

CAPITAL IMPROVEMENT PLAN

2023 ANNUAL UPDATE



Widening Donner Pass Road

County of Nevada
Community Development Agency
Department of Public Works
2022-2023 thru 2026-2027

COUNTY OF NEVADA COMMUNITY DEVELOPMENT AGENCY

DEPARTMENT OF PUBLIC WORKS

CAPITAL IMPROVEMENT PLAN

2023 ANNUAL UPDATE

FISCAL YEAR 2022/23 THRU 2026/27

TABLE OF CONTENTS

Section 1. Introduction.....Page 4

- Executive Summary
- Plan Organization
- Summary of Major Revenue Sources
- Summary of Major CIP Expenditures
- Conclusion

Section 2. Capital Improvement Project Detail Sheets..... Page 8

Section 3. Fiscal Year Financial Pro Formas.....Page 34

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, \$147 million program from July 2022 thru June 2027.

Gas tax and General Fund Maintenance of Effort (MOE) constitute the primary discretionary funding sources for the County's Road maintenance activities. Since 2015, the County has seen annual fluctuations of up to \$1 million per year. A combined 30% increase in costs during that time further eroded our ability to maintain roads and infrastructure. The County's over all pavement condition index (PCI) is currently 64 and continues to drop by approximately 1 point per year given the current funding.

In April 2017, Governor Brown signed Senate Bill 1 (SB1) – Landmark transportation funding legislation that invests \$52.4 billion in Road Maintenance and Rehabilitation Account (RMRA) funds over the next decade to fix roads, freeways, and bridges in communities across California. The new funding package results in an average total increase of approximately \$3.6 million annually over the next five years to Nevada County for road safety, maintenance, and improvement projects. RMRA funds are now protected for transportation purposes only under Article 19 of the California State Constitution per the approval of Proposition 69 in June 2018. This additional revenue will be used to fund road rehabilitation and preservation projects, roadside vegetation control and shoulder maintenance activities throughout Nevada County.

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

Although economic indicators are uncertain, we continue to see robust state and federal grant funding for capital projects. In this plan, the County expects to receive approximately \$30 million in state and federal grants for a variety of transit, roadway safety, bridge, and road maintenance projects. Additional grant funds have been applied for from the Federal Emergency Management Agency (FEMA) and Community Development Block Grant (CDBG), Highway Bridge Program (HBP) and the Highway Safety Improvement Program (HSIP) for roadway related improvements. Additional grants for vegetation management will be applied for as opportunities arise.

PLAN ORGANIZATION

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

SUMMARY OF THE MAJOR REVENUE SOURCES

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

Discretionary Funds

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

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

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

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

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

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

Restricted Funds

Grants: County staff regularly apply for, and the County receives grant funding from a variety of sources. This includes from the Highway Safety Improvement Program (HSIP), Highway Bridge Program (HBP), Congestion Mitigation and Air Quality (CMAQ) improvement program, and the Community Development Block Grants (CDBG), 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 results in an average total increase of approximately \$3.6 million annually over the next five 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, RMRA revenues have become a stable revenue source.

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

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

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

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

SUMMARY OF MAJOR CIP EXPENDITURES

The total projected expenditures for FY 23-24 are projected to be \$39,480,753 (including Solid Waste and Transit projects).

Capital Projects constitute 61% of total CIP expenditures. Table 1 includes the following expenditures:

TABLE 1: CAPITAL PROJECT EXPENDITURES

CATEGORY	AMOUNT	FUNDING SOURCES
Bridge Projects	\$2,871,952	Federal Grants, General Fund MOE, Gas Tax
Development Fee Projects	\$150,000	Federal Grant, to be supplemented with LTMF in later years
Safety Projects	\$1,005,100	Gas Tax, Federal Grants
Other	\$19,905,834	State Grant, Solid Waste Funds and Rule 20(a)
TOTAL	\$23,932,886	

Maintenance constitutes 32% of total CIP expenditures. Table 2 includes the following expenditures:

TABLE 2: MAINTENANCE EXPENDITURES

CATEGORY	AMOUNT	FUNDING SOURCES
Roadway Preservation	\$2,388,892	Gas Tax and RMRA, CSA/PRD
Drainage and Shoulder Maintenance	\$535,377	Gas Tax and RMRA
Vegetation Control	\$2,348,970	Gas Tax, CDBG Grant funds, Brush Clearing Safety Grant funds (FEMA), and RMRA
General Maintenance	\$6,159,878	Gas Tax, General Fund MOE, RSTP, RMRA, CSA/PRD and Trust Funds
Equipment Program	\$1,070,000	General Fund MOE, Roads ISF
TOTAL	\$12,503,117	

Overhead constitutes the remaining 7% of total CIP expenditures. Table 3 includes the following expenditures:

