



RESOLUTION No. 17-115

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF NEVADA

APPROVAL OF THE CAPITAL IMPROVEMENT PROGRAM, COUNTY OF NEVADA DEPARTMENT OF PUBLIC WORKS, ROADS ENGINEERING AND MAINTENANCE DIVISIONS, 2016-2017 THROUGH 2020-2021

WHEREAS, the Department of Public Works has prepared the 2017 Road Maintenance and Capital Improvement Five Year Plan; and

WHEREAS, the Department finds that the plan is consistent with the Nevada County General Plan.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Nevada County Board of Supervisors:

1. Adopts the Nevada County Department of Public Works 2017 Road Maintenance and Capital Improvement Five Year Plan and authorizes the Director of Public Works to proceed with the implementation of the plan.
2. Approves for claim purposes those projects funded with Measure F – General Fund MOE funds, which are consistent with the original Measure F – General Fund MOE Allocation Plan.

PASSED AND ADOPTED by the Board of Supervisors of the County of Nevada at a regular meeting of said Board, held on the 14th day of March, 2017, by the following vote of said Board:

Ayes: Supervisors Heidi Hall, Edward Scofield, Dan Miller, Hank Weston and Richard Anderson.

Noes: None.

Absent: None.

Abstain: None.

ATTEST:

JULIE PATTERSON HUNTER
Clerk of the Board of Supervisors

By: 


Hank Weston, Chair

3/14/2017 cc: DPW*

CAPITAL IMPROVEMENT PROGRAM



2016 MAYBERT ROAD BRIDGE REPLACEMENT PROJECT

County of Nevada

Department of Public Works

Roads Engineering and Maintenance Divisions

2016-2017 thru 2020-2021

COUNTY OF NEVADA COMMUNITY DEVELOPMENT AGENCY
DEPARTMENT OF PUBLIC WORKS

ROAD MAINTENANCE AND CAPITAL IMPROVEMENT PLAN
2017 ANNUAL UPDATE

FISCAL YEAR 2016/2017 THRU 2020/20201

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Section 1. Introduction

EXECUTIVE SUMMARY

This Capital Improvement Program (CIP) has been prepared to provide the Board of Supervisors – and the community – with information outlining road maintenance and capital improvement expenditures and revenues for the next four years. This year’s CIP represents a five year, \$68 million program from July 2016 thru June 2021.

Gas tax and Measure F (General Fund MOE) are the primary unrestricted funding sources for the County’s road maintenance activities. Since 2010 the County has seen large annual fluctuations and an overall decline in gas tax revenue that has primarily resulted in a \$3 million loss in funding over the previous decade. A combined 20% increase in costs during that time has further eroded our ability to maintain roads and infrastructure. These reductions affect agencies Statewide and are largely due to falling gas prices and consumption as well as annual adjustments under the current fuel tax swap system. Forecasters continue to suggest that agencies assume similar projections for the next two years.

Locally, these revenue reductions continue to affect our ability to provide preventative pavement rehabilitation and maintenance over the next 5 years. In addition, the Department has temporarily suspended the hiring of summer temporary employees, who provide valuable support during maintenance activities. Outdated vehicle and equipment replacement has also been deferred for the foreseeable future. Essential safety and road maintenance services are not affected by the revenue reductions and will continue to be the top Department priority.

There have been discussions at the State level for funding solutions to address these funding concerns. While we remain hopeful of a solution from the State, we have been fiscally prudent in this plan, and budgeted based on reduced revenue being available for road maintenance.

Nevada County is exploring alternatives to replace the current Measure F (General Fund MOE) revenue with a replacement revenue source since the State of California has eliminated our ability to leverage vehicle license fees. This new revenue source will establish baseline funding equivalent to previous Measure F (General Fund MOE) revenues. This baseline funding source would then be subject to annual inflationary adjustments. If approved, this new funding would eliminate any future fluctuations seen in Measure F (General Fund MOE) and would provide a stable and predictable funding source for future road maintenance. This alternative will likely be brought to the Board as part of the 2017 budget process. Since the funding amounts are similar between the two scenarios, this should not fundamentally affect the CIP or proposed maintenance funding levels.

In contrast to maintenance revenues, we continue to see robust state and federal grant funding for capital projects. Since 2013 the County has receive more than \$30 million dollars in federal grants for a variety of roadway safety and bridge and road maintenance projects. In FY 2017/18 alone, the Department expects to deliver a dozen capital improvement projects totaling nearly \$10 million dollars.

Similar to previous years, staff presented a draft CIP to the Board in January 2017 to provide information and to solicit feedback from the Board and public. Staff then utilized the feedback to prepare a final CIP. Prior to final CIP adoption, staff meets with each Board member to discuss maintenance and project activities in each member’s district. Staff then asks the Board to adopt the CIP in February or March. The final CIP is utilized for budget adoptions later in the year.

PROGRAM ORGANIZATION

This document has been modified and streamlined in an effort to improve transparency while addressing the county's priority road maintenance and capital improvement activities over the next four years. Project sheets are included to provide the Board and public with relevant project facts and information, including project locations, descriptions, justification, anticipated construction dates, project costs, and funding sources. In addition, budgeting sheets are included to improve transparency.

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 maintenance activities and/or improvement projects. This includes funding sources like Gas Tax or Measure F (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.

DISCRETIONARY FUNDS

Gas Tax – Gas tax – also referred to as the Highway User Tax Account (HUTA) - are discretionary funds used to fund street repairs and maintenance activities. This typically includes shoulder and drainage work, road vegetation control, general maintenance (pothole repair, snow removal, crack sealing, pavement failure repairs, etc.), equipment purchases, road preservation, and special projects like overlays. Gas Tax is divided into two categories - HUTA (prior to 2010) funds and 'New HUTA' (2010 – present) funds. While Gas Tax is the primary source of revenue for road maintenance activities, it is also the most volatile. Since 2010 the County has seen large annual fluctuations and an overall decline in the New HUTA portion of gas tax revenue. In more robust years, excess gas tax revenues funded preventative maintenance activities like chip seals, overlays, and equipment replacement. In leaner years, only essential maintenance activities like core road safety and maintenance activities are funded. Due to declining gas tax revenues, preventative road maintenance projects and equipment purchases are not included in this CIP.

Measure F (General Fund MOE) – Measure F was approved by the voters of Nevada County in 1996 and directs a portion of Motor Vehicle License Fee (MVLFF) revenues received by the county to be set aside for road maintenance activities. The State has since revised MVLFF apportionments resulting in General Fund revenue filling in the gaps. This source has fluctuated year to year, but to a much lesser extent than the aforementioned Gas Tax, and it is expected to be stable going forward with the General Fund MOE alternative mentioned in the Executive Summary.

State Exchange – State exchange funds are utilized by the county to match Federal funds provided through grants. Through the judicious use of these funds, the county is able to leverage approximately \$14 in federal funding for every \$1 in state exchange funding. This delivers an array of valuable improvement and safety projects and allows us to reduce our future maintenance demands.

RSTP – The Regional Surface Transportation Program (RSTP) are funds that can be used for a variety of road maintenance including road preservation, shoulder maintenance, dirt and gravel road maintenance,

and annual striping replacement. The County receives these funds each year from the Nevada County Transportation Commission and is considered a stable source of revenue.

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

RESTRICTED FUNDS

CSA/PRD County Service Areas (CSAs) and Permanent Road Divisions (PRDs) 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.

Federal Grants– County staff regularly applies for and receives grant funding from a variety of sources. This includes 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). 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.

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 project 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 17-18 are \$16,770,550.

