

CAPITAL IMPROVEMENT PROGRAM

2018 ANNUAL UPDATE



COMPLETION OF THE 2016-17 MAYBERT ROAD BRIDGE PROJECT

County of Nevada
Department of Public Works
Roads Engineering and Maintenance Divisions
2017-2018 thru 2021-2022

COUNTY OF NEVADA COMMUNITY DEVELOPMENT AGENCY

DEPARTMENT OF PUBLIC WORKS

ROAD MAINTENANCE AND CAPITAL IMPROVEMENT PLAN

2018 ANNUAL UPDATE

FISCAL YEAR 2017/2018 THRU 2021/2022

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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, \$82 million program from July 2017 thru June 2022.

Gas tax and General Fund Maintenance of Effort (MOE - previously Measure F) are the primary unrestricted funding sources for the County’s road maintenance activities. Since 2010 the County saw large annual fluctuations and an overall decline in gas tax revenue that resulted in a \$3 million loss in funding over the previous decade. A combined 20% increase in costs during that time further eroded our ability to maintain roads and infrastructure.

In April 2017, Governor Brown signed Senate Bill 1 (SB 1) –landmark transportation funding legislation that invests \$52.4 billion dollars over the next decade to fix roads, freeways and bridges in communities across California. The new funding package will result in an average total increase of \$3.8 million dollars annually over the next ten years for Nevada County for road safety, maintenance and improvement projects. This additional revenue will primarily be used to fund road rehabilitation and preservation projects throughout Nevada County. If an initiative to repeal SB1 during the November 2018 election is successful, road maintenance activities including preventative pavement rehabilitation and maintenance as well as vehicle and equipment replacements will be suspended until another funding source is identified.

In June 2017, the Board of Supervisors replaced previous Measure F revenues with a replacement revenue source from the General Fund. This new revenue source establishes baseline funding equivalent to previous Measure F revenues and is subject to annual inflationary adjustments, eliminating any future fluctuations seen in Measure F. The new funding source provides a stable and predictable funding source for future road maintenance.

The resulting changes to both Gas Tax and General Fund MOE revenues have resulted in improved stability and cost certainty in the Capital Improvement Program.

The recent historic storm activity took a heavy toll on county roads and infrastructure and resulted in approximately \$1.7 million dollars in damage. The county has been coordinating with state and federal agencies since early 2017 to qualify for storm damage reimbursement funding. While the county expects to receive nearly \$1.3 million dollars in federal reimbursements, staff doesn’t expect full reimbursement from the federal government until FY 19/20. Combined with the recent long term decline in revenues, the projected CIP fund balance (cash reserves) for FY 17/18 and 18/19 are below the department’s established thresholds. The Board of Supervisors adopted Resolution 17-464 on September 12, 2017 that provided a short term interest free loan of \$1.5 million from the Community Development Agency (CDA) to the Roads fund until such time as reimbursements are received from FEMA/Cal-EMA and FHWA or the Roads fund is sufficient to meet cash flow requirements. This loan helps stabilize the existing fund balance for FY 17/18 and 18/19.

The long term prognosis for the CIP’s fund balance projections improves as the county receives additional gas tax revenues and reimbursements for the recent storm damage. Staff expects the fund balance to return to acceptable levels by FY 19/20. Repayment of the CDA loan will also occur before

July 1, 2019. Moving forward, staff anticipates maintaining a reasonable fund balance in future fiscal years.

In addition to increases in discretionary revenues, we continue to see robust state and federal grant funding for capital projects. Since 2013 the County has received more than \$30 million dollars in federal grants for a variety of roadway safety and bridge and road maintenance projects. In FY 2018/19 alone, the Department expects to deliver capital improvement projects totaling nearly \$8 million dollars, highlighted by the Combie Road Improvement Project and the Purdon Road at Shady Creek Bridge Replacement Project.

For the first time in the history of the CIP, a vehicle equipment replacement savings funding program has been created to fund the replacement of outdated and dilapidated light and heavy duty maintenance equipment. Over the next year, Public Works staff will work on a comprehensive equipment replacement plan that outlines and specifies future needs and expenditures for the road maintenance division.

Similar to previous years, staff will present a draft CIP to the Board in December 2017 to provide information and to solicit feedback from the Board and public. Staff then will utilize the feedback to prepare a final CIP. Prior to final CIP adoption, staff will meet with each Board member to discuss maintenance and project activities in each member's district. Staff will then ask the Board to adopt the CIP in early 2018. 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 safety, maintenance and capital improvement activities over a five year period. 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 safety and maintenance activities and improvement projects. This includes funding sources like Gas Tax or General Fund MOE. Restricted revenues are only utilized for specific projects or activities and cannot be used for other activities. Local Traffic Mitigation Fees (LTMF) and Federal Grants are examples of restricted fund revenues.

DISCRETIONARY FUNDS

Gas Tax – Gas tax funds are discretionary funds used to fund street repairs and maintenance activities. Gas tax funds (referred to as HUTA, New HUTA, and SB 1 – Non RMRA) 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.

In April 2017, Governor Brown signed SB 1 into law. SB 1 will result in an average total increase of \$3.8 million dollars annually over the next ten years for Nevada County for road safety, maintenance and improvement projects. SB 1 also stabilized HUTA revenue and includes annual inflationary adjustments to ensure long term fiscal solvency with gas tax revenues. As a result, the county expects gas tax revenues to increase from previous years and provide a stable source of revenue for the foreseeable future.

General Fund MOE – Between 1996 and 2017 Measure F set aside a portion of Motor Vehicle License Fee (MVLFF) revenues for road maintenance activities. In June 2017 the Board adopted a Measure F replacement funding program by utilizing General Fund MOE revenue. General Fund MOE revenues are established at the same baseline funding levels as Measure F and are subject to annual inflationary adjustments. As a result, General Fund MOE is a predictable and stable source of revenue.

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 \$11 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 must request these funds annually from the Nevada County Transportation Commission to fund various maintenance and improvement projects. 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

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) 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.

SB 1 – RMRA –SB 1 requires Nevada County to include a list of all projects proposed to receive funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, in the Nevada County Capital Improvement Program (CIP). The CIP 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. Funds from SB 1 – RMRA may only be used for projects identified in the CIP. Overall, Nevada County is scheduled to receive an estimated \$980,000 in RMRA funding in Fiscal Year 2017/18 and \$12.7 million dollars thru Fiscal Year 2021/22 from SB 1.

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.

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 18-19 are \$17,473,720.