TABLE 3: OVERHEAD EXPENDITURES

CATEGORY	AMOUNT	FUNDING SOURCES
701 – Road Admin	\$1,920,113	Gas Tax, General Fund MOE, and CSA/PRD
702 – Engineering	\$1,124,637	Gas Tax, General Fund MOE, State Exchange, and CSA/PRD
703 - Maintenance	\$0 Distributed into projects	Gas Tax, General Fund MOE, RMRA and CSA/PRD
TOTAL	\$3,044,750	

Section 2. Capital Project Detail Sheets

ROAD MAINTENANCE AND REHABILITATION PROGRAM	9
ANNUAL TRAFFIC STRIPING PROGRAM.....	13
COMBIE ROAD MULTI-PURPOSE TRAIL PROJECT	14
2023-2025 BRUSH CLEARING SAFETY GRANT (FEMA).....	15
2023 THERMOPLASTIC AND MMA STRIPING PROJECT.....	16
HIRSCHDALE ROAD AT TRUCKEE RIVER BRIDGE REPLACEMENT PROJECT	17
HIRSCHDALE ROAD AT UPRR HINTON OVERHEAD.....	
BRIDGE REPAIR PROJECT	18
N. BLOOMFIELD RD AT S. YUBA RIVER BRIDGE EVALUATION PROJECT.....	19
DOG BAR ROAD AT BEAR RIVER BRIDGE REPLACEMENT PROJECT	20
RELIEF HILL RD AT HUMBUG CREEK BRIDGE REPLACEMENT PROJECT	21
ROCK CREEK ROAD AT ROCK CREEK BRIDGE REPLACEMENT PROJECT	22
RIDGE RD AND ROUGH & READY HWY INTERSECTION IMPROVEMENT PROJECT.....	23
BITNEY SPRINGS ROAD BRIDGE REMOVAL PROJECT.....	24
LOCAL TRAFFIC MITIGATION FEE PROGRAM PROJECT	25
BRIDGE MAINTENANCE AND REPAIR PROJECT	26
NORTH SAN JUAN FIRE SUPPRESSION SYSTEM PROJECT	27
DONNER PASS ROAD AT CASTLE CREEK BRIDGE REPLACEMENT PROJECT	28
TRANSIT SERVICES BUS WASH IMPROVEMENT PROJECT PROJECT	29
DEPOT SLOW CHARGER AND ON-ROUTE FAST CHARGER PROJECT.....	30
MCCOURTNEY ROAD TRANSFER STATION IMPROVEMENT PROJECT.....	31
RULE 20 UTILITY UNDERGROUNDING PROJECT	32

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 2023 thru 2027:

2023 OVERLAY AND PAVEMENT REHABILITATION

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

2023 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

ROAD	FROM	TO
BANNER MTN TRAIL	GRACIE RD	END OF PAVEMENT
IDAHO MARYLAND RD	CITY LIMITS	BANNER LAVA CAP
DOG BAR RD.	1415 FT. S. WOLF CREEK	700 FT. N. OF MT. OLIVE
TYLER FOOTE CROSS.	HIGHWAY 49	ANANDA WAY
PLEASANT VALLEY	YUBA BRIDGE	HWY 49
RIDGE ROAD	R&R HWY	NEVADA CITY LIMITS
NC HWY	GRASS VALLEY LIMITS	NEVADA CITY LIMITS

2024 OVERLAY AND PAVEMENT REHABILITATION

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

2024 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

ROAD	FROM	TO
DOG BAR RD	MAGNOLIA RD	BEAR RIVER BRIDGE
MAGNOLIA RD	COMBIE RD	DOG BAR RD
YOU BET RD	HWY 174	GREENHORN CREEK
N. BLOOMFIELD	HIGHWAY 49	LAKE CITY ROAD

2025 OVERLAY AND PAVEMENT REHABILITATION

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

2025 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

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

2026 OVERLAY AND PAVEMENT REHABILITATION

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

2026 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

ROAD	FROM	TO
GASTON	CASCADE LOOP	END OF ROAD
CASCADE LOOP	PASQUALE	PASQUALE
SPANISH	CASCADE LOOP	LAKE LN
SADIE D	CASCADE LOOP	LAKE LN
ARTIC CLOSE	CASCADE LOOP	END OF ROAD
LAKE LANE	END	END

2027 OVERLAY AND PAVEMENT REHABILITATION

ROAD	FROM	TO
BANNER QUAKER HILL	NID CANNAL	END OF PAVEMENT
SUMMIT RIDGE DR	BANNER Q HILL	BANNER Q HILL
PASQUALE ROAD	BANNER Q HILL	SANTA FEE TRAIL
NUGGET ST	PASQUALE RD	PASQUALE RD
MTN. VIEW DR	PASQUALE RD	BANNER Q HILL
GAS CANYON RD	BANNER Q HILL	SAILER FLAT ROAD
CHINA CLOSE	BANNER Q HILL	END
YUBA CLOSE	BANNER Q HILL	END
AURORA CLOSE	BANNER Q HILL	END