Capital Projects constitute 58% (\$9,739,095) of total CIP expenditures. Table 1 includes the following expenditures:

TABLE 1: CAPITAL PROJECT EXPENDITURES

CATEGORY	AMOUNT	FUNDING SOURCES
Bridge Projects	\$4,492,823	Federal Grants, State Exchange
Development Fee Projects	\$2,224,106	Development Fees, State Exchange
Safety Projects	\$3,022,166	Federal Grants, State Exchange, CSA/PRD Funds, RSTP
TOTAL	\$9,739,095	

Maintenance constitutes 32% (\$5,324,545) of total CIP expenditures. Table 2 includes the following expenditures:

TABLE 2: MAINTENANCE EXPENDITURES

CATEGORY	AMOUNT	FUNDING SOURCES
Roadway Preservation	\$591,411	Gas Tax, Measure F (General Fund MOE), RSTP, CSA/PRD, Trust Funds
Drainage and Shoulder Maintenance	\$708,021	Gas Tax, Measure F (General Fund MOE), Other
Vegetation Control	\$355,039	Gas Tax, Measure F (General Fund MOE)
General Maintenance	\$1,146,734	Gas Tax, Measure F (General Fund MOE), RSTP
Routine Maintenance	\$2,523,340	Gas Tax, Measure F (General Fund MOE), RSTP, CSA/PRD, Trust Funds
TOTAL	\$5,324,545	

Overhead constitutes the remaining 10% (\$1,569,750) of total CIP expenditures. Table 3 includes the following expenditures:

TABLE 3: OVERHEAD EXPENDITURES

CATEGORY	AMOUNT	FUNDING SOURCES
701 – DPW Admin	\$484,354	Gas Tax, Development Fees
702 - Engineering	\$540,287	Gas Tax, CSA/PRD, Other
703 - Maintenance	\$545,109	Gas Tax, CSA/PRD, Other
TOTAL	\$1,569,750	

Over the 5-year life of the CIP, the total expenditures are expected to be approximately \$68 million dollars.

CONCLUSION

This Roads Engineering and Maintenance 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. In many ways, this documents continues to balance the need for infrastructure maintenance while address emerging needs and priorities. Staff is confident that this plan addresses the County’s current and near term maintenance and capital improvement requirements.

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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 16/17	\$245,000	Discretionary	\$245,000
Costs – FY 17/18	\$240,000	Discretionary	\$240,000
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
TOTAL	\$1,265,000		\$1,265,000

CIP #: 17-001

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Fund in FY 17/18 and annually thereafter.

NEWTOWN ROAD CLASS II BIKE LANE AND SHOULDER WIDENING (CMAQ)



PROJECT LOCATION: Newtown Road from State Route 49 to Champion Mine Road.

PROJECT DESCRIPTION: Newtown Road is a narrow 2 lane rural roadway with no shoulders for most of its length. The accident rate for the road is higher than the County average, and the road gets significant bicycle usage. In addition, there are numerous turns with limited site distance. Through a connection via Old Downieville Road and along State Highway 49 many bicycle riders on Newtown have origins from or destinations to Nevada City. This project will provide Class II bicycle lanes (4-foot paved), along Newtown Road, between SR 49 and Beckville Road.

PROJECT JUSTIFICATION: In 2008, four local bicycle/pedestrian community groups (Sierra Express Bicycle Club, Sierra Express Racing Team, Association of People Powered Transportation and Bicyclists of Nevada County), were asked to prioritize a list of potential shoulder (bicycle lane) projects within Nevada County by need. The Newtown/Express Road corridor was identified as a high priority project corridor by all four groups. This project is also included in the Bicycle Master Plan.

PROJECT COST ESTIMATE

Item	Cost	Funding Source	
Costs	\$2,312,867	CMAQ	\$1,590,397
		Discretionary	\$722,470
TOTAL	\$2,312,867	TOTAL	\$2,312,867

CIP #: SA 1-12

SUPERVISORIAL DISTRICT: I

RECOMMENDATION: Project Completed in September 2016.

ROAD SAFETY SIGNING AUDIT (RSSA)

PROJECT LOCATION: The Roadway Safety Signing Audit (RSSA) will evaluate the following roads:

- Wolf Road (State Route 49 to Duggans Road)
- Duggans Road (Wolf Road to Lime Kiln Road)
- Lime Kiln Road (Duggans Road to McCourtney Road)
- McCourtney Road (Lime Kiln Road to Grass Valley City Limits)
- La Barr Meadows Road (Grass Valley City Limits to Dog Bar Road)
- Dog Bar Road (La Barr Meadows Road to Magnolia Road)
- Magnolia Road (Dog Bar Road to Combie Road)
- Combie Road (Magnolia Road to State Route 49)
- Greenhorn Road (Brunswick Road to 0.25 miles south of Pine Peak Road)
- N. Bloomfield Road (State Route to Rock Creek Road)

PROJECT DESCRIPTION: This project is proposed to provide an understanding of the roadway network as a whole through a RSSA, resulting in a proactive approach to traffic safety which is expected to prevent fatalities and injury collisions resulting from improper signing.

PROJECT JUSTIFICATION: Most of Western Nevada County is designated within either High or Very High fire hazard severity zones and the road corridors selected for this comprehensive RSSA represents collector routes with a high accident history, which also serve as major secondary emergency evacuation corridors in the event that State Highway 49 is closed or blocked for any reason.

PROJECT COST ESTIMATE

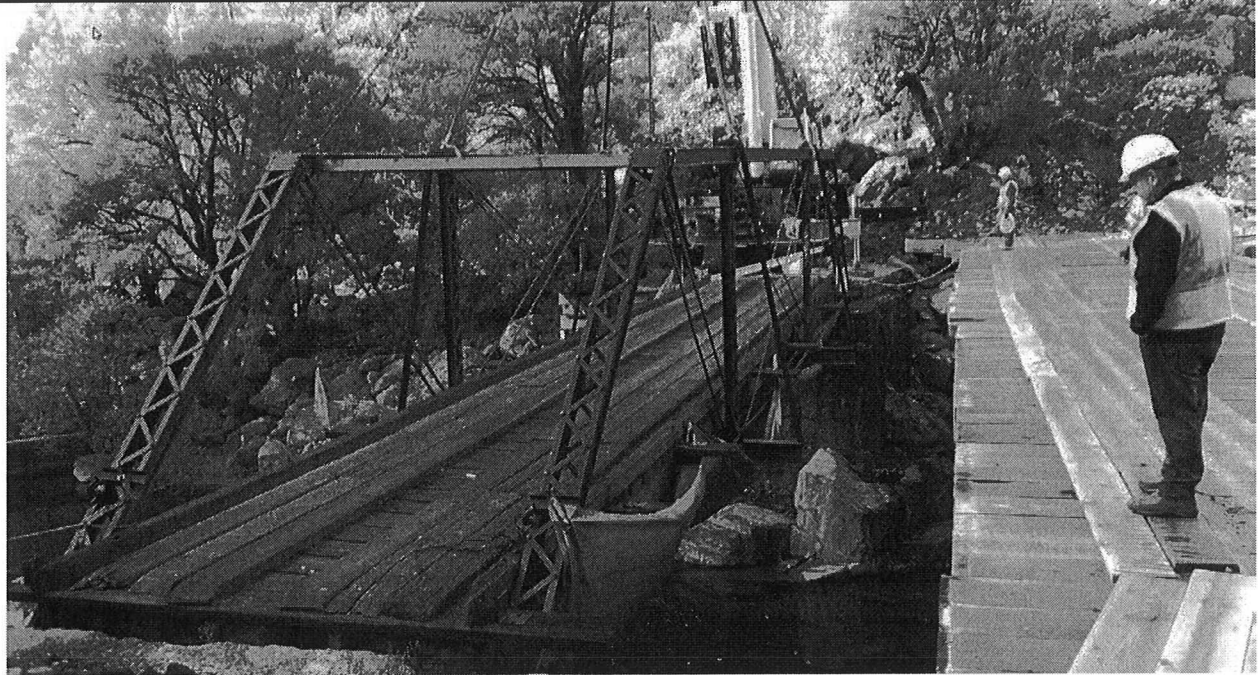
Item	Cost	Funding Source	
Costs	\$532,011	Federal Grant (HSIP)	\$464,818
		Discretionary	\$67,193
TOTAL	\$532,011	TOTAL	\$532,011

CIP #: SA 2-13

SUPERVISORIAL DISTRICT: I thru IV

RECOMMENDATION: Project Completed in February 2017.

MAYBERT ROAD AT CANYON CREEK REPLACEMENT



PROJECT LOCATION: Maybert Road approximately 3 miles east of the town of Washington.

PROJECT DESCRIPTION: The bridge was constructed in 1915 and is classified by the State as Structurally Deficient. The bridge also ranks as one of the worst rated bridges in the State of California. As a result the bridge is currently load restricted at 3 tons, which prohibits oversized vehicles (including fire apparatuses) from using the bridge to access thousands of acres of forest land to the east. The County has plans to replace the bridge with a single-lane bridge capable of supporting oversized vehicles. The project is fully funded through the Federal Highway Bridge Program (HBP) administered by Caltrans and will be able to support oversized vehicles including critical first responders.