Capital Projects constitute 44% (\$7,634,640) of total CIP expenditures. Table 1 includes the following expenditures:

TABLE 1: CAPITAL PROJECT EXPENDITURES*

CATEGORY	AMOUNT	FUNDING SOURCES
Bridge Projects	\$3,396,695	Federal Grants, State Exchange
Development Fee Projects	\$2,723,545	General Fund MOE, RSTP, Development Fees, State Exchange, Other
Safety Projects	\$1,514,400	General Fund MOE, Federal Grants, State Exchange, Federal Grants, Other
TOTAL	\$7,634,640	

** Does not include expenditures on transit, wastewater, and solid waste capital projects in FY 18/19*

Maintenance constitutes 46% (\$8,025,737) of total CIP expenditures. Table 2 includes the following expenditures:

TABLE 2: MAINTENANCE EXPENDITURES

CATEGORY	AMOUNT	FUNDING SOURCES
Roadway Preservation	\$2,864,356	Gas Tax, RSTP, Misc., SB 1 RMRA
Drainage and Shoulder Maintenance	\$514,517	Gas Tax, General Fund MOE, RSTP, Misc.
Vegetation Control	\$643,148	General Fund MOE, RSTP, Misc.
General Maintenance	\$3,926,538	Gas Tax, General Fund MOE, RSTP, Misc., CSA/PRD, Trust Funds
Equipment Program	\$77,178	Gas Tax
TOTAL	\$8,025,737	

Overhead constitutes the remaining 10% (\$1,813,343) of total CIP expenditures. Table 3 includes the following expenditures:

TABLE 3: OVERHEAD EXPENDITURES

CATEGORY	AMOUNT	FUNDING SOURCES
701 – DPW Admin	\$591,695	Gas Tax, Misc.
702 - Engineering	\$540,287	Gas Tax, Misc., Development Fees
703 - Maintenance	\$545,109	Gas Tax, Misc., CSA/PRD, Trust Funds
TOTAL	\$1,813,343	

Over the 5-year life of the CIP, the total expenditures are expected to be approximately \$82 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 safety, maintenance and capital improvement requirements.

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SB 1 – 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 communities priorities for transportation investment. The plan includes various potential pavement preservation and replacement techniques.

PROJECT LOCATION: The following locations are tentatively scheduled for road maintenance and rehabilitation in Fiscal years 2017-18 thru 2021-22:

2017 / 18 MICROSURFACE AND HOT-IN-PLACE RECYCLING

SCOTTS FLAT RD	SCOTTS VALLEY RD	SCOTTS FLAT DAM RD
SCOTTS FLAT RD	SCOTTS FLAT DAM RD	END COUNTY MAINT
PENN VALLEY DR	HIGHWAY 20 - WEST	PLEASANT VALLEY RD
PENN VALLEY DR	PLEASANT VALLEY RD	EASY ST
PENN VALLEY DR	EASY ST	SPENCEVILLE RD
INDIAN SPRINGS RD	SPENCEVILLE RD	MAJESTIC VIEW CT
INDIAN SPRINGS RD	MAJESTIC VIEW CT	PENN VALLEY DR
SPENCEVILLE RD	PENN VALLEY DR	DEVONSHIRE CIR
SPENCEVILLE RD	DEVONSHIRE CIR	INDIAN SPRINGS RD
PLEASANT VALLEY RD	PENN VALLEY DR	LAKE WILDWOOD DR
PLEASANT VALLEY RD	LAKE WILDWOOD DR	MOONEY FLAT RD
PLEASANT VALLEY RD	MOONEY FLAT RD	GOLD COUNTRY DR
PLEASANT VALLEY RD	GOLD COUNTRY DR	WILLIAMS RANCH SCHOOL
PLEASANT VALLEY RD	WILLIAMS RANCH SCHOOL	BITNEY SPRINGS RD

2018 / 19 OVERLAY AND PAVEMENT REHABILITATION

E EMPIRE ST	HIGHWAY 174	GRASS VALLEY CORP LIMIT
BOULDER ST	NEVADA CITY COR	RED DOG RD
E LIME KILN RD	HIGHWAY 49	KAREN DR
TAMMY WY	NORLENE WY	GARY WY
ALEXANDRA WAY	KAREN WY	LAWRENCE WY
ALEXANDRA WAY	NORLENE WY (N)	NORLENE WY (S)
ALTA SIERRA DRIVE	HIGHWAY 49	LITTLE VALLEY RD
ALTA SIERRA DRIVE	LITTLE VALLEY RD	BALL RD
GARY WY	ALTA SIERRA DR	FRANCIS DR
GARY WY	TAMMY WY	ALTA SIERRA DR
CARRIE DR	DOG BAR RD	GARY WY
KAREN DR	E LIME KILN RD	ALEXANDRA WY
BRUNSWICK RD	GRASS VALLEY CO	IDAHO MARYLAND RD
DUGGANS RD	WOLF RD	WOLF MEADOW DR (S)
DUGGANS RD	WOLF MEADOW DR (S)	LIME KILN RD
WET HILL RD	BLOOMFIELD- GRANITEVILLE RD	CEMENT HILL RD
COMBIE RD	HIGHWAY 49	MAGNOLIA RD

2019 / 20 OVERLAY AND PAVEMENT REHABILITATION

DOG BAR RD	LORIE DR	700 FT N. OF MOUNT OLIVE
DOG BAR RD	MOUNT OLIVE RD	TAYLOR CROSS
DOG BAR RD	NORVIN WY	910 FT N. OF TAYLOR CROSSING
DOG BAR RD	910 FT N. OF TAYLOR CROSSING	TAYLOR CROSSING RD
DOG BAR RD	WOLF CREEK RD	LODESTAR DR
DOG BAR RD	1415 FT S. OF WOLF CREEK RD	LODESTAR DR

DOG BAR RD	LODESTAR DR	AMBER ST
DOG BAR RD	AMBER ST	MISTY WINDS LN
DOG BAR RD	MISTY WINDS LN	MAGNOLIA RD
RIDGE RD	ALTA ST	GRASS VALLEY CORP LIMIT
RIDGE RD	GRASS VALLEY CORP LIMIT	RIDGE ESTATES RD
RIDGE RD	RIDGE ESTATES RD	NEVADA CITY CORP LIMIT
GRACIE RD	NEVADA CITY CORP LIMIT	BIG BLUE RD
GRACIE RD	BIG BLUE RD	BANNER LAVA CAP RD
ALLISON RANCH ROAD	HIGHWAY 49	BRIDGE
ALLISON RANCH ROAD	BRIDGE	EMPIRE STAR MIN
AUBURN ROAD	HIDDEN VALLEY RD	ARCHERY WY
AUBURN ROAD	ARCHERY WY	McCOURTNEY RD
LAKE VERA-PURDON RD	BLOOMFIELD- GRANITEVILLE RD	SELBY LN
LAKE VERA-PURDON RD	SELBY LN	LAKE VERA BRIDGE
LOMA RICA DR	BRUNSWICK RD	END COUNTY MAINT
MAGNOLIA RD	COMBIE RD	E HACIENDA DR
MAGNOLIA RD	E HACIENDA DR	KNOLLS DR