2027 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

<u>ROAD</u>	<u>FROM</u>	<u>TO</u>
BANNER QUAKER HILL	NID CANNAL	END OF PAVEMENT
SUMMIT RIDGE DR	BANNER Q HILL	BANNER Q HILL
PASQUALE ROAD	BANNER Q HILL	SANTA FEE TRAIL
NUGGET ST	PASQUALE RD	PASQUALE RD
MTN. VIEW DR	PASQUALE RD	BANNER Q HILL
GAS CANYON RD	BANNER Q HILL	SAILER FLAT ROAD
CHINA CLOSE	BANNER Q HILL	END
YUBA CLOSE	BANNER Q HILL	END
AURORA CLOSE	BANNER Q HILL	END

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 10-15-year useful life out of pavement overlay, and a 2–4-year useful life of a micro-surface.

PROJECT COST ESTIMATE (including administration costs)

Item	Funding Source	Cost	Total Annual Cost
2023 Rehab	RMRA	\$ 854,000	\$2,917,549
2023 Brushing	RMRA	\$ 1,168,855	
2023 Shoulders	RMRA	\$ 219,449	
2023 Gen. Maint.	RMRA	\$675,245	
2024 Rehab	RMRA	\$2,055,188	\$4,122,694
2024 Brushing	RMRA	\$598,970	
2024 Shoulders	RMRA	\$369,652	
2024 Gen. Maint.	RMRA	\$1,098,884	
2025 Rehab	RMRA	\$1,641,402	\$3,830,727
2025 Brushing	RMRA	\$429,747	
2025 Shoulders	RMRA	\$400,000	
2025 Gen. Maint.	RMRA	\$1,359,578	
2026 Rehab	RMRA	\$1,057,643	\$3,157,250
2026 Brushing	RMRA	\$461,201	
2026 Shoulders	RMRA	\$421,639	
2026 Gen. Maint	RMRA	\$1,216,767	
2027 Rehab	RMRA	\$1,058,911	\$4,335,288
2027 Brushing	RMRA	\$1,493,347	
2027 Shoulders	RMRA	\$387,497	
2027 Gen. Maint.	RMRA	\$1,395,533	
TOTAL	TOTAL		\$18,363,508
SUPERVISORIAL DISTRICT: ALL			

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

Construction Year	Funding Source	Cost
2023	RSTP/HUTA	\$340,000
2024	Gen Fund MOE	\$350,000
2025	RSTP	\$360,000
2026	RSTP	\$370,000
2027	RSTP	\$380,000
	TOTAL	\$ 1,800,000

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Fund annually

COMBIE ROAD MULTI-PURPOSE TRAIL PROJECT



PROJECT LOCATION: Adjacent to Combie Road

PROJECT DESCRIPTION: The County of Nevada is proposing to place a multi-purpose trail adjacent to Combie Road between W. Hacienda Drive and Higgins Road.

PROJECT JUSTIFICATION: The project provides a safe non-vehicular access from the existing pedestrian facility at the Combie/West Hacienda intersection to the Higgins area developments.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2025	TBD	\$1,032,000
	TOT	\$368,000
	TOTAL	\$1,400,000

SUPERVISORIAL DISTRICT: 2

RECOMMENDATION: Design in 2024, Construction in 2025

2023-2025 BRUSH CLEARING SAFETY GRANT (FEMA)

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: The County of Nevada has applied for a grant with FEMA which has identified 264 miles of roadway that will undergo vegetation management that will help slow the spread of wildfires, while enabling a quick, effective fire suppression response through ingress of firefighting equipment while allowing travelers egress on the same roadways.

PROJECT JUSTIFICATION: The objective is to help reduce vegetation along the roadside of various County roads.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2023	FEMA	\$400,000
2024	FEMA	\$950,000
2025	FEMA	\$550,000
2026	FEMA	\$550,000
	TOTAL	\$2,450,000

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

RECOMMENDATION: Complete project by fall 2026.

2023 THERMOPLASTIC AND MMA STRIPING PROJECT

PROJECT LOCATION: Various locations throughout Nevada County.

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

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

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2023	Federal (HSIP)	\$949,481
	State Exchange	\$51
	General Fund (MOE)	\$3,000
	TOTAL	\$952,532

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Fund annually

HIRSCHDALE ROAD AT TRUCKEE RIVER BRIDGE REPLACEMENT PROJECT



PROJECT LOCATION: Hirschdale Road east of Glenshire Drive.

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

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

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2024	Federal (HBP)	\$6,136,067
	MISC. (1114)	\$30,000
	General Fund MOE	\$49,860
	HUTA	\$51,000
	State Exchange	\$4,851
	TOTAL	\$6,271,778

SUPERVISORIAL DISTRICT: V

RECOMMENDATION: Project Scheduled for Construction in Spring 2024 - Fall 2024

**HIRSCHDALE ROAD AT UPRR HINTON OVERHEAD
BRIDGE REPAIR PROJECT**



PROJECT LOCATION: Hirschdale Road west of Hinton Road.