PROJECT JUSTIFICATION: This structure is both structurally deficient and in a state of deterioration. The bridge’s “sufficiency rating” – a method used to rate a bridge’s overall fitness – is rated at 5 (out of 100), making it the lowest rated public bridge in the entire County. Statewide the bridge ranks as the 14th lowest rated bridge out of the 14,225 public bridges not owned by Caltrans.

PROJECT COST ESTIMATE

Item	Cost	Funding Source	
Costs:	\$1,839,800	Federal (HBP)	\$1,606,145
		Discretionary	\$233,655
TOTAL	\$1,839,800	TOTAL	\$1,839,800

CIP #:B 2-07

SUPERVISORIAL DISTRICT: V

RECOMMENDATION: Project Completed in March 2017.

LOCAL TRAFFIC MITIGATION FEE (LTMF) PROGRAM UPDATE

PROJECT LOCATION: Not applicable

PROJECT DESCRIPTION: The Nevada County Transportation Commission (NCTC) is currently initiating the Regional Transportation Mitigation Fee (RTMF) program 5 year update, which includes an update to the regional traffic forecasting model. The Local Transportation Mitigation Fee (LTMF) program, administered by the County, was last updated in 2008 and is also due for a 5 year update. This project proposes to complete the LTMF update in parallel with the RTMF update.

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

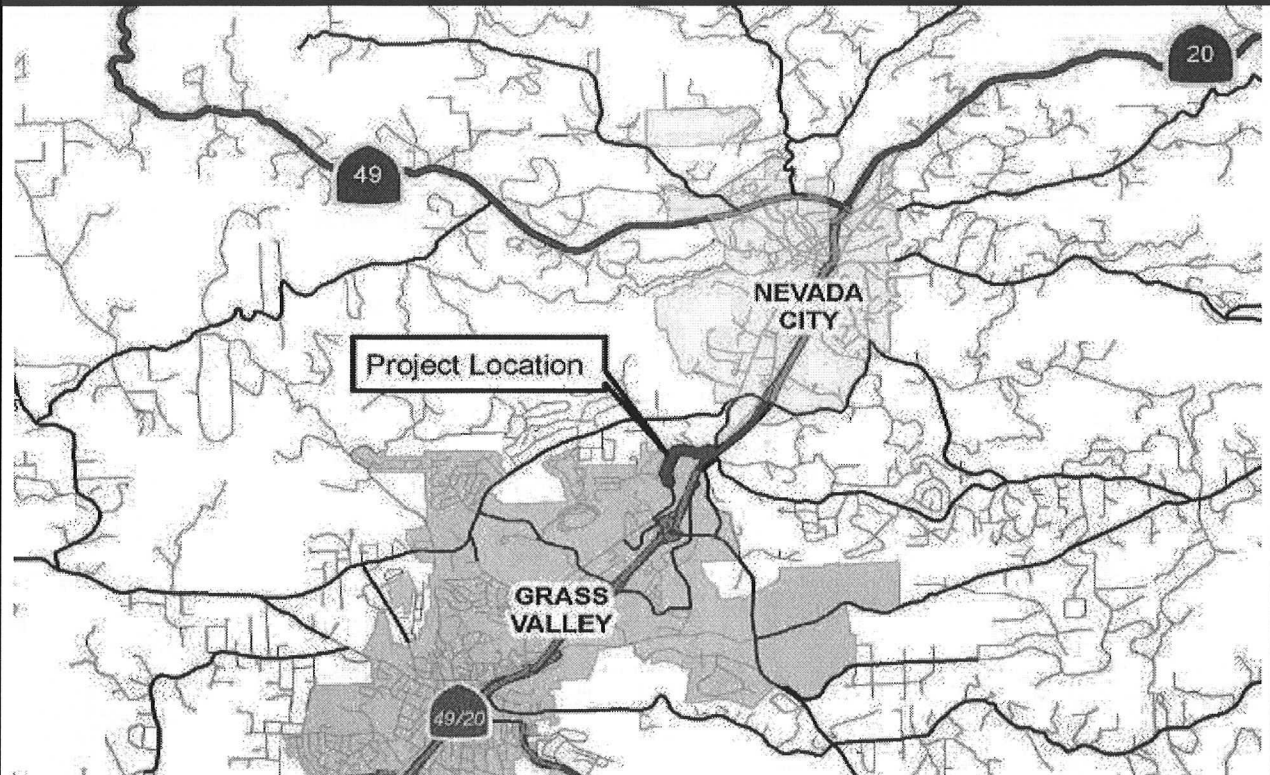
Item	Cost	Funding Source	
Costs:	\$60,000	Development Fees	\$10,000
		NCTC	\$50,000
TOTAL	\$60,000	TOTAL	\$60,000

CIP #:DF 1-13

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Project Completed in January 2017.

NEVADA CITY HIGHWAY SIDEWALK EXTENSION (CMAQ)



PROJECT LOCATION: Nevada City Highway from Banner Lava Cap Road to Glenwood Road / Skewes Lane in Grass Valley.

PROJECT DESCRIPTION: This project proposes to design and construct 2,600 feet of sidewalk and pedestrian path along Nevada City Highway starting at the existing sidewalk at Banner Lava Cap overcrossing and extending to the existing sidewalk at Skewers Lane in Grass Valley. All portions of the route will meet ADA criteria for a sidewalk. This route provides the most direct connection for pedestrians.

PROJECT JUSTIFICATION: The purpose of the project is to provide the final section of sidewalk connecting the communities of Nevada City and the City of Grass Valley. Nevada City Highway is a narrow two lane frontage road with little to no shoulders and a relatively high ADT for a County facility (approximately 6,000 vehicle trips per day). Currently pedestrians must walk on the roadway shoulder that also serves as a class two bike lane.

PROJECT COST ESTIMATE

Item	Cost	Funding Source	
Costs:	\$503,800	CMAQ	\$473,622
		Local	\$30,178
TOTAL	\$503,800	TOTAL	\$503,800

CIP #: 17-02

SUPERVISORIAL DISTRICT: I and III

RECOMMENDATION: Project Scheduled for Construction in Spring 2017.

RETRAC WAY AT WOLF CREEK BRIDGE REPLACEMENT



PROJECT LOCATION: Retrac Way at Wolf Creek

PROJECT DESCRIPTION: The Nevada County Public Works Department (DPW) is proposing to replace the existing timber and steel one-lane bridge on Retrac Way over Wolf Creek (17C-084). The new structure will be a two-lane, prefabricated single-span (steel or concrete) bridge measuring 28 feet wide and approximately 85 feet long. It will be located on the same alignment as the existing bridge and elevated approximately 2 to 3 feet above the existing grade to better accommodate 100-year flood event(s). A bypass route immediately adjacent of the existing bridge would be constructed for use during construction to maintain through-traffic. Other proposed improvements include upgrading the roadway approaches to the bridge extending approximately 150 to 200 feet to incorporate grading and drainage improvements.

PROJECT JUSTIFICATION: The existing one-lane wooden bridge is structurally deficient. The proposed project will upgrade the structure by replacing the wooden timbers with either steel or concrete, providing grading and drainage work on the bridge approaches, and improved traffic passage using two lanes rather than one lane. In addition, the new bridge will be elevated 2 to 3 feet higher than existing grade to provide better access and roadway protection in the event of a 100-year flood.

PROJECT COST ESTIMATE

Item	Cost	Funding Source	
Costs:	\$2,176,818	Federal (HBP)	\$2,057,093
		Discretionary	\$119,725
TOTAL	\$2,176,818	TOTAL	\$2,176,818

CIP #: 17-03

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project Scheduled for Construction in Spring 2017.

STATE ROUTE 49 EMERGENCY VEHICLE PREEMPTION (EVP) PROJECT

PROJECT LOCATION: State Route 49 at three locations – Alta Sierra Drive, Lime Kiln Road, and Combie Road / Wolf Road.

PROJECT DESCRIPTION: State Route 49 is a major transportation corridor in Western Nevada County and this project proposes to install emergency vehicle preemption (EVP) at three signalized intersections in the SR 49 corridor. All three signal locations (Alta Sierra Drive, Lime Kiln Road, and Combie Road) are located within Caltrans right of way.