2020 / 21 OVERLAY AND PAVEMENT REHABILITATION

MCCOURTNEY RD	GRASS VALLEY CO	POLARIS DR
MCCOURTNEY RD	INDIAN SPRINGS RD	LUCKY NUGGET LN
MCCOURTNEY RD	LUCKY NUGGET LN	CHAMPAGNE LN
MCCOURTNEY RD	CHAMPAGNE LN	BEYERS LN
MCCOURTNEY RD	BEYERS LN	MUSTANG VALLEY PL
MCCOURTNEY RD	MUSTANG VALLEY PL	LIME KILN RD
LIME KILN RD	HIGHWAY 49	OLD POND LN
LIME KILN RD	OLD POND LN	DUGGANS RD
LIME KILN RD	DUGGANS RD	BALD HILL RD
LIME KILN RD	BALD HILL RD	McCOURTNEY RD
OAK TREE RD	HIGHWAY 49	LOVELL LN
OAK TREE RD	LOVELL LN	ROBINSON RD
OAK TREE RD	ROBINSON RD	TYLER FOOTE CROSSING RD
MAGNOLIA RD	COMBIE RD	E HACIENDA DR
MAGNOLIA RD	E HACIENDA DR	KNOLLS DR
MOUNT OLIVE RD	HIGHWAY 174	MIRANDA DR
MOUNT OLIVE RD	MIRANDA DR	ROLPHOLM RD
PURDON RD	LAKE VERA BRIDGE	ROUND MOUNTAIN RANCH RD
PURDON RD	ROUND MOUNTAIN RANCH RD	END CHIPSEAL
QUAKER HILL CROSS RD	RED DOG RD	CRYSTAL WELLS RD
QUAKER HILL CROSS RD	CRYSTAL WELLS RD	BANNER QUAKER HILL RD
N BLOOMFIELD- GRANITEVILLE RD	HIGHWAY 49	LAKE VERA-PURDON RD
N BLOOMFIELD- GRANITEVILLE RD	HONEYSUCKLE WY	COOPER RD
BIRCHVILLE ROAD	PINE GROVE RES RD	REDBUD RD
BIRCHVILLE ROAD	REDBUD DR	PLEASANT VALLEY RD

2021 / 22 OVERLAY AND PAVEMENT REHABILITATION

STAMPEDE MEADOWS RD	TRUCKEE CORP LIMIT	BOCA RES TURNOUT
STAMPEDE MEADOWS RD	BOCA RES TURNOUT	MP 1
STAMPEDE MEADOWS RD	MP 1	BOCA SPRINGS RD
STAMPEDE MEADOWS RD	BOCA SPRINGS RD	BOYINGTON CAMP
STAMPEDE MEADOWS RD	BOYINGTON CAMP	SIERRA COUNTY LINE
WASHINGTON RD	MP 5	MAYBERT RD
WILLOW VALLEY RD	MOSQUITO CREEK RD	SCOTTS VALLEY RD
WILLOW VALLEY RD	SCOTTS VALLEY RD	END CHIP SEAL

WILLOW VALLEY RD	PAVEMENT	HIGHWAY 20
SODA SPRINGS RD	DONNER PASS RD	PLACER COUNTY LINE
GRIZZLEY HILL RD	TYLER FOOTE ROAD	TURNAGAIN ARM
CRYSTAL WELLS DR	RED DOG RD	QUAKER HILL CROSS RD
E BENNETT RD	BRUNSWICK RD	CORDELL CT
E BENNETT RD	CORDELL CT	GRASS VALLEY CORP LIMIT
SQUIRREL CREEK RD	HILE ST	END COUNTY MAINT
LAKE VALLEY RD	I-80	PLACER COUNTY LINE
COYOTE ST	NEVADA CITY CORP LIMIT	N BLOOMFIELD- GRANITEVILLE
ROUGH AND READY HWY	HIGHWAY 20	MATAS-WECKS RD
ROUGH AND READY HWY	260 FT W. OF SQUIRREL CREEK RD	GRASS VALLEY CORP LIMIT
SQUIRREL CREEK RD	ROUGH AND READY HWY	HILE ST
CURRY DR	CEDAR RIDGE DR	BRUNSWICK DR
SPENCEVILLE RD	INDIAN SPRINGS RD	END COUNTY MAINT

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

ESTIMATED USEFUL LIFE: Many factors can affect a pavement's useful life, including the quality of the subgrade, drainage conditions, traffic loads, etc. Typically Nevada County expects a 10-20 year useful life out of a pavement overlay and a 5-10 year useful life out of a microsurface.

PROJECT COST ESTIMATE

Item	Cost	Funding Source	
Costs – FY 17/18	\$980,000	SB 1 RMRA	\$980,000
Costs – FY 18/19	\$2,710,000	SB 1 RMRA	\$2,710,000
Costs – FY 19/20	\$2,740,000	SB 1 RMRA	\$2,740,000
Costs – FY 20/21	\$3,050,000	SB 1 RMRA	\$3,050,000
Costs – FY 21/22	\$3,180,000	SB 1 RMRA	\$3,180,000
TOTAL	\$12,660,000	TOTAL	\$12,660,000

CIP #:17-12

SUPERVISORIAL DISTRICT: All

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

ANNUAL TRAFFIC STRIPING PROGRAM

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

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

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

PROJECT COST ESTIMATE

Item	Cost	Funding Source	
Costs – FY 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
Costs – FY 21/22	\$280,000	Discretionary	\$280,000
TOTAL	\$1,300,000		\$1,300,000

SUPERVISORIAL DISTRICT: All

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

ANNUAL VEHICLE EQUIPMENT REPLACEMENT PROGRAM

PROJECT LOCATION: Not Applicable

PROJECT DESCRIPTION: The Vehicle Equipment Replacement Program provides funding for vehicle equipment repair and replacement needs for the Road Maintenance division. It is intended to fund light and heavy duty equipment replacement and repair needed to maintain the efficiency of county road maintenance services and the safety of road maintenance staff. The program is re-evaluated annually before final approval is given for any equipment purchase.

PROJECT JUSTIFICATION: County staff is currently preparing a long term equipment replacement plan intended to serve as a planning tool and structured to present a meaningful, long-range perspective of the county's light and heavy duty equipment needs over the next 20 years. At the same time sufficient details on individual pieces of equipment scheduled for replacement is provided to enable those who review the information to make informed decisions of the county's equipment needs over the next several years.

PROJECT COST ESTIMATE

Item	Cost	Funding Source	
Costs – FY 17/18	\$75,000	Discretionary	\$75,000
Costs – FY 18/19	\$77,178	Discretionary	\$77,178
Costs – FY 19/20	\$679,419	Discretionary	\$679,419
Costs – FY 20/21	\$1,081,182	Discretionary	\$1,081,182
Costs – FY 21/22	\$1,082,984	Discretionary	\$1,082,984
TOTAL	\$2,995,763		\$2,995,763

SUPERVISORIAL DISTRICT: All

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

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:	\$1,823,316	Federal (HBP)	\$1,771,836
		Discretionary	\$51,480
TOTAL	\$1,823,316	TOTAL	\$1,823,316

SUPERVISORIAL DISTRICT: V

RECOMMENDATION: Project Completed in March 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:	\$713,350	CMAQ	\$712,150
		Local	\$1,200
TOTAL	\$713,350	TOTAL	\$713,350