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

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

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2024	Federal (HBP)	\$1,869,519
	General Fund MOE	\$36,158
	HUTA	\$15,491
	State Exchange	\$4,838
	TOTAL	\$1,926,006

SUPERVISORIAL DISTRICT: V

RECOMMENDATION: Project Scheduled for Construction in Spring 2024 - Fall 2024.

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

Construction Year	Funding Source	Cost
TBD	Federal (HBP)	\$5,379,994
	State Exchange	\$1,311
	HUTA	\$1,368
	General Fund MOE	\$52,373
	TOTAL	\$5,435,046

SUPERVISORIAL DISTRICT: I, IV and V

RECOMMENDATION: Project Scheduled for Construction TBD

DOG BAR ROAD AT BEAR RIVER BRIDGE REPLACEMENT PROJECT



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

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

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

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2024	Federal (HBP)	\$5,738,554
	State Exchange	\$1,585
	HUTA	\$98,686
	General Fund MOE	\$60,220
	TOTAL	\$5,899,045

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project scheduled for construction 2024.

RELIEF HILL RD AT HUMBUG CREEK BRIDGE REPLACEMENT PROJECT



PROJECT LOCATION: Relief Hill Road at Humbug Creek

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

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

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2027	Federal (HBP)	\$1,411,850
	State Exchange	\$2,447
	HUTA	\$214,150
	General Fund MOE	\$35,914
	TOTAL	\$1,664,361

SUPERVISORIAL DISTRICT: I

RECOMMENDATION: Project Scheduled for Construction in 2027.

ROCK CREEK ROAD AT ROCK CREEK BRIDGE REPLACEMENT PROJECT



PROJECT LOCATION: Rock Creek Road at Rock Creek

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

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

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2027	Federal (HBP)	\$2,489,650
	HUTA	\$399,350
	State Exchange	\$2
	General Fund MOE	\$40,667
	TOTAL	\$2,929,669

SUPERVISORIAL DISTRICT: I

RECOMMENDATION: Project Scheduled for Construction in 2027.

Ridge Rd. and Rough & Ready Hwy Intersection Improvement Project



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

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

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

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2026	CMAQ	\$1,269,027
	State Exchange	\$526
	General Fund MOE	\$1,894
	Development Fees	\$1,320,561
	TBD	\$1,383,009
	TOTAL	\$3,975,018

SUPERVISORIAL DISTRICT: III

RECOMMENDATION: Project Scheduled for Construction in 2026.

BITNEY SPRINGS ROAD BRIDGE REMOVAL



PROJECT LOCATION: Bitney Spring Road at Deer Creek

PROJECT DESCRIPTION: The County of Nevada is proposing to remove an existing, closed bridge. This bridge was removed from service in 1981 with the construction of a new bridge just upstream. The old bridge is in a state of disrepair and needs to be removed.

PROJECT JUSTIFICATION: The project removes an outdated closed bridge. The bridge is not capable of supporting vehicles and is closed to pedestrian traffic .

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2023	General Fund MOE	\$200,000
	TOTAL	\$200,000

SUPERVISORIAL DISTRICT: IV

RECOMMENDATION: Project Scheduled for Construction in 2023.

LOCAL TRAFFIC MITIGATION FEE PROGRAM PROJECT

PROJECT LOCATION: Various locations.

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

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

This fiscal year, the Nevada County Transportation Commission (NCTC) is working on a regional traffic model update. Nevada County is updating the Local Traffic Mitigation Fee (LTMF) program, based upon the new traffic model.

PROJECT JUSTIFICATION: The Mitigation Fee Act, also known as California Assembly Bill 1600 (AB 1600) or Government Code Section 66,000 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

Construction Year	Funding Source	Current FY Cost
TBD	LTMF	\$200,000
	TOTAL	\$200,000

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Project scheduled for implementation in TBD.

BRIDGE MAINTENANCE AND REPAIR PROJECT

PROJECT LOCATION: Various bridges location throughout Nevada County

PROJECT DESCRIPTION: The project will identify, prioritize, and make minor repairs on various bridges throughout Nevada County as identified in the Caltrans bridge reports. Work will include minor concrete repair, railing repair, and deck repairs.

PROJECT JUSTIFICATION: The County receives bridge inspection reports from Caltrans identifying maintenance and repairs recommendations. Maintenance is required on these structures to protect the health and safety of the public and the integrity of the County’s infrastructure.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2023	HIP Funds	\$57,000
	HUTA	\$143,000
	TOTAL	\$200,000

SUPERVISORIAL DISTRICT: TBD

NORTH SAN JUAN FIRE SUPPRESSION SYSTEM PROJECT

PROJECT LOCATION: North San Juan commercial core

PROJECT DESCRIPTION: The project includes design and construction of a fire suppression water storage tank. The overall project will include a water tank, water supply lines, and fire hydrants. The community will need to approve an assessment to fund long-term maintenance of the infrastructure prior to the project being constructed.