PROJECT JUSTIFICATION: SR 49 has some of the highest traffic/congestion levels in western Nevada County and emergency vehicles operating in higher congestion levels are at higher risk for involvement in crashes and are subject to unpredictable delays in reaching the scene of a fire or vehicle crash. One means to offset the effects of congestion is the installation of EVP equipment at signalized intersections. EVP systems are designed to give emergency response vehicles a green light on their approach to a signalized intersection while providing a red light to conflicting approaches. Most commonly reported benefits of using EVP include improved response time, improved safety, and cost savings.

PROJECT COST ESTIMATE

Item	Cost	Funding Source	
Costs:	\$135,000	Other (STIP)	\$135,000
TOTAL	\$135,000	TOTAL	\$135,000

CIP #: 17-04

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project Scheduled for Construction in Spring 2017.

HSIP CYCLE 7 – 2017 THERMOPLASTIC STRIPING PROJECT

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	Cost	Funding Source	
Costs:	\$372,250	Federal (HSIP)	\$348,835
		Discretionary	\$23,415
TOTAL	\$372,250	TOTAL	\$372,250

CIP #: 17-05

SUPERVISORIAL DISTRICT: I thru IV

RECOMMENDATION: Project Scheduled for Construction in Spring 2017.

HSIP CYCLE 7 – HIGH FRICTION SURFACT TREATMENT



PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: The Countywide High Friction Surface Treatment (HFST) project includes the installation of skid resistant pavement surfacing at 16 high collision curves throughout the County and includes locations on Alta Sierra Drive, Bitney Springs Road, Rough and Ready Highway, Dog Bar Road, La Barr Meadows Road, Greenhorn Road, McCourtney Road, Lime Kiln Road, You Bet Road, Ridge Road, Brunswick Road, and Auburn Road.

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	Cost	Funding Source	
Costs:	\$835,000	Federal (HSIP)	\$782,395
		Discretionary	\$52,605
TOTAL	\$835,000	TOTAL	\$835,000

CIP #: 17-06

SUPERVISORIAL DISTRICT: I thru IV

RECOMMENDATION: Project Scheduled for Construction in Spring 2017.

PRD AND CSA MICROSURFACE PROJECT



PROJECT LOCATION: Various locations located in Permanent Road Divisions (PRDs) and County Service Areas (CSAs).

PROJECT DESCRIPTION: The project will microsurface approximately 18.3 miles of County maintained roads as show in various PRDs and CSAs. Microsurfacing consists of the application of a mixture of water, asphalt emulsion, aggregate (very small crushed rock), and chemical additives to an existing asphalt concrete pavement surface. Polymer is commonly added to the asphalt emulsion to provide better mixture properties. The asphalt emulsion used in microsurfacing contains chemical additives which allow it to be applied without relying on the sun or heat for evaporation to occur. Thus, microsurfacing is an application that hardens quickly and can be used when conditions would not allow other pavement preservation techniques to be successfully placed. Streets that have a lot of shade and streets that have a lot of traffic are good candidates for microsurfacing.

PROJECT JUSTIFICATION: Microsurfacing is applied in order to help preserve and protect the underlying pavement structure and provide a new driving surface. Roadways selected for microsurfacing treatment are commonly those which have slight to moderate distress, no rutting, and generally narrow crack widths, and in which a microsurfacing treatment would help extend the pavement life until resurfacing becomes necessary. Local PRD and CSA roads were selected for microsurfacing based on sufficient pavement conditions and funding levels.

PROJECT COST ESTIMATE

Item	Cost	Funding Source	
Costs:	\$617,200	PRD and CSA funds	\$617,200
TOTAL	\$617,200	TOTAL	\$617,200

CIP #: 17-07

SUPERVISORIAL DISTRICT: I thru IV

RECOMMENDATION: Project Scheduled for Construction in Spring 2017.

GARDEN BAR AT SANFORD CROSSING BRIDGE WIDENING



PROJECT LOCATION: Garden Bar Road at Little Wolf Creek

PROJECT DESCRIPTION: The County of Nevada is proposing to rehabilitate and widen the two span steel girder structure (Bridge No. 17C-0074) over Little Wolf Creek. The existing bridge was built in 1901 and is located on Garden Bar Road approximately 2.8 miles south of Wolf Road. The original timber superstructure was replaced and widened in 1995. The bridge is too narrow for the current ADT and deck lane geometry and is therefore considered Functionally Obsolete. The proposed structure will be replaced on approximately the existing alignment.

PROJECT JUSTIFICATION: The project need is to provide a safe permanent crossing over Little Wolf Creek and Garden Bar Road since the existing structure is Functionally Obsolete. The existing deck width is too narrow for the current ADT and 2 way traffic. In addition to substandard width, the existing road eastern approach has limited sight distance at the end of the bridge due to the substandard curve at the bridge approach. The primary objective is to rehabilitate a Functionally Obsolete structure to improve public safety.

PROJECT COST ESTIMATE

Item	Cost	Funding Source	
Costs:	\$1,341,245	Federal (HBP)	\$1,299,674
		Discretionary	\$41,571
TOTAL	\$1,341,245	TOTAL	\$1,341,245

CIP #: 17-08

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project Scheduled for Construction in Summer 2017.

GARDEN BAR AT RAILCAR BRIDGE REPLACEMENT



PROJECT LOCATION: Garden Bar Road at Little Wolf Creek

PROJECT DESCRIPTION: The County of Nevada is proposing to replace the single span steel railroad car bridge (Bridge No. 17C-0068) over Little Wolf Creek. The existing bridge is located on Garden Bar Road approximately 4.3 miles west of Wolf Road. 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 1950, widened in 1976, and is not considered historic. The proposed structure will be replaced on the existing alignment. To limit the amount of approach work, the profile of the replacement structure is expected to be controlled by the existing roadway profile and any hydraulic freeboard requirements.

PROJECT JUSTIFICATION: The project need is to provide a safe permanent crossing over Little Wolf Creek on Garden Bar Road since the existing structure is Structurally Deficient. The existing railroad car steel structure with timber deck is too narrow for the current and future traffic volumes. The road classification of a Local Rural Road requires a minimum fifteen foot roadway width. 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.

PROJECT COST ESTIMATE

Item	Cost	Funding Source	
Costs:	\$1,675,234	Federal (HBP)	\$1,633,338
		Discretionary	\$41,896
TOTAL	\$1,675,234	TOTAL	\$1,675,234

CIP #: 17-09

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project Scheduled for Construction in Summer 2017.

MCCOURTNEY ROAD AT ROCK CREEK BRIDGE REPLACEMENT



PROJECT LOCATION: McCourtney Road at Rock Creek.

PROJECT DESCRIPTION: The County of Nevada is proposing to replace the single span steel railroad bridge (Bridge No. 17C-0086) over Rock Creek. The existing bridge is located on McCourtney Road approximately 3 miles south of Camp Far West Road. 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 1950 and is not considered historic.

PROJECT JUSTIFICATION: The project need is to provide a safe permanent crossing over Rock Creek on McCourtney Road since the existing structure is Structurally Deficient. The existing railroad car steel structure with timber deck is too narrow for the current and future traffic volumes. The road classification of a Local Rural Road requires a minimum fifteen foot roadway width. The Railroad car steel structure has been rated Structurally Deficient with an overall sufficiency rating of 16.6 due to its structural condition and load carrying capacity. 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	Cost	Funding Source	
Costs:	\$1,675,191	Federal (HBP)	\$1,633,300
		Discretionary	\$41,891
TOTAL	\$1,675,191	TOTAL	\$1,675,191

CIP #: 17-10

SUPERVISORIAL DISTRICT: IV

RECOMMENDATION: Project Scheduled for Construction in Summer 2017.

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 2017 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	Cost	Funding Source	
Costs:	\$700,000	Other (Rule 20A)	\$638,750
		Development Fee	\$61,250
TOTAL	\$700,000	TOTAL	\$700,000

CIP #: 17-11

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project Scheduled for Construction in Fall 2017.

ROAD SAFETY SIGNING AUDIT (RSSA) – PHASE 2

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: This project is proposed to provide an understanding of the roadway network as a whole through a RSSA, 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: 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	Cost	Funding Source	
Costs:	\$1,120,500	Federal (HSIP)	\$1,049,909
		Discretionary	\$70,591
TOTAL	\$1,120,500	TOTAL	\$1,120,500

CIP #: 18-02

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Project Scheduled for Construction in 2018.