SUPERVISORIAL DISTRICT: I and III

RECOMMENDATION: Project completed in fall 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:	\$2,625,063	Federal (HBP)	\$2,625,063
TOTAL	\$2,625,063	TOTAL	\$2,625,063

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project completed in fall 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

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project completed in September 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:	\$361,900	Federal (HSIP)	\$361,900
TOTAL	\$361,900	TOTAL	\$361,900

SUPERVISORIAL DISTRICT: I thru IV

RECOMMENDATION: Project completed in fall 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:	\$917,807	Federal (HSIP)	\$751,410
		Discretionary	\$166,397
TOTAL	\$917,807	TOTAL	\$917,807

SUPERVISORIAL DISTRICT: I thru IV

RECOMMENDATION: Project completed in summer 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

SUPERVISORIAL DISTRICT: I thru IV

RECOMMENDATION: Project completed in summer 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:	\$1,423,325	Federal (HBP)	\$1,423,325
TOTAL	\$1,423,325	TOTAL	\$1,423,325

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project completed in fall 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:	\$1,345,136	Federal (HBP)	\$1,345,136
		Discretionary	
TOTAL	\$1,345,136	TOTAL	\$1,345,136

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project completed in fall 2017.

MCCOURTNEY ROAD AT ROCK CREEK BRIDGE REPLACEMENT



PROJECT LOCATION: McCartney 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 McCartney 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 McCartney 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:	\$1,558,736	Federal (HBP)	\$1,558,736
		Discretionary	
TOTAL	\$1,558,736	TOTAL	\$1,558,736

SUPERVISORIAL DISTRICT: IV

RECOMMENDATION: Project completed in fall 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 2018 and will be funded by Pacific Gas and Electric’s Rule 20A allocation. Phase 3A, proposes undergrounding between Highway 49 to the PG&E substation property (0.30 miles east).

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

PROJECT COST ESTIMATE

Item	Cost	Funding Source	
Costs:	\$1,241,879	Other (Rule 20A)	\$1,141,879
		Development Fee	\$100,000
TOTAL	\$1,241,879	TOTAL	\$1,241,879

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

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 39.2 due to its structural condition and load carrying capacity. The bridge railing is timber with timber posts. The bridge is also substandard width. The proposed structure will restore the sufficiency rating to acceptable levels, satisfy the current roadway geometry standards, and provide bridge railing and approach guard railing meeting current safety standards. Since the bridge’s sufficiency rating is less than 50 and structurally deficient, it is eligible for replacement.

PROJECT COST ESTIMATE

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

SUPERVISORIAL DISTRICT: IV

RECOMMENDATION: Project Scheduled for Construction in Summer 2018.

TRANSIT BUS STOP IMPROVEMENT PROJECT



PROJECT LOCATION: Various

PROJECT DESCRIPTION: The project will construct transit bus stop improvements at various locations in Grass Valley.

The Engineering Division will provide engineering support for the Transit Services Division. 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 in FY 18/19.

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

PROJECT COST ESTIMATE

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

SUPERVISORIAL DISTRICT: III

RECOMMENDATION: Project is scheduled for construction in summer 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:	\$3,922,506	Development Fees	\$2,028,646
		RSTP	\$1,403,711
		Discretionary	\$490,149
TOTAL	\$3,922,506	TOTAL	\$3,922,506

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project Scheduled for Construction in late 2018 and early 2019.

CASCADE SHORES COMMUNITY LEACH FIELD PROJECT

PROJECT LOCATION: Cascade Shores subdivision.

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

The engineering division will provide engineering support for the Sanitation District and Wastewater Division. During design, efforts will be limited to engineering and design review, constructability, and assistance in the preparation of project plans, specifications, and cost estimates. Engineering will manage the project through construction and provide construction inspection and management services to deliver the project in FY 18/19.

PROJECT JUSTIFICATION: On July 31, 2008, the Central Valley Water Board adopted Waste Discharge Requirements (WDRs) Order R5-2008-0111 (NPDES No. CA0083241), which included final effluent limitation, in part, for copper. Cascade Shores WWTP has not been able to comply with the final copper effluent limit requirements and is currently operating under a Time Schedule Order (TSO) through December 31, 2018 to achieve compliance.

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

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

PROJECT COST ESTIMATE

Item	Cost	Funding Source	
Costs – FY 17/18	\$50,000	Solid Waste	\$1,550,000
Costs – FY 18/19	\$1,500,000		
TOTAL	\$1,550,000	TOTAL	\$1,550,000

SUPERVISORIAL DISTRICT: I

RECOMMENDATION: Project is scheduled for construction in fall 2018.

MCCOURTNEY ROAD TRANSFER STATION

PROJECT LOCATION: McCourtney Road at Wolf Mountain Road.

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

This project is in the preliminary design phase. The construction schedule and budget are currently under development. For planning purposes this project is included in the CIP. Once a construction schedule and budget is finalized the CIP and Pro Form was be updated. Engineering will provide project support to the Solid Waste Division as needed, primarily focusing on engineering and design review, constructability, and assistance in the preparation of project plans, specifications, and cost estimates.

PROJECT JUSTIFICATION: The County has identified the need to improve efficiency of current operations at the MRTS and plan for projected growth in operations over the next 25 years. Some of the current issues or conditions at the existing facility are:

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

PROJECT COST ESTIMATE – PRELIMINARY ENGINEERING

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

SUPERVISORIAL DISTRICT: IV

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

Rough and Ready Highway at Squirrel Creek Culvert Project

PROJECT LOCATION: Rough and Ready Highway at Squirrel Creek.

PROJECT DESCRIPTION: The project proposes to repair or replace a damaged 14-foot diameter culvert on Rough and Ready Highway at Squirrel Creek, located near the intersection of Rex Reservoir Road and just south of Rough and Ready.

PROJECT JUSTIFICATION: The existing corrugated metal pipe culvert has been compromised in recent years, as water from Squirrel Creek has undermined soil below the large culvert. In addition, portions of the pipe's bottom has eroded away, creating additional concerns with water infiltration into the soil supporting the culvert and roadway above. As a result the culvert has begun to deform, causing portions of Rough and Ready Highway above the culvert to drop in elevation. The project will design and construct improvements at this location.

PROJECT COST ESTIMATE

Item	Cost	Funding Source	
Costs:	\$800,000	Discretionary	\$800,000
TOTAL	\$800,000	TOTAL	\$800,000

SUPERVISORIAL DISTRICT: IV

RECOMMENDATION: Project Scheduled for Construction in 2019.

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

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Project Scheduled for Construction in 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

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

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

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.