PROJECT JUSTIFICATION: Additional fire protection is needed in the North San Juan area.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2024-2025	TBD	\$850,000
	Federal Earmarks	\$1,050,000
	TOT	\$350,000
	TOTAL	\$2,250,000

SUPERVISORIAL DISTRICT: IV

RECOMMENATION: Project scheduled for construction in 2024

DONNER PASS ROAD AT CASTLE CREEK BRIDGE REPLACEMENT



PROJECT LOCATION: Donner Pass Road at Castle Creek

PROJECT DESCRIPTION: The County of Nevada is proposing to replace the existing two-lane concrete deck bridge (Bridge No. 17C-0051) over Castle Creek. The existing bridge was built in 1920 and is located on Donner Pass Road east of Soda Springs Road.

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

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2026	Federal (HBP)	\$1,432,000
	General Fund MOE	\$358,000
	TOTAL	\$1,790,000

SUPERVISORIAL DISTRICT: V

RECOMMENDATION: Project scheduled for Construction in 2026

TRANSIT SERVICES BUS WASH IMPROVEMENT PROJECT



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

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

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

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2024	Prop 1B PTMISEA	\$500,000
	TBD	\$3,185,215
	TOTAL	\$3,685,215

SUPERVISORIAL DISTRICT: ALL

RECOMMENDATION: Project is scheduled for construction in fall 2024.

DEPOT SLOW CHARGER AND ON-ROUTE FAST CHARGER PROJECT



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

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

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

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2024	Federal EPA Targeted Airshed Grant Program	\$831,500
	TOTAL	\$831,500

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Project Scheduled for Construction in 2024

MCCOURTNEY ROAD TRANSFER STATION IMPROVEMENT PROJECT

PROJECT LOCATION: McCourtney Road at Wolf Mountain Road.

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

On September 24, 2019, per Resolution 19-528, the Board of Supervisors approved an agreement with HDR Engineering, Inc. for the development of Project Plans, Specifications and Cost Estimates. Nevada County Engineering staff will provide project support to the Solid Waste Division as needed, primarily focusing on engineering and design review, constructability, and assistance in the preparation of project plans, specifications, and cost estimates. Construction is currently scheduled to begin in the spring of 2022.

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 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 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

Construction Year	Funding source	Cost
2023-2024	Solid Waste	\$28,732,814
	TOTAL	\$28,732,814

SUPERVISORIAL DISTRICT: IV

RECOMMENDATION: Project construction will begin in 2023

RULE 20 UTILITY UNDERGROUNDING PROJECT

PROJECT LOCATION: To be determined

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

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

PROJECT COST ESTIMATE

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

SUPERVISORIAL DISTRICT: TBD

FISCAL YEAR 2022/2023

CAPITAL PROJECTS	Expenditures	Discretionary Funding						Restricted Funding					
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$903,832	\$79,376	\$125,741	\$0	\$0	\$0	\$30,000	\$668,715	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$151,761	\$0	\$0	\$0	\$0	\$0	\$0	\$43,350	\$0	\$0	\$0	\$108,411	\$0
Safety Projects:	\$2,280,558	\$3,212	\$10,000	\$0	\$0	\$0	\$0	\$2,267,346	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$38,633	\$0	\$7,023	\$0	\$0	\$31,610	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Divisions:	\$14,219,972	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,219,972
SUBTOTAL:	\$17,594,755	\$82,588	\$142,763	\$0	\$0	\$31,610	\$30,000	\$2,979,411	\$0	\$0	\$0	\$108,411	\$14,219,972
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Roadway Preservation:	\$1,184,826	\$130,826	\$0	\$0	\$0	\$0	\$0	\$0	\$854,000	\$200,000	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$523,852	\$304,403	\$0	\$0	\$0	\$0	\$0	\$0	\$219,449	\$0	\$0	\$0	\$0
Vegetation Control:	\$1,768,855	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$1,168,855	\$0	\$0	\$0	\$100,000
General Maintenance:	\$6,158,552	\$3,468,691	\$599,779	\$0	\$0	\$490,594	\$94,732	\$0	\$675,245	\$600,000	\$229,511	\$0	\$0
Equipment Program:	\$1,583,191	\$0	\$500,000	\$1,083,191	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$11,219,276	\$3,903,920	\$1,099,779	\$1,083,191	\$0	\$490,594	\$94,732	\$500,000	\$2,917,549	\$800,000	\$229,511	\$0	\$100,000
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
701 - Admin	\$1,794,498	\$687,288	\$602,354	\$0	\$0	\$0	\$474,857	\$0	\$0	\$30,000	\$0	\$0	\$0
702 - Engineering	\$1,051,063	\$380,477	\$22,380	\$0	\$386,695	\$0	\$180,411	\$0	\$0	\$81,100	\$0	\$0	\$0
SUBTOTAL:	\$2,845,561	\$1,067,764	\$624,734	\$0	\$386,695	\$0	\$655,268	\$0	\$0	\$111,100	\$0	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$31,659,592	\$5,054,272	\$1,867,276	\$1,083,191	\$386,695	\$522,204	\$780,000	\$3,479,411	\$2,917,549	\$911,100	\$229,511	\$108,411	\$14,319,972