COMBIE ROAD CORRIDOR IMPROVEMENTS – PHASE 1



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	Cost	Funding Source	
Costs:	\$3,479,043	Development Fees	\$2,028,646
		RSTP	\$1,252,704
		Discretionary	\$197,693
TOTAL	\$3,479, 043	TOTAL	\$3,479, 043

CIP #: 18-03

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project Scheduled for Construction in 2018.

HSIP CYCLE 8 – 2018 THERMOPLASTIC STRIPING PROJECT

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	Cost	Funding Source	
Costs:	\$392,000	Federal (HSIP)	\$367,343
		Discretionary	\$24,657
TOTAL	\$392,000	TOTAL	\$392,000

CIP #: 18-04

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Project Scheduled for Construction in 2018.

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 20.5 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	Cost	Funding Source	
Costs:	\$2,296,999	Federal (HBP)	\$2,246,479
		Discretionary	\$50,520
TOTAL	\$2,296,999	TOTAL	\$2,296,999

CIP #: 18-05

SUPERVISORIAL DISTRICT: IV

RECOMMENDATION: Project Scheduled for Construction in Summer 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	Cost	Funding Source	
Costs:	\$1,441,086	Federal (HBP)	\$1,399,331
		Discretionary	\$41,755
TOTAL	\$1,441,086	TOTAL	\$1,441,086

CIP #: 19-02

SUPERVISORIAL DISTRICT: V

RECOMMENDATION: Project Scheduled for Construction in Summer 2019.

HIRSCHDALE ROAD AT TRUCKEE RIVER BRIDGE PROJECT



PROJECT LOCATION: Hirschdale Road south of Glenshire Drive.

PROJECT DESCRIPTION: Both bridges have been identified as being seismically and structurally substandard. The 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	Cost	Funding Source	
Costs:	\$2,763,796	Federal (HBP)	\$2,713,795
		Discretionary	\$50,001
TOTAL	\$2,763,796	TOTAL	\$2,763,796

CIP #: 19-03

SUPERVISORIAL DISTRICT: V

RECOMMENDATION: Project Scheduled for Construction in Summer 2019.

HIRSCHDALE ROAD AT UPRR HINTON OVERHEAD BRIDGE PROJECT



PROJECT LOCATION: Hirschdale Road south of Glenshire Drive.

PROJECT DESCRIPTION: The bridge has been identified as being seismically substandard. The 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	Cost	Funding Source	
Costs:	\$1,767,734	Federal (HBP)	\$1,700,319
		Discretionary	\$67,415
TOTAL	\$1,767,734	TOTAL	\$1,767,734

CIP #: 19-04

SUPERVISORIAL DISTRICT: V

RECOMMENDATION: Project Scheduled for Construction in Summer 2019.

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

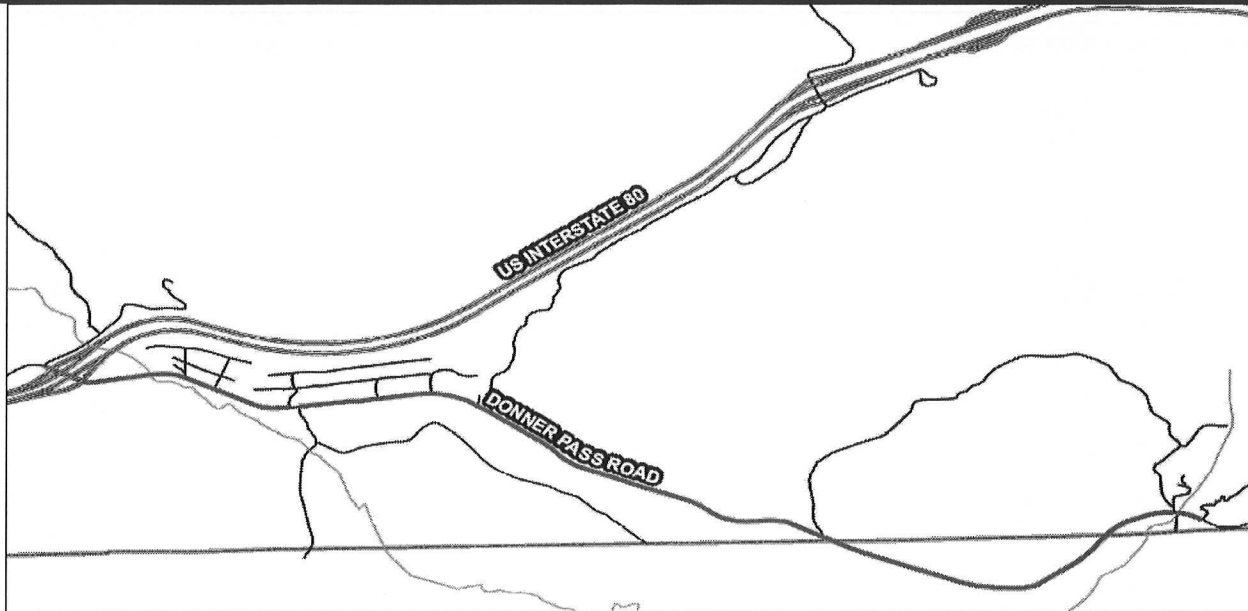
Item	Cost	Funding Source	
Costs:	\$5,518,929	Federal (HBP)	\$5,458,239
		Discretionary	\$60,090
TOTAL	\$5,518,929	TOTAL	\$5,518,929

CIP #: 20-02

SUPERVISORIAL DISTRICT: IV and V

RECOMMENDATION: Project Scheduled for Construction in Summer 2020.

DONNER PASS ROAD RECONSTRUCTION AND WIDENING



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

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	Cost	Funding Source	
Costs:	\$10,309,000	<i>FLAP</i> *	\$9,845,000
		Discretionary	\$310,000
		Placer County	\$154,000
TOTAL	\$10,309,000	TOTAL	\$10,309,000

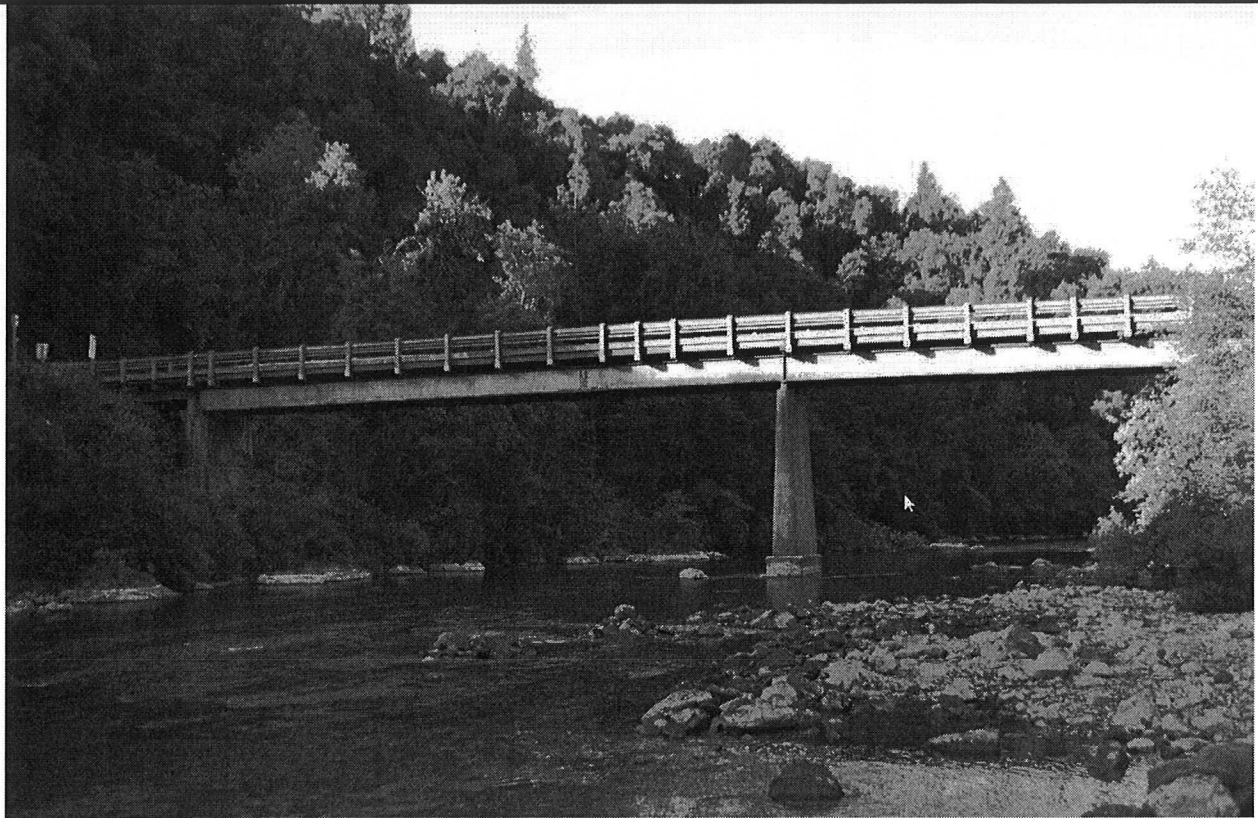
** Since project is being managed and constructed by CFLHD, only the local and Placer County match amounts are shown in the project Pro Forma. Remaining funding shown for information only.*

CIP #: 20-03

SUPERVISORIAL DISTRICT: V

RECOMMENDATION: Project Scheduled for Construction in Summer 2020.