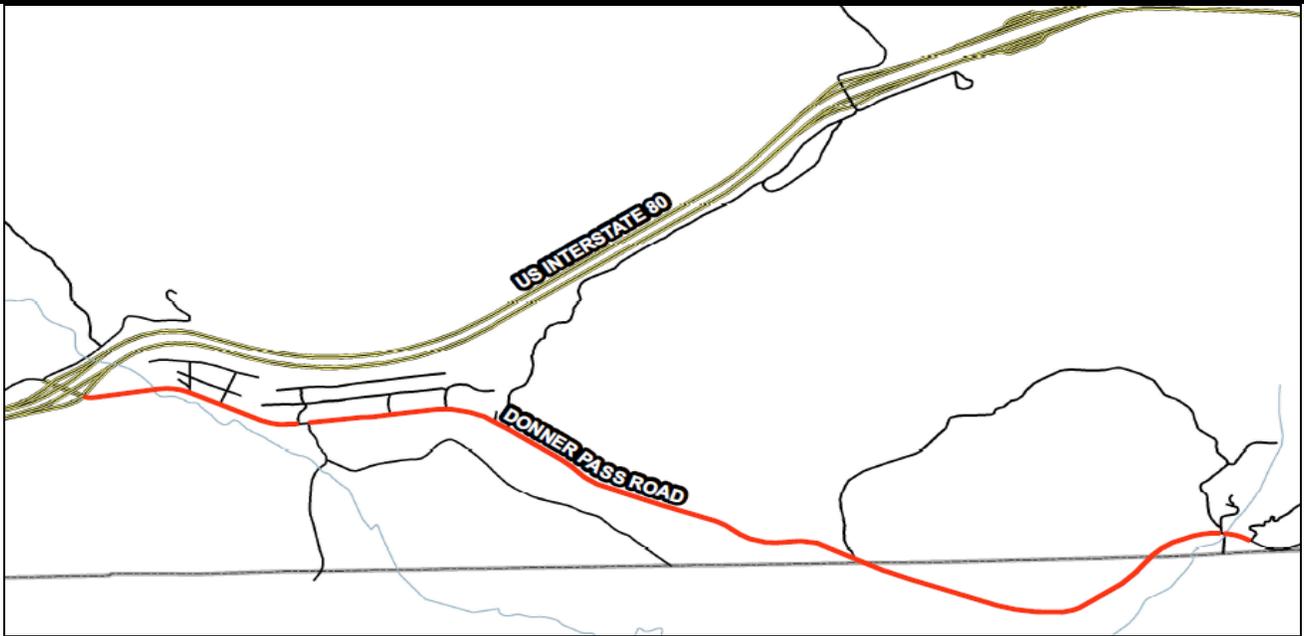
PROJECT COST ESTIMATE

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

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	FLAP *	\$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.*

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

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project scheduled for construction after 2022 and 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:

- Combie Road Improvement Project – Phase 2
- 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 Updates

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

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Projects scheduled for construction after 2022 are shown for reference only.

Section 3. Fiscal Year Financial Pro Formas

FUND BALANCE PROJECTION

FY 17/18													
	Discretionary Funding							Restricted Funding					
	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$238,451	\$0	\$269,687	\$410,663	\$0	\$2,243,533	\$113,894	\$0	\$0	\$2,416,830	\$174,542	\$2,282,420	\$0
PROJECTED REVENUES:	\$2,903,559	\$1,691,250	\$646,596	\$386,695	\$184,300	\$651,450	\$308,883	\$7,579,016	\$980,000	\$610,000	\$20,000	\$200,000	\$593,326
BUDGETED EXPENDITURES:	(\$2,743,518)	(\$1,691,250)	(\$325,000)	(\$620,598)	(\$184,300)	(\$1,212,380)	(\$322,768)	(\$7,579,016)	(\$980,000)	(\$1,141,399)	(\$30,724)	(\$454,479)	(\$593,326)
ENDING BALANCE:	\$398,492	\$0	\$591,283	\$176,760	\$0	\$1,682,603	\$100,009	\$0	\$0	\$1,885,431	\$163,818	\$2,027,941	\$0
	\$1,089,784												
FY 18/19													
	Discretionary Funding							Restricted Funding					
	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$398,492	\$0	\$591,283	\$176,760	\$0	\$1,682,603	\$100,009	\$0	\$0	\$1,885,431	\$163,818	\$2,027,941	\$0
PROJECTED REVENUES:	\$2,961,630	\$1,725,075	\$659,528	\$386,695	\$285,000	\$657,965	\$818,883	\$4,508,045	\$2,710,000	\$613,050	\$20,000	\$205,000	\$578,270
BUDGETED EXPENDITURES:	(\$2,998,360)	(\$1,725,075)	(\$377,178)	(\$473,253)	(\$285,000)	(\$1,697,366)	(\$504,552)	(\$4,508,045)	(\$2,710,000)	(\$495,738)	(\$31,374)	(\$1,089,509)	(\$578,270)
ENDING BALANCE:	\$361,762	\$0	\$873,633	\$90,202	\$0	\$643,202	\$414,340	\$0	\$0	\$2,002,743	\$152,444	\$1,143,432	\$0
	\$1,649,735												
FY 19/20													
	Discretionary Funding							Restricted Funding					
	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$361,762	\$0	\$873,633	\$90,202	\$0	\$643,202	\$414,340	\$0	\$0	\$2,002,743	\$152,444	\$1,143,432	\$0
PROJECTED REVENUES:	\$3,020,863	\$1,759,577	\$672,719	\$386,695	\$1,444,000	\$664,545	\$1,073,883	\$5,404,733	\$2,740,000	\$616,115	\$20,000	\$210,125	\$43,147
BUDGETED EXPENDITURES:	(\$2,294,425)	(\$1,759,577)	(\$689,419)	(\$385,422)	(\$1,444,000)	(\$988,599)	(\$267,084)	(\$5,404,733)	(\$2,740,000)	(\$510,516)	(\$32,301)	\$0	(\$43,147)
ENDING BALANCE:	\$1,088,200	\$0	\$856,933	\$91,475	\$0	\$319,148	\$1,221,139	\$0	\$0	\$2,108,342	\$140,143	\$1,353,557	\$0
	\$3,166,272												
FY 20/21													
	Discretionary Funding							Restricted Funding					
	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$1,088,200	\$0	\$856,933	\$91,475	\$0	\$319,148	\$1,221,139	\$0	\$0	\$2,108,342	\$140,143	\$1,353,557	\$0
PROJECTED REVENUES:	\$3,081,280	\$1,794,769	\$686,173	\$386,695	\$1,681,500	\$671,190	\$308,883	\$3,291,714	\$3,050,000	\$619,196	\$20,000	\$215,378	\$104,216
BUDGETED EXPENDITURES:	(\$2,367,333)	(\$1,794,769)	(\$906,182)	(\$470,072)	(\$1,681,500)	(\$990,338)	(\$273,072)	(\$3,291,714)	(\$3,050,000)	(\$520,966)	(\$32,943)	\$0	(\$104,216)
ENDING BALANCE:	\$1,802,147	\$0	\$636,924	\$8,098	\$0	\$0	\$1,256,950	\$0	\$0	\$2,206,572	\$127,200	\$1,568,935	\$0
	\$3,696,021												
FY 21/22													
	Discretionary Funding							Restricted Funding					
	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$1,802,147	\$0	\$636,924	\$8,098	\$0	\$0	\$1,256,950	\$0	\$0	\$2,206,572	\$127,200	\$1,568,935	\$0
PROJECTED REVENUES:	\$3,142,906	\$1,830,664	\$699,896	\$386,695	\$1,824,000	\$677,902	\$308,883	\$2,433	\$3,180,000	\$622,292	\$20,000	\$220,762	\$4,978
BUDGETED EXPENDITURES:	(\$2,686,630)	(\$1,830,664)	(\$836,820)	(\$238,611)	(\$1,824,000)	(\$677,902)	(\$279,191)	(\$2,433)	(\$3,180,000)	(\$532,415)	(\$34,524)	\$0	(\$4,978)
ENDING BALANCE:	\$2,258,423	\$0	\$500,000	\$156,182	\$0	\$0	\$1,286,642	\$0	\$0	\$2,296,449	\$112,676	\$1,789,697	\$0
	\$4,045,065												