FUNDING ANALYSIS													
	Discretionary Funding						Restricted Funding						
	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other	
BEGINNING BALANCE:	\$5,790,373	\$0	\$1,083,191	\$0	\$760,060	\$0	\$0	\$1,604,928	\$3,539,564	\$229,682	\$807,118	\$0	
PROJECTED REVENUES:	\$4,000,000	\$1,867,276	\$570,000	\$386,695	\$739,376	\$780,000	\$3,479,411	\$3,418,554	\$636,891	\$25,949	\$225,475	\$14,319,972	
BUDGETED EXPENDITURES:	(\$5,054,272)	(\$1,867,276)	(\$1,083,191)	(\$386,695)	(\$522,204)	(\$780,000)	(\$3,479,411)	(\$2,917,549)	(\$911,100)	(\$229,511)	(\$108,411)	(\$14,319,972)	
ENDING BALANCE:	\$4,736,101	\$0	\$570,000	\$0	\$977,232	\$0	\$0	\$2,105,933	\$3,265,355	\$26,120	\$924,182	\$0	
HUTA/New HUTA Inflator: 2% MOE Inflator: 2%													

FISCAL YEAR 2023/2024

CAPITAL PROJECTS	Expenditures	Discretionary Funding						Restricted Funding					
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$2,871,952	\$87,169	\$248,106	\$0	\$0	\$0	\$0	\$2,536,677	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0
Safety Projects:	\$1,005,100	\$10,000	\$0	\$0	\$0	\$0	\$0	\$995,100	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Divisions:	\$19,905,834	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,905,834
SUBTOTAL:	\$23,932,886	\$97,169	\$248,106	\$0	\$0	\$0	\$0	\$3,531,777	\$0	\$0	\$0	\$150,000	\$19,905,834
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Roadway Preservation:	\$2,388,892	\$133,704	\$0	\$0	\$0	\$0	\$0	\$0	\$2,055,188	\$200,000	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$535,377	\$165,725	\$0	\$0	\$0	\$0	\$0	\$0	\$369,652	\$0	\$0	\$0	\$0
Vegetation Control:	\$2,348,970	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600,000	\$598,970	\$0	\$0	\$0	\$150,000
General Maintenance:	\$6,159,878	\$2,944,736	\$1,101,105	\$0	\$0	\$630,384	\$26,530	\$57,000	\$1,098,884	\$281,239	\$20,000	\$0	\$0
Equipment Program:	\$1,070,000	\$0	\$500,000	\$570,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$12,503,117	\$3,244,165	\$1,601,105	\$570,000	\$0	\$630,384	\$26,530	\$1,657,000	\$4,122,694	\$481,239	\$20,000	\$0	\$150,000
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
701 - Admin	\$1,920,113	\$1,245,068	\$54,735	\$0	\$0	\$0	\$590,310	\$0	\$0	\$30,000	\$0	\$0	\$0
702 - Engineering	\$1,124,637	\$476,282	\$676	\$0	\$386,695	\$0	\$178,760	\$0	\$0	\$82,224	\$0	\$0	\$0
SUBTOTAL:	\$3,044,750	\$1,721,351	\$55,411	\$0	\$386,695	\$0	\$769,070	\$0	\$0	\$112,224	\$0	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$39,480,753	\$5,062,684	\$1,904,622	\$570,000	\$386,695	\$630,384	\$795,600	\$5,188,777	\$4,122,694	\$593,463	\$20,000	\$150,000	\$20,055,834

FUNDING ANALYSIS												
	Discretionary Funding						Restricted Funding					
	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$4,736,101	\$0	\$570,000	\$0	\$977,232	\$0	\$0	\$2,105,933	\$3,265,355	\$26,120	\$924,182	\$0
PROJECTED REVENUES:	\$4,080,000	\$1,904,622	\$670,000	\$386,695	\$754,164	\$795,600	\$5,188,777	\$3,486,926	\$640,075	\$25,949	\$231,112	\$20,055,834
BUDGETED EXPENDITURES:	(\$5,062,684)	(\$1,904,622)	(\$570,000)	(\$386,695)	(\$630,384)	(\$795,600)	(\$5,188,777)	(\$4,122,694)	(\$593,463)	(\$20,000)	(\$150,000)	(\$20,055,834)
ENDING BALANCE:	\$3,753,416	\$0	\$670,000	\$0	\$1,101,012	\$0	\$0	\$1,470,165	\$3,311,967	\$32,069	\$1,005,294	\$0
HUTA/New HUTA Inflator: 2% MOE Inflator: 2%												