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. NID has tentative plans to construct the Centennial Reservoir project at this location. This project would likely place the bridge and portions of Dog Bar Road in the reservoir. NID is exploring alternative bridge and road locations. The project is on hold pending the progress of these efforts. 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	Cost	Funding Source	
Costs:	\$4,099,000	Federal (HBP)	\$4,053,000
		Discretionary	\$46,000
TOTAL	\$4,099,000	TOTAL	\$4,099,000

CIP #: TBD-01

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project scheduled for construction after 2021 and shown for reference only.

COMBIE ROAD CORRIDOR IMPROVEMENTS – PHASE 2

PROJECT LOCATION: Combie Road from east of Higgins Road to Magnolia Road.

PROJECT DESCRIPTION: This project proposes to widen Combie Road to five lanes, (two through lanes in each direction plus a center turn lane), between Higgins Road and W. Hacienda Drive. The project is scheduled for construction outside the 5-year CIP and is not included in the Pro Forma.

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	Cost	Funding Source	
Costs:	\$1,650,000	Development Fees	\$436,000
		Local Funding	\$1,214,000
TOTAL	\$1,650,000	TOTAL	\$1,650,000

CIP #: TBD-02

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project scheduled for construction after 2021 are shown for reference only.

LOCAL TRAFFIC MITIGATION FEE (LTMF) PROJECTS

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: The Local Transportation Mitigation Fee (LTMF) program, administered by the County, was updated in 2017 and includes a number of future improvement and safety projects. These include:

- Stampede Meadows Widening Project
- Rough and Ready Highway at Ridge Road Improvement Project
- State Route 20 at Pleasant Valley Road Improvement Project
- Shoulder widening and safety improvement projects – countywide.
- Future Development Fee Update

These projects are scheduled for construction outside the 5-year CIP and are not included in the Pro Forma.

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

CIP #:TBD-03

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Projects scheduled for construction after 2021 are shown for reference only.

Section 3. Fiscal Year Financial Pro Formas

FISCAL YEAR 2016/2017 PROJECTIONS

CAPITAL PROJECTS	Discretionary Funding										Restricted Funding												
	Measure F -					Measure F -					Measure F -												
	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	
Expenditures	\$0	\$0	\$0	\$256,843	\$0	\$0	\$3,723,549	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bridges: \$3,980,392																							
Development Fee Projects: \$1,096,451	\$0	\$0	\$0	\$88,270	\$126,887	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$197,499	\$683,795	
Safety Projects: \$2,186,674	\$0	\$0	\$0	\$525,179	\$75,950	\$0	\$1,446,451	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$129,094
Shoulder Improvements: \$446,789	\$0	\$0	\$0	\$11,125	\$0	\$0	\$435,664	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL: \$7,710,306	\$0	\$0	\$0	\$881,417	\$202,837	\$0	\$5,605,664	\$10,000	\$0	\$0	\$0	\$5,605,664	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$197,499	\$812,889	
MAINTENANCE	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	
Expenditures	\$0	\$92,575	\$9,387	\$0	\$448,500	\$0	\$0	\$0	\$24,538	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Roadway Preservation: \$575,000	\$51,372	\$241,519	\$116,218	\$0	\$0	\$279,265	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance: \$688,374	\$67,609	\$212,049	\$15,528	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Vegetation Control: \$345,186	\$372,291	\$420,546	\$228,129	\$0	\$96,635	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
General Maintenance: \$1,117,601	\$817,816	\$683,311	\$143,900	\$0	\$207,416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Routine Maintenance: \$2,319,969	\$1,309,088	\$1,650,000	\$513,162	\$0	\$752,551	\$279,265	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL: \$5,046,130	\$0	\$0	\$0	\$881,417	\$202,837	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OVERHEAD	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	
Expenditures	\$470,914	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,757	\$0	\$470,914	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,757	\$0	
701 - Admin \$475,671	\$525,295	\$0	\$0	\$0	\$0	\$22,118	\$0	\$5,529	\$0	\$0	\$0	\$525,295	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
702 - Engineering \$552,942	\$529,983	\$0	\$0	\$0	\$0	\$7,500	\$0	\$88,331	\$5,119	\$0	\$0	\$529,983	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,119	\$0	\$0	
703 - Maintenance \$630,933	\$1,526,192	\$0	\$0	\$0	\$0	\$29,618	\$0	\$93,860	\$5,119	\$4,757	\$0	\$1,526,192	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,119	\$4,757	\$0	
SUBTOTAL: \$1,659,546	\$0	\$0	\$0	\$0	\$0	\$29,618	\$0	\$93,860	\$5,119	\$4,757	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,119	\$4,757	\$0	
FY TOTAL:	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	
Expenditures	\$2,835,280	\$1,650,000	\$513,162	\$881,417	\$955,388	\$308,883	\$5,605,664	\$553,860	\$47,183	\$202,256	\$862,889	\$2,835,280	\$1,650,000	\$513,162	\$881,417	\$955,388	\$308,883	\$5,605,664	\$553,860	\$47,183	\$202,256	\$862,889	

FUNDING ANALYSIS

CAPITAL PROJECTS	Discretionary Funding										Restricted Funding											
	Measure F -					Measure F -					Measure F -											
	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other
Expenditures	\$1,745,253	\$438,835	\$1,414,085	\$834,154	\$2,228,850	\$0	\$0	\$0	\$0	\$0	\$0	\$1,745,253	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BEGINNING BALANCE:	\$2,759,466	\$1,650,000	\$387,173	\$386,695	\$639,842	\$308,883	\$5,605,664	\$528,876	\$20,000	\$184,000	\$732,930	\$2,759,466	\$1,650,000	\$387,173	\$386,695	\$639,842	\$308,883	\$5,605,664	\$528,876	\$20,000	\$184,000	\$732,930
PROJECTED REVENUES:	(\$2,835,280)	(\$1,650,000)	(\$513,162)	(\$881,417)	(\$955,388)	(\$308,883)	(\$5,605,664)	(\$553,860)	(\$47,183)	(\$202,256)	(\$862,889)	(\$2,835,280)	(\$1,650,000)	(\$513,162)	(\$881,417)	(\$955,388)	(\$308,883)	(\$5,605,664)	(\$553,860)	(\$47,183)	(\$202,256)	(\$862,889)
BUDGETED EXPENDITURES:	\$1,669,439	\$438,835	\$1,288,096	\$339,432	\$1,913,304	\$0	\$0	\$0	\$0	\$0	\$0	\$1,669,439	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENDING BALANCE:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FISCAL YEAR 2017/2018 PROJECTIONS