FISCAL YEAR 2017/2018

CAPITAL PROJECTS	Expenditures	Discretionary Funding							Restricted Funding					
		HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	Bridges: \$6,094,438	\$0	\$0	\$0	\$161,535	\$0	\$0	\$0	\$5,932,903	\$0	\$0	\$0	\$0	\$0
	Development Fee Projects: \$1,287,500	\$0	\$0	\$0	\$99,343	\$0	\$277,342	\$0	\$0	\$0	\$0	\$0	\$431,383	\$479,432
	Safety Projects: \$2,371,774	\$0	\$60,720	\$0	\$344,079	\$0	\$0	\$0	\$1,235,881	\$0	\$617,200	\$0	\$0	\$113,894
	Shoulder Improvements: \$425,873	\$0	\$0	\$0	\$15,641	\$0	\$0	\$0	\$410,232	\$0	\$0	\$0	\$0	\$0
	SUBTOTAL: \$10,179,585	\$0	\$60,720	\$0	\$620,598	\$0	\$277,342	\$0	\$7,579,016	\$0	\$617,200	\$0	\$431,383	\$593,326
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	Roadway Preservation: \$1,130,000	\$0	\$0	\$0	\$0	\$64,124	\$75,000	\$6,000	\$0	\$980,000	\$0	\$4,876	\$0	\$0
	Drainage and Shoulder Maintenance: \$500,000	\$0	\$309,824	\$0	\$0	\$120,176	\$50,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
	Vegetation Control: \$625,000	\$0	\$537,500	\$0	\$0	\$0	\$62,500	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0
	General Maintenance: \$3,704,173	\$1,569,987	\$783,206	\$0	\$0	\$0	\$747,538	\$130,168	\$0	\$0	\$450,000	\$23,274	\$0	\$0
	Equipment Program: \$75,000	\$0	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SUBTOTAL: \$6,034,173	\$1,569,987	\$1,630,530	\$75,000	\$0	\$184,300	\$935,038	\$181,168	\$0	\$980,000	\$450,000	\$28,150	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	701 - Admin \$575,000	\$527,000	\$0	\$0	\$0	\$0	\$0	\$48,000	\$0	\$0	\$0	\$0	\$0	\$0
	702 - Engineering \$545,000	\$442,060	\$0	\$0	\$0	\$0	\$0	\$46,800	\$0	\$0	\$33,044	\$0	\$23,096	\$0
	703 - Maintenance \$545,000	\$204,471	\$0	\$250,000	\$0	\$0	\$0	\$46,800	\$0	\$0	\$41,155	\$2,574	\$0	\$0
	SUBTOTAL: \$1,665,000	\$1,173,531	\$0	\$250,000	\$0	\$0	\$0	\$141,600	\$0	\$0	\$74,199	\$2,574	\$23,096	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$17,878,758	\$2,743,518	\$1,691,250	\$325,000	\$620,598	\$184,300	\$1,212,380	\$322,768	\$7,579,016	\$980,000	\$1,141,399	\$30,724	\$454,479	\$593,326

FUNDING ANALYSIS													
	Discretionary Funding							Restricted Funding					
	HUTA*	Gen Fund MOE	New HUTA*	State Exchg	SB1 - Non RMRA*	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$238,451	\$0	\$269,687	\$410,663	\$0	\$2,243,533	\$113,894	\$0	\$0	\$2,416,830	\$174,542	\$2,282,420	\$0
PROJECTED REVENUES:	\$2,903,559	\$1,691,250	\$646,596	\$386,695	\$184,300	\$651,450	\$308,883	\$7,579,016	\$980,000	\$610,000	\$20,000	\$200,000	\$593,326
BUDGETED EXPENDITURES:	(\$2,743,518)	(\$1,691,250)	(\$325,000)	(\$620,598)	(\$184,300)	(\$1,212,380)	(\$322,768)	(\$7,579,016)	(\$980,000)	(\$1,141,399)	(\$30,724)	(\$454,479)	(\$593,326)
ENDING BALANCE:	\$398,492	\$0	\$591,283	\$176,760	\$0	\$1,682,603	\$100,009	\$0	\$0	\$1,885,431	\$163,818	\$2,027,941	\$0
TOTAL BALANCE:				\$2,949,147						\$4,077,190			

* CSAC Projections - % Applied: 97%

FISCAL YEAR 2018/2019

CAPITAL PROJECTS	Expenditures	Discretionary Funding							Restricted Funding					
		HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$3,396,695	\$0	\$0	\$0	\$73,432	\$0	\$0	\$0	\$3,323,263	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$2,723,545	\$0	\$275,000	\$0	\$121,056	\$0	\$735,925	\$0	\$0	\$0	\$0	\$0	\$1,014,953	\$576,611
Safety Projects:	\$1,514,400	\$0	\$49,194	\$0	\$278,765	\$0	\$0	\$0	\$1,184,782	\$0	\$0	\$0	\$0	\$1,659
Shoulder Improvements:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$7,634,640	\$0	\$324,194	\$0	\$473,253	\$0	\$735,925	\$0	\$4,508,045	\$0	\$0	\$0	\$1,014,953	\$578,270
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Roadway Preservation:	\$2,864,356	\$0	\$0	\$0	\$0	\$65,988	\$77,178	\$6,174	\$0	\$2,710,000	\$0	\$5,016	\$0	\$0
Drainage and Shoulder Maintenance:	\$514,517	\$0	\$223,473	\$0	\$0	\$219,012	\$51,452	\$20,580	\$0	\$0	\$0	\$0	\$0	\$0
Vegetation Control:	\$643,148	\$0	\$553,108	\$0	\$0	\$0	\$64,314	\$25,726	\$0	\$0	\$0	\$0	\$0	\$0
General Maintenance:	\$3,926,538	\$1,908,185	\$624,300	\$0	\$0	\$0	\$768,497	\$138,540	\$0	\$0	\$463,066	\$23,950	\$0	\$0
Equipment Program:	\$77,178	\$0	\$0	\$77,178	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$8,025,737	\$1,908,185	\$1,400,881	\$77,178	\$0	\$285,000	\$961,441	\$191,020	\$0	\$2,710,000	\$463,066	\$28,966	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
701 - Admin	\$591,695	\$536,361	\$0	\$0	\$0	\$0	\$0	\$55,334	\$0	\$0	\$0	\$0	\$0	\$0
702 - Engineering	\$560,824	\$282,169	\$0	\$0	\$0	\$0	\$0	\$204,099	\$0	\$0	\$0	\$0	\$74,556	\$0
703 - Maintenance	\$660,824	\$271,645	\$0	\$300,000	\$0	\$0	\$0	\$54,099	\$0	\$0	\$32,672	\$2,408	\$0	\$0
SUBTOTAL:	\$1,813,343	\$1,090,175	\$0	\$300,000	\$0	\$0	\$0	\$313,532	\$0	\$0	\$32,672	\$2,408	\$74,556	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$17,473,720	\$2,998,360	\$1,725,075	\$377,178	\$473,253	\$285,000	\$1,697,366	\$504,552	\$4,508,045	\$2,710,000	\$495,738	\$31,374	\$1,089,509	\$578,270