FISCAL YEAR 2024/2025

CAPITAL PROJECTS	Expenditures	Discretionary Funding						Restricted Funding					
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$9,849,902	\$24,250	\$84,500	\$0	\$0	\$0	\$0	\$9,741,152	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0
Safety Projects:	\$450,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$430,000	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
Other Divisions:	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600,000
SUBTOTAL:	\$11,959,902	\$44,250	\$84,500	\$0	\$0	\$0	\$0	\$10,171,152	\$0	\$0	\$0	\$10,000	\$1,650,000
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Roadway Preservation:	\$1,778,047	\$136,645	\$0	\$0	\$0	\$0	\$0	\$0	\$1,641,402	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$547,155	\$147,155	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0
Vegetation Control:	\$1,979,747	\$0	\$0	\$0	\$0	\$0	\$0	\$1,550,000	\$429,747	\$0	\$0	\$0	\$0
General Maintenance:	\$6,293,194	\$2,978,410	\$603,904	\$0	\$0	\$839,476	\$0	\$0	\$1,359,578	\$491,826	\$20,000	\$0	\$0
Equipment Program:	\$1,170,000	\$0	\$500,000	\$670,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$11,768,143	\$3,262,210	\$1,103,904	\$670,000	\$0	\$839,476	\$0	\$1,550,000	\$3,830,727	\$491,826	\$20,000	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
701 - Admin	\$1,962,355	\$726,552	\$496,699	\$0	\$0	\$0	\$709,104	\$0	\$0	\$30,000	\$0	\$0	\$0
702 - Engineering	\$1,149,379	\$319,292	\$257,611	\$0	\$386,695	\$0	\$102,408	\$0	\$0	\$83,373	\$0	\$0	\$0
SUBTOTAL:	\$3,111,734	\$1,045,844	\$754,310	\$0	\$386,695	\$0	\$811,512	\$0	\$0	\$113,373	\$0	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$26,839,779	\$4,352,304	\$1,942,714	\$670,000.00	\$386,695	\$839,476	\$811,512	\$11,721,152	\$3,830,727	\$605,199	\$20,000	\$10,000	\$1,650,000

FUNDING ANALYSIS													
	Discretionary Funding						Restricted Funding						
	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other	
BEGINNING BALANCE:	\$3,753,416	\$0	\$670,000	\$0	\$1,101,012	\$0	\$0	\$1,470,165	\$3,311,967	\$32,069	\$1,005,294	\$0	
PROJECTED REVENUES:	\$4,161,600	\$1,942,714	\$670,000	\$386,695	\$769,247	\$811,512	\$11,721,152	\$3,556,664	\$643,276	\$25,949	\$236,890	\$1,650,000	
BUDGETED EXPENDITURES:	(\$4,352,304)	(\$1,942,714)	(\$670,000)	(\$386,695)	(\$839,476)	(\$811,512)	(\$11,721,152)	(\$3,830,727)	(\$605,199)	(\$20,000)	(\$10,000)	(\$1,650,000)	
ENDING BALANCE:	\$3,562,712	\$0	\$670,000	\$0	\$1,030,782	\$0	\$0	\$1,196,102	\$3,350,044	\$38,018	\$1,232,184	\$0	
HUTA/New HUTA Inflator: 2% MOE Inflator: 2%													

FISCAL YEAR 2025/2026

CAPITAL PROJECTS	Expenditures	Discretionary Funding						Restricted Funding					
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$2,239,000	\$36,600	\$314,000	\$0	\$0	\$0	\$0	\$1,888,400	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$3,439,905	\$0	\$0	\$0	\$0	\$0	\$0	\$1,004,746	\$0	\$0	\$0	\$1,052,150	\$1,383,009
Safety Projects:	\$650,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$630,000	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$1,350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350,000
Other Divisions:	\$7,630,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,630,000
SUBTOTAL:	\$15,308,905	\$56,600	\$314,000	\$0	\$0	\$0	\$0	\$3,523,146	\$0	\$0	\$0	\$1,052,150	\$10,363,009
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Roadway Preservation:	\$1,197,294	\$139,651	\$0	\$0	\$0	\$0	\$0	\$0	\$1,057,643	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$559,192	\$137,553	\$0	\$0	\$0	\$0	\$0	\$0	\$421,639	\$0	\$0	\$0	\$0
Vegetation Control:	\$2,011,201	\$0	\$0	\$0	\$0	\$0	\$0	\$1,550,000	\$461,201	\$0	\$0	\$0	\$0
General Maintenance:	\$6,429,444	\$3,239,915	\$685,145	\$0	\$0	\$734,971	\$0	\$0	\$1,216,767	\$502,646	\$50,000	\$0	\$0
Equipment Program:	\$920,000	\$0	\$250,000	\$670,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$11,117,131	\$3,517,119	\$935,145	\$670,000	\$0	\$734,971	\$0	\$1,550,000	\$3,157,250	\$502,646	\$50,000	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
701 - Admin	\$2,005,527	\$746,090	\$15,000	\$0	\$386,695	\$0	\$827,742	\$0	\$0	\$30,000	\$0	\$0	\$0
702 - Engineering	\$1,174,665	\$372,695	\$717,423	\$0	\$0	\$0	\$0	\$0	\$0	\$84,547	\$0	\$0	\$0
SUBTOTAL:	\$3,180,192	\$1,118,785	\$732,423	\$0	\$386,695	\$0	\$827,742	\$0	\$0	\$114,547	\$0	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$29,606,228	\$4,692,504	\$1,981,568	\$670,000	\$386,695	\$734,971	\$827,742	\$5,073,146	\$3,157,250	\$617,193	\$50,000	\$1,052,150	\$10,363,009