CAPITAL PROJECTS	Expenditures	Discretionary Funding										Restricted Funding											
		Measure F -					Measure F -					Measure F -					Measure F -						
		HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other
	Bridges: \$4,492,823	\$0	\$0	\$0	\$127,878	\$0	\$4,364,945	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Development Fee Projects: \$2,224,106	\$0	\$0	\$0	\$168,530	\$771,735	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,283,841	\$0	\$0
	Safety Projects: \$3,022,166	\$0	\$0	\$0	\$310,011	\$77,500	\$2,026,384	\$607,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,071
	Shoulder Improvements: \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SUBTOTAL: \$9,739,095	\$0	\$0	\$0	\$606,419	\$849,235	\$6,391,329	\$607,200	\$0	\$0	\$0	\$1,283,841	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,283,841	\$1,071
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other											
	Roadway Preservation: \$591,411	\$0	\$95,217	\$9,712	\$0	\$261,300	\$0	\$0	\$200,000	\$25,182	\$0	\$0											
	Drainage and Shoulder Maintenance: \$708,021	\$52,838	\$227,153	\$149,610	\$0	\$0	\$278,420	\$0	\$0	\$0	\$0	\$0											
	Vegetation Control: \$355,039	\$69,538	\$218,102	\$67,399	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0											
	General Maintenance: \$1,146,734	\$207,289	\$779,692	\$60,826	\$0	\$98,927	\$0	\$0	\$0	\$0	\$0	\$0											
	Routine Maintenance: \$2,523,340	\$841,156	\$371,086	\$629,679	\$0	\$213,337	\$0	\$0	\$450,000	\$18,082	\$0	\$0											
	SUBTOTAL: \$5,324,545	\$1,170,821	\$1,691,250	\$917,226	\$0	\$573,564	\$278,420	\$0	\$650,000	\$43,264	\$0	\$0											
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other											
	701 - Admin \$489,247	\$484,354	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,893	\$0											
	702 - Engineering \$568,723	\$540,287	\$0	\$0	\$0	\$22,749	\$0	\$0	\$5,687	\$0	\$0	\$0											
	703 - Maintenance \$648,940	\$545,109	\$0	\$0	\$0	\$7,714	\$0	\$0	\$90,852	\$5,265	\$0	\$0											
	SUBTOTAL: \$1,706,910	\$1,569,750	\$0	\$0	\$0	\$30,463	\$0	\$0	\$96,539	\$5,265	\$4,893	\$0											
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other											
	\$16,770,550	\$2,740,571	\$1,691,250	\$917,226	\$606,419	\$1,422,799	\$308,883	\$6,391,329	\$1,353,739	\$48,529	\$1,288,734	\$1,071											

FUNDING ANALYSIS

CAPITAL PROJECTS	Expenditures	Discretionary Funding										Restricted Funding											
		Measure F -					Measure F -					Measure F -					Measure F -						
		HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other
	Bridges: \$4,492,823	\$0	\$0	\$0	\$127,878	\$0	\$4,364,945	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Development Fee Projects: \$2,224,106	\$0	\$0	\$0	\$168,530	\$771,735	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,283,841	\$0	\$0
	Safety Projects: \$3,022,166	\$0	\$0	\$0	\$310,011	\$77,500	\$2,026,384	\$607,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,071
	Shoulder Improvements: \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SUBTOTAL: \$9,739,095	\$0	\$0	\$0	\$606,419	\$849,235	\$6,391,329	\$607,200	\$0	\$0	\$0	\$1,283,841	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,283,841	\$1,071
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other											
	Roadway Preservation: \$591,411	\$0	\$95,217	\$9,712	\$0	\$261,300	\$0	\$0	\$200,000	\$25,182	\$0	\$0											
	Drainage and Shoulder Maintenance: \$708,021	\$52,838	\$227,153	\$149,610	\$0	\$0	\$278,420	\$0	\$0	\$0	\$0	\$0											
	Vegetation Control: \$355,039	\$69,538	\$218,102	\$67,399	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0											
	General Maintenance: \$1,146,734	\$207,289	\$779,692	\$60,826	\$0	\$98,927	\$0	\$0	\$0	\$0	\$0	\$0											
	Routine Maintenance: \$2,523,340	\$841,156	\$371,086	\$629,679	\$0	\$213,337	\$0	\$0	\$450,000	\$18,082	\$0	\$0											
	SUBTOTAL: \$5,324,545	\$1,170,821	\$1,691,250	\$917,226	\$0	\$573,564	\$278,420	\$0	\$650,000	\$43,264	\$0	\$0											
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other											
	701 - Admin \$489,247	\$484,354	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,893	\$0											
	702 - Engineering \$568,723	\$540,287	\$0	\$0	\$0	\$22,749	\$0	\$0	\$5,687	\$0	\$0	\$0											
	703 - Maintenance \$648,940	\$545,109	\$0	\$0	\$0	\$7,714	\$0	\$0	\$90,852	\$5,265	\$0	\$0											
	SUBTOTAL: \$1,706,910	\$1,569,750	\$0	\$0	\$0	\$30,463	\$0	\$0	\$96,539	\$5,265	\$4,893	\$0											
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other											
	\$16,770,550	\$2,740,571	\$1,691,250	\$917,226	\$606,419	\$1,422,799	\$308,883	\$6,391,329	\$1,353,739	\$48,529	\$1,288,734	\$1,071											

BEGINNING BALANCE:
PROJECTED REVENUES:
BUDGETED EXPENDITURES:

ENDING BALANCE: \$0

FISCAL YEAR 2018/2019 PROJECTIONS

CAPITAL PROJECTS	Expenditures	Discretionary Funding							Restricted Funding															
		Measure F -							Measure F -															
		HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	
	Bridges: \$3,519,224	\$0	\$0	\$0	\$91,528	\$0	\$0	\$3,437,696	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,437,696	\$0	\$0	\$0	\$0	\$0
	Development Fee Projects: \$244,352	\$0	\$0	\$0	\$13,643	\$90,525	\$0	\$0	\$0	\$0	\$140,184	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,184	\$0	\$0
	Safety Projects: \$639,130	\$0	\$0	\$0	\$186,202	\$91,743	\$0	\$357,972	\$0	\$0	\$0	\$3,213	\$0	\$0	\$0	\$0	\$0	\$0	\$357,972	\$0	\$0	\$0	\$0	\$3,213
	Shoulder Improvements: \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SUBTOTAL: \$4,402,706	\$0	\$0	\$0	\$291,373	\$182,268	\$0	\$3,785,668	\$0	\$0	\$140,184	\$3,213	\$0	\$0	\$0	\$0	\$0	\$0	\$3,785,668	\$0	\$0	\$140,184	\$0	\$3,213
MAINTENANCE																								
	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	
	Roadway Preservation: \$608,290	\$0	\$97,935	\$9,989	\$0	\$474,465	\$0	\$0	\$0	\$25,901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Drainage and Shoulder Maintenance: \$728,229	\$54,346	\$239,289	\$157,045	\$0	\$0	\$277,549	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Vegetation Control: \$365,172	\$71,522	\$224,328	\$69,322	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	General Maintenance: \$1,176,645	\$212,418	\$643,732	\$219,222	\$0	\$101,273	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Routine Maintenance: \$2,578,234	\$965,165	\$528,247	\$396,799	\$0	\$219,424	\$0	\$0	\$0	\$18,599	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,599	\$0	\$0	\$0
	SUBTOTAL: \$5,456,570	\$1,303,451	\$1,733,531	\$852,377	\$0	\$795,162	\$277,549	\$0	\$0	\$450,000	\$0	\$0	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$450,000	\$0	\$0	\$0
OVERHEAD																								
	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	
	701 - Admin \$503,211	\$498,179	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,032	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,032	\$0	
	702 - Engineering \$584,955	\$555,707	\$0	\$0	\$0	\$23,399	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	703 - Maintenance \$767,461	\$560,666	\$0	\$100,000	\$0	\$0	\$7,935	\$0	\$93,445	\$5,415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,445	\$5,415	\$0	\$0	\$0
	SUBTOTAL: \$1,855,627	\$1,614,552	\$0	\$100,000	\$0	\$0	\$31,334	\$0	\$99,294	\$5,415	\$5,032	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$99,294	\$5,415	\$5,032	\$0	\$0
FY TOTAL:																								
	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	
	\$11,714,903	\$2,918,003	\$1,733,531	\$952,377	\$291,373	\$977,430	\$308,883	\$3,785,668	\$549,294	\$49,915	\$145,216	\$3,213	\$2,918,003	\$1,733,531	\$952,377	\$291,373	\$977,430	\$308,883	\$3,785,668	\$549,294	\$49,915	\$145,216	\$3,213	