FUNDING ANALYSIS

	Discretionary Funding							Restricted Funding					
	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA*	RSTP	1114 Misc**	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$398,492	\$0	\$591,283	\$176,760	\$0	\$1,682,603	\$100,009	\$0	\$0	\$1,885,431	\$163,818	\$2,027,941	\$0
PROJECTED REVENUES:	\$2,961,630	\$1,725,075	\$659,528	\$386,695	\$285,000	\$657,965	\$818,883	\$4,508,045	\$2,710,000	\$613,050	\$20,000	\$205,000	\$578,270
BUDGETED EXPENDITURES:	(\$2,998,360)	(\$1,725,075)	(\$377,178)	(\$473,253)	(\$285,000)	(\$1,697,366)	(\$504,552)	(\$4,508,045)	(\$2,710,000)	(\$495,738)	(\$31,374)	(\$1,089,509)	(\$578,270)
ENDING BALANCE:	\$361,762	\$0	\$873,633	\$90,202	\$0	\$643,202	\$414,340	\$0	\$0	\$2,002,743	\$152,444	\$1,143,432	\$0
TOTAL BALANCE:				\$2,383,139						\$3,298,619			

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

** Includes FEMA Reimbursement: \$ 510,000

FISCAL YEAR 2019/2020

CAPITAL PROJECTS	Expenditures	Discretionary Funding							Restricted Funding					
		HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$5,409,590	\$0	\$0	\$0	\$82,722	\$0	\$0	\$0	\$5,326,868	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$3,000	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety Projects:	\$473,600	\$0	\$52,888	\$0	\$299,700	\$0	\$0	\$0	\$77,865	\$0	\$0	\$0	\$0	\$43,147
Shoulder Improvements:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$5,886,190	\$0	\$52,888	\$0	\$385,422	\$0	\$0	\$0	\$5,404,733	\$0	\$0	\$0	\$0	\$43,147
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Roadway Preservation:	\$2,898,838	\$0	\$0	\$0	\$0	\$67,902	\$79,420	\$6,354	\$0	\$2,740,000	\$0	\$5,162	\$0	\$0
Drainage and Shoulder Maintenance:	\$529,456	\$0	\$0	\$0	\$0	\$455,332	\$52,946	\$21,178	\$0	\$0	\$0	\$0	\$0	\$0
Vegetation Control:	\$661,822	\$0	\$0	\$0	\$0	\$569,166	\$66,182	\$26,474	\$0	\$0	\$0	\$0	\$0	\$0
General Maintenance:	\$4,037,504	\$545,569	\$1,706,689	\$0	\$0	\$351,600	\$790,051	\$142,439	\$0	\$0	\$476,511	\$24,645	\$0	\$0
Equipment Program:	\$679,419	\$300,000	\$0	\$379,419	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$8,807,039	\$845,569	\$1,706,689	\$379,419	\$0	\$1,444,000	\$988,599	\$196,445	\$0	\$2,740,000	\$476,511	\$29,807	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
701 - Admin	\$608,875	\$584,520	\$0	\$0	\$0	\$0	\$0	\$24,355	\$0	\$0	\$0	\$0	\$0	\$0
702 - Engineering	\$577,108	\$554,024	\$0	\$0	\$0	\$0	\$0	\$23,084	\$0	\$0	\$0	\$0	\$0	\$0
703 - Maintenance	\$680,011	\$310,312	\$0	\$310,000	\$0	\$0	\$0	\$23,200	\$0	\$0	\$34,005	\$2,494	\$0	\$0
SUBTOTAL:	\$1,865,994	\$1,448,856	\$0	\$310,000	\$0	\$0	\$0	\$70,639	\$0	\$0	\$34,005	\$2,494	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$16,559,223	\$2,294,425	\$1,759,577	\$689,419	\$385,422	\$1,444,000	\$988,599	\$267,084	\$5,404,733	\$2,740,000	\$510,516	\$32,301	\$0	\$43,147

FUNDING ANALYSIS

	Discretionary Funding							Restricted Funding					
	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA*	RSTP	1114 Misc**	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$361,762	\$0	\$873,633	\$90,202	\$0	\$643,202	\$414,340	\$0	\$0	\$2,002,743	\$152,444	\$1,143,432	\$0
PROJECTED REVENUES:	\$3,020,863	\$1,759,577	\$672,719	\$386,695	\$1,444,000	\$664,545	\$1,073,883	\$5,404,733	\$2,740,000	\$616,115	\$20,000	\$210,125	\$43,147
BUDGETED EXPENDITURES:	(\$2,294,425)	(\$1,759,577)	(\$689,419)	(\$385,422)	(\$1,444,000)	(\$988,599)	(\$267,084)	(\$5,404,733)	(\$2,740,000)	(\$510,516)	(\$32,301)	\$0	(\$43,147)
ENDING BALANCE:	\$1,088,200	\$0	\$856,933	\$91,475	\$0	\$319,148	\$1,221,139	\$0	\$0	\$2,108,342	\$140,143	\$1,353,557	\$0
TOTAL BALANCE:				\$3,576,895						\$3,602,042			