FUNDING ANALYSIS													
	Discretionary Funding						Restricted Funding						
	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other	
BEGINNING BALANCE:	\$3,562,712	\$0	\$670,000	\$0	\$1,030,782	\$0	\$0	\$1,196,102	\$3,350,044	\$38,018	\$1,232,184	\$0	
PROJECTED REVENUES:	\$4,244,832	\$1,981,568	\$670,000	\$386,695	\$784,632	\$827,742	\$5,073,146	\$3,627,797	\$646,492	\$25,949	\$242,812	\$10,363,009	
BUDGETED EXPENDITURES:	(\$4,692,504)	(\$1,981,568)	(\$670,000)	(\$386,695)	(\$734,971)	(\$827,742)	(\$5,073,146)	(\$3,157,250)	(\$617,193)	(\$50,000)	(\$1,052,150)	(\$10,363,009)	
ENDING BALANCE:	\$3,115,041	\$0	\$670,000	\$0	\$1,080,443	\$0	\$0	\$1,666,649	\$3,379,343	\$13,967	\$422,845	\$0	
HUTA/New HUTA Inflator: 2% MOE Inflator: 2%													

FISCAL YEAR 2026/2027

CAPITAL PROJECTS	Expenditures	Discretionary Funding						Restricted Funding					
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$4,749,900	\$53,400	\$15,000	\$0	\$0	\$0	\$0	\$4,681,500	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0
Safety Projects:	\$450,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$430,000	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Divisions:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$5,299,900	\$73,400	\$15,000	\$0	\$0	\$0	\$0	\$5,111,500	\$0	\$0	\$0	\$100,000	\$0
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Roadway Preservation:	\$1,201,634	\$142,723	\$0	\$0	\$0	\$0	\$0	\$0	\$1,058,911	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$571,494	\$183,997	\$0	\$0	\$0	\$0	\$0	\$0	\$387,497	\$0	\$0	\$0	\$0
Vegetation Control:	\$1,493,347	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,493,347	\$0	\$0	\$0	\$0
General Maintenance:	\$6,568,691	\$3,616,743	\$147,636	\$0	\$0	\$865,075	\$0	\$0	\$1,395,533	\$513,704	\$30,000	\$0	\$0
Equipment Program:	\$920,000	\$0	\$250,000	\$670,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$10,755,166	\$3,943,463	\$397,636	\$670,000	\$0	\$865,075	\$0	\$0	\$4,335,288	\$513,704	\$30,000	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
701 - Admin	\$2,049,649	\$162,933	\$1,058,974	\$0	\$0	\$0	\$827,742	\$0	\$0	\$0	\$0	\$0	\$0
702 - Engineering	\$1,200,508	\$264,223	\$549,590	\$0	\$386,695	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$3,250,157	\$427,156	\$1,608,564	\$0	\$386,695	\$0	\$827,742	\$0	\$0	\$0	\$0	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$19,305,223	\$4,444,020	\$2,021,200	\$670,000	\$386,695	\$865,075	\$827,742	\$5,111,500	\$4,335,288	\$513,704	\$30,000	\$100,000	\$0

FUNDING ANALYSIS													
	Discretionary Funding						Restricted Funding						
	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other	
BEGINNING BALANCE:	\$3,115,041	\$0	\$670,000	\$0	\$1,080,443	\$0	\$0	\$1,666,649	\$3,379,343	\$13,967	\$422,845	\$0	
PROJECTED REVENUES:	\$4,329,729	\$2,021,200	\$670,000	\$386,695	\$784,632	\$827,742	\$5,111,500	\$3,700,353	\$649,725	\$25,949	\$248,882	\$0	
BUDGETED EXPENDITURES:	(\$4,444,020)	(\$2,021,200)	(\$670,000)	(\$386,695)	(\$865,075)	(\$827,742)	(\$5,111,500)	(\$4,335,288)	(\$513,704)	(\$30,000)	(\$100,000)	\$0	
ENDING BALANCE:	\$3,000,750	\$0	\$670,000	\$0	\$1,000,000	\$0	\$0	\$1,031,715	\$3,515,364	\$9,916	\$571,728	\$0	
HUTA/New HUTA Inflator: 2% MOE Inflator: 2%													