FUNDING ANALYSIS

	Discretionary Funding							Restricted Funding															
	Measure F -							Measure F -															
	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	
BEGINNING BALANCE:	\$1,820,172	\$430,585	\$984,797	\$119,708	\$1,136,745	\$0	\$0	\$1,287,279	\$0	\$93,751	\$1,147,119	\$0	\$0	\$0	\$0	\$0	\$0	\$3,785,668	\$531,152	\$20,000	\$256,250	\$3,213	
PROJECTED REVENUES:	\$2,891,304	\$1,716,660	\$675,320	\$386,695	\$652,702	\$308,883	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BUDGETED EXPENDITURES:	(\$2,918,003)	(\$1,733,531)	(\$952,377)	(\$291,373)	(\$977,430)	(\$308,883)	(\$3,785,668)	(\$549,294)	(\$49,915)	(\$145,216)	(\$3,213)	(\$2,918,003)	(\$1,733,531)	(\$952,377)	(\$291,373)	(\$977,430)	(\$308,883)	(\$3,785,668)	(\$549,294)	(\$49,915)	(\$145,216)	(\$3,213)	(\$3,213)
ENDING BALANCE:	\$1,793,473	\$413,714	\$707,740	\$215,030	\$812,017	\$0	\$0	\$0	\$1,269,137	\$63,836	\$1,258,153	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FISCAL YEAR 2019/2020 PROJECTIONS

CAPITAL PROJECTS	Discretionary Funding										Restricted Funding													
	Measure F -					Measure F -					Measure F -													
	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other		
Expenditures	\$0	\$0	\$0	\$96,250	\$0	\$0	\$3,794,630	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Bridges: \$3,890,880																								
Development Fee Projects: \$1,500	\$0	\$0	\$0	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety Projects: \$278,517	\$0	\$0	\$0	\$208,165	\$57,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,852	\$0
Shoulder Improvements: \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL: \$4,170,897	\$0	\$0	\$0	\$305,915	\$57,500	\$0	\$3,794,630	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,852	\$0
MAINTENANCE																								
Expenditures	\$0	\$100,730	\$10,273	\$0	\$488,008	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Roadway Preservation: \$625,651	\$55,898	\$251,767	\$164,692	\$0	\$0	\$276,656	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance: \$749,013	\$73,565	\$230,730	\$71,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Vegetation Control: \$375,595	\$217,674	\$660,520	\$225,480	\$0	\$103,679	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
General Maintenance: \$1,207,353	\$735,829	\$533,122	\$267,907	\$0	\$478,708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Routine Maintenance: \$2,484,695	\$1,082,966	\$1,776,869	\$739,652	\$0	\$1,070,395	\$276,656	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL: \$5,442,307																								
OVERHEAD																								
Expenditures	\$512,397	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
701 - Admin \$517,573	\$571,568	\$0	\$0	\$0	\$0	\$24,066	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
702 - Engineering \$601,650	\$579,522	\$0	\$100,000	\$0	\$0	\$8,161	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
703 - Maintenance \$789,365	\$1,663,487	\$0	\$100,000	\$0	\$0	\$32,227	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL: \$1,908,588																								
FY TOTAL:																								
Expenditures	\$2,746,453	\$1,776,869	\$839,652	\$305,915	\$1,127,895	\$308,883	\$3,794,630	\$552,128	\$51,339	\$5,176	\$12,852	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING ANALYSIS

CAPITAL PROJECTS	Discretionary Funding										Restricted Funding													
	Measure F -					Measure F -					Measure F -													
	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other		
Expenditures	\$1,938,324	\$387,838	\$610,940	\$295,810	\$343,351	\$0	\$0	\$1,249,339	\$32,497	\$1,515,633	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BEGINNING BALANCE:	\$1,793,473	\$413,714	\$707,740	\$215,030	\$812,017	\$0	\$0	\$1,269,137	\$63,836	\$1,258,153	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PROJECTED REVENUES:	\$2,891,304	\$1,750,993	\$742,852	\$386,695	\$659,229	\$308,883	\$3,794,630	\$532,330	\$20,000	\$262,656	\$12,852	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BUDGETED EXPENDITURES:	(\$2,746,453)	(\$1,776,869)	(\$839,652)	(\$305,915)	(\$1,127,895)	(\$308,883)	(\$3,794,630)	(\$552,128)	(\$51,339)	(\$5,176)	(\$12,852)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENDING BALANCE:	\$1,938,324	\$387,838	\$610,940	\$295,810	\$343,351	\$0	\$0	\$1,249,339	\$32,497	\$1,515,633	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FISCAL YEAR 2020/2021 PROJECTIONS

CAPITAL PROJECTS	Discretionary Funding										Restricted Funding												
	Measure F -					Measure F -					Measure F -												
	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	
Expenditures																							
Bridges: \$4,708,764	\$0	\$0	\$0	\$54,269	\$0	\$0	\$499,004	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Development Fee Projects: \$986,683	\$0	\$0	\$0	\$236,762	\$0	\$0	\$0	\$75,979	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety Projects: \$612,205	\$0	\$0	\$0	\$391,474	\$83,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements: \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$105,868	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL: \$6,307,652	\$0	\$0	\$0	\$682,505	\$83,700	\$0	\$925,472	\$275,979	\$0	\$450,000	\$19,562	\$0	\$0	\$0	\$0	\$0	\$450,000	\$46,802	\$0	\$0	\$749,921	\$137,031	\$0
MAINTENANCE																							
Expenditures																							
Roadway Preservation: \$639,750	\$0	\$103,000	\$10,506	\$0	\$0	\$0	\$499,004	\$0	\$0	\$0	\$27,240	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance: \$765,892	\$57,158	\$261,903	\$170,902	\$0	\$0	\$0	\$0	\$75,979	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Vegetation Control: \$384,060	\$75,223	\$235,930	\$72,907	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
General Maintenance: \$1,233,690	\$222,336	\$674,926	\$230,560	\$0	\$0	\$0	\$105,868	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Routine Maintenance: \$2,530,548	\$909,912	\$545,532	\$284,942	\$0	\$0	\$0	\$320,600	\$0	\$0	\$0	\$19,562	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL: \$5,553,940	\$1,264,629	\$1,821,291	\$769,817	\$0	\$0	\$0	\$925,472	\$275,979	\$0	\$450,000	\$46,802	\$0	\$0	\$0	\$0	\$0	\$450,000	\$46,802	\$0	\$0	\$749,921	\$137,031	\$0
OVERHEAD																							
Expenditures																							
701 - Admin \$529,237	\$523,944	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,293	\$0	\$0
702 - Engineering \$615,208	\$584,447	\$0	\$0	\$0	\$0	\$0	\$0	\$24,609	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
703 - Maintenance \$807,153	\$609,255	\$0	\$85,580	\$0	\$0	\$0	\$0	\$8,345	\$0	\$98,278	\$5,695	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL: \$1,951,598	\$1,717,646	\$0	\$85,580	\$0	\$0	\$0	\$0	\$32,954	\$0	\$104,430	\$5,695	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,293	\$0	\$0
FY TOTAL:																							
Expenditures																							
\$13,813,190	\$2,982,275	\$1,821,291	\$855,397	\$682,505	\$1,009,172	\$308,883	\$4,654,495	\$554,430	\$52,497	\$755,214	\$137,031	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING ANALYSIS

CAPITAL PROJECTS	Discretionary Funding										Restricted Funding												
	Measure F -					Measure F -					Measure F -												
	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	HUTA	Gen Fund MOE	New HUTA	State Exchg	RSTP	1114 Misc	Fed Grants	CSA/PRD	Trust Funds	Dev Fees	Other	
BEGINNING BALANCE:	\$1,938,324	\$387,838	\$610,940	\$295,810	\$343,351	\$0	\$0	\$1,249,339	\$32,497	\$1,515,633	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PROJECTED REVENUES:	\$2,891,304	\$1,786,013	\$817,137	\$386,695	\$665,821	\$308,883	\$4,654,495	\$533,535	\$20,000	\$269,222	\$137,031	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BUDGETED EXPENDITURES:	(\$2,982,275)	(\$1,821,291)	(\$855,397)	(\$682,505)	(\$1,009,172)	(\$308,883)	(\$4,654,495)	(\$554,430)	(\$52,497)	(\$755,214)	(\$137,031)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENDING BALANCE:	\$1,847,353	\$352,560	\$572,680	\$0	\$0	\$0	\$0	\$1,228,444	\$0	\$1,029,641	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0