* CSAC Projections - % Applied: 95%

HUTA/New HUTA Inflation: 2%

Measure F Inflation: 2%

** Includes FEMA Reimbursement: \$ 765,000

FISCAL YEAR 2020/2021

CAPITAL PROJECTS	Expenditures	Discretionary Funding							Restricted Funding					
		HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	Bridges: \$3,350,295	\$0	\$0	\$0	\$58,581	\$0	\$0	\$0	\$3,291,714	\$0	\$0	\$0	\$0	\$0
	Development Fee Projects: \$3,250	\$0	\$0	\$0	\$3,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safety Projects: \$584,500	\$0	\$72,043	\$0	\$408,241	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104,216
	Shoulder Improvements: \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SUBTOTAL: \$3,938,045	\$0	\$72,043	\$0	\$470,072	\$0	\$0	\$0	\$3,291,714	\$0	\$0	\$0	\$0	\$104,216
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	Roadway Preservation: \$3,212,364	\$0	\$0	\$0	\$0	\$69,412	\$81,182	\$6,494	\$0	\$3,050,000	\$0	\$5,276	\$0	\$0
	Drainage and Shoulder Maintenance: \$541,209	\$0	\$0	\$0	\$0	\$465,439	\$54,121	\$21,649	\$0	\$0	\$0	\$0	\$0	\$0
	Vegetation Control: \$676,514	\$0	\$0	\$0	\$0	\$581,803	\$67,651	\$27,060	\$0	\$0	\$0	\$0	\$0	\$0
	General Maintenance: \$4,126,375	\$393,566	\$1,722,726	\$0	\$0	\$564,846	\$787,384	\$145,572	\$0	\$0	\$487,089	\$25,192	\$0	\$0
	Equipment Program: \$1,081,182	\$500,000	\$0	\$581,182	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SUBTOTAL: \$9,637,644	\$893,566	\$1,722,726	\$581,182	\$0	\$1,681,500	\$990,338	\$200,775	\$0	\$3,050,000	\$487,089	\$30,468	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	701 - Admin \$622,391	\$597,495	\$0	\$0	\$0	\$0	\$0	\$24,896	\$0	\$0	\$0	\$0	\$0	\$0
	702 - Engineering \$589,919	\$566,322	\$0	\$0	\$0	\$0	\$0	\$23,597	\$0	\$0	\$0	\$0	\$0	\$0
	703 - Maintenance \$695,106	\$309,950	\$0	\$325,000	\$0	\$0	\$0	\$23,804	\$0	\$0	\$33,877	\$2,475	\$0	\$0
	SUBTOTAL: \$1,907,416	\$1,473,767	\$0	\$325,000	\$0	\$0	\$0	\$72,297	\$0	\$0	\$33,877	\$2,475	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Measure F	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$15,483,105	\$2,367,333	\$1,794,769	\$906,182	\$470,072	\$1,681,500	\$990,338	\$273,072	\$3,291,714	\$3,050,000	\$520,966	\$32,943	\$0	\$104,216

FUNDING ANALYSIS

	Discretionary Funding							Restricted Funding					
	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA*	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$1,088,200	\$0	\$856,933	\$91,475	\$0	\$319,148	\$1,221,139	\$0	\$0	\$2,108,342	\$140,143	\$1,353,557	\$0
PROJECTED REVENUES:	\$3,081,280	\$1,794,769	\$686,173	\$386,695	\$1,681,500	\$671,190	\$308,883	\$3,291,714	\$3,050,000	\$619,196	\$20,000	\$215,378	\$104,216
BUDGETED EXPENDITURES:	(\$2,367,333)	(\$1,794,769)	(\$906,182)	(\$470,072)	(\$1,681,500)	(\$990,338)	(\$273,072)	(\$3,291,714)	(\$3,050,000)	(\$520,966)	(\$32,943)	\$0	(\$104,216)
ENDING BALANCE:	\$1,802,147	\$0	\$636,924	\$8,098	\$0	\$0	\$1,256,950	\$0	\$0	\$2,206,572	\$127,200	\$1,568,935	\$0
TOTAL BALANCE:				\$3,704,119						\$3,902,707			

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

FISCAL YEAR 2021/2022

CAPITAL PROJECTS	Expenditures	Discretionary Funding							Restricted Funding					
		HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	Bridges: \$2,500	\$0	\$0	\$0	\$67	\$0	\$0	\$0	\$2,433	\$0	\$0	\$0	\$0	\$0
	Development Fee Projects: \$3,500	\$0	\$0	\$0	\$3,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safety Projects: \$281,500	\$0	\$41,478	\$0	\$235,044	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,978
	Shoulder Improvements: \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SUBTOTAL: \$287,500	\$0	\$41,478	\$0	\$238,611	\$0	\$0	\$0	\$2,433	\$0	\$0	\$0	\$0	\$4,978
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	Roadway Preservation: \$3,345,968	\$0	\$0	\$0	\$0	\$70,952	\$82,984	\$6,638	\$0	\$3,180,000	\$0	\$5,394	\$0	\$0
	Drainage and Shoulder Maintenance: \$553,223	\$0	\$0	\$0	\$0	\$475,771	\$55,323	\$22,129	\$0	\$0	\$0	\$0	\$0	\$0
	Vegetation Control: \$691,532	\$0	\$0	\$0	\$0	\$594,717	\$69,153	\$27,662	\$0	\$0	\$0	\$0	\$0	\$0
	General Maintenance: \$4,217,204	\$602,590	\$1,789,186	\$0	\$0	\$682,560	\$470,442	\$148,772	\$0	\$0	\$497,902	\$25,752	\$0	\$0
	Equipment Program: \$1,082,984	\$500,000	\$0	\$582,984	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SUBTOTAL: \$9,890,911	\$1,102,590	\$1,789,186	\$582,984	\$0	\$1,824,000	\$677,902	\$205,201	\$0	\$3,180,000	\$497,902	\$31,146	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	701 - Admin \$636,207	\$610,759	\$0	\$0	\$0	\$0	\$0	\$25,448	\$0	\$0	\$0	\$0	\$0	\$0
	702 - Engineering \$603,014	\$578,893	\$0	\$0	\$0	\$0	\$0	\$24,121	\$0	\$0	\$0	\$0	\$0	\$0
	703 - Maintenance \$710,536	\$394,388	\$0	\$253,836	\$0	\$0	\$0	\$24,421	\$0	\$0	\$34,513	\$3,378	\$0	\$0
	SUBTOTAL: \$1,949,757	\$1,584,040	\$0	\$253,836	\$0	\$0	\$0	\$73,990	\$0	\$0	\$34,513	\$3,378	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$12,128,168	\$2,686,630	\$1,830,664	\$836,820	\$238,611	\$1,824,000	\$677,902	\$279,191	\$2,433	\$3,180,000	\$532,415	\$34,524	\$0	\$4,978

FUNDING ANALYSIS

	Discretionary Funding							Restricted Funding					
	HUTA	Gen Fund MOE	New HUTA	State Exchg	SB1 - Non RMRA*	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$1,802,147	\$0	\$636,924	\$8,098	\$0	\$0	\$1,256,950	\$0	\$0	\$2,206,572	\$127,200	\$1,568,935	\$0
PROJECTED REVENUES:	\$3,142,906	\$1,830,664	\$699,896	\$386,695	\$1,824,000	\$677,902	\$308,883	\$2,433	\$3,180,000	\$622,292	\$20,000	\$220,762	\$4,978
BUDGETED EXPENDITURES:	(\$2,686,630)	(\$1,830,664)	(\$836,820)	(\$238,611)	(\$1,824,000)	(\$677,902)	(\$279,191)	(\$2,433)	(\$3,180,000)	(\$532,415)	(\$34,524)	\$0	(\$4,978)
ENDING BALANCE:	\$2,258,423	\$0	\$500,000	\$156,182	\$0	\$0	\$1,286,642	\$0	\$0	\$2,296,449	\$112,676	\$1,789,697	\$0
TOTAL BALANCE:	\$4,201,247							\$4,198,822					

* CSAC Projections - % Applied: 95%

HUTA/New HUTA Inflatior: 2%

Measure F Inflatior: 2%