233	\$1,867,277	\$2,896,249	\$386,695	\$1	\$534,515	\$3,223,970	\$3,378,153	\$661,877	\$26,318	\$0	\$0

FUNDING ANALYSIS

CAPITAL PROJECTS	Expenditures	Discretionary Funding					Restricted Funding						
		HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	BEGINNING BALANCE:	\$1,819,087	\$0	\$0	\$0	\$965,064	\$0	\$0	\$1,038,205	\$2,143,284	\$202,036	\$448,562	\$0
	PROJECTED REVENUES:	\$686,204	\$1,867,277	\$2,896,249	\$386,695	\$910,976	\$534,515	\$3,223,970	\$3,180,000	\$605,305	\$27,129	\$232,726	\$0
	BUDGETED EXPENDITURES:	(\$1,554,233)	(\$1,867,277)	(\$2,896,249)	(\$386,695)	(\$1)	(\$534,515)	(\$3,223,970)	(\$3,378,153)	(\$661,877)	(\$26,318)	\$0	\$0
	ENDING BALANCE:	\$951,058	\$0	\$0	\$0	\$1,876,040	\$0	\$0	\$840,052	\$2,086,712	\$202,847	\$681,288	\$0

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