

# CAPITAL IMPROVEMENT PLAN

## 2022 ANNUAL UPDATE



Placing rebar in the Soda Springs Road bridge

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

**COUNTY OF NEVADA COMMUNITY DEVELOPMENT AGENCY**

**DEPARTMENT OF PUBLIC WORKS**

**CAPITAL IMPROVEMENT PLAN**

**2022 ANNUAL UPDATE**

**FISCAL YEAR 2021/22 THRU 2025/26**

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# Section 1. Introduction

## EXECUTIVE SUMMARY

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

Gas tax and General Fund Maintenance of Effort (MOE) constitute the primary discretionary funding sources for the County's road maintenance activities. Since 2010, the County saw large annual fluctuations and an overall decline in gas tax revenue that resulted in a \$3 million loss in funding over the previous decade. A combined 20% increase in costs during that time further eroded our ability to maintain roads and infrastructure. The County's 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 million annually over the next ten years to Nevada County for road safety, maintenance, and improvement projects. RMRA funds are now protected for transportation purposes only under Article 19 of the California State Constitution per the approval of Proposition 69 in June 2018. This additional revenue will be used to fund road rehabilitation and preservation projects, roadside vegetation control and shoulder maintenance activities throughout Nevada County.

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

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

## PLAN ORGANIZATION

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

## SUMMARY OF THE MAJOR REVENUE SOURCES

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

### Discretionary Funds

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

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

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

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

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

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

## **Restricted Funds**

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

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

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

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

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

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

## **SUMMARY OF CIP EXPENDITURES**

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

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

**TABLE 1: CAPITAL PROJECT EXPENDITURES**

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

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

**TABLE 2: MAINTENANCE EXPENDITURES**

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

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

**TABLE 3: OVERHEAD EXPENDITURES**

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

# Section 2. Capital Project Detail Sheets

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## ROAD MAINTENANCE AND REHABILITATION PROGRAM (RMRA PROJECT FUNDING)

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

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

### 2022 OVERLAY AND PAVEMENT REHABILITATION

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

### 2022 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

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

### 2023 OVERLAY AND PAVEMENT REHABILITATION

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



**2023 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT**

Various locations including but not limited to:

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

**2024 OVERLAY AND PAVEMENT REHABILITATION**

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

**2024 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT**

Various locations including but not limited to:

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

**2025 OVERLAY AND PAVEMENT REHABILITATION**

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

**2025 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT**

Various locations including but not limited to:

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

**2026 OVERLAY AND PAVEMENT REHABILITATION**

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

**2026 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT**

Various locations including but not limited to:

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

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

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

**PROJECT COST ESTIMATE:**

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

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

## **EGRESS/INGRESS FIRE SAFETY GRANT**

**PROJECT LOCATION:** Various County roads

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

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

### **PROJECT COST ESTIMATE**

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

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

**RECOMMENDATION:** Complete project by summer 2022.

## 2023 THERMOPLASTIC AND MMA SAFETY PROJECT

**PROJECT LOCATION:** Various locations.

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

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

### PROJECT COST ESTIMATE

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

**SUPERVISORIAL DISTRICT: All**

## 2022 GUARDRAIL PROJECT

**PROJECT LOCATION:** Various locations.

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

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

### PROJECT COST ESTIMATE

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

**SUPERVISORIAL DISTRICT:** All

## 2022 HIGH FRICTION SURFACE TREATMENT PROJECT

**PROJECT LOCATION:** Various locations.

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

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

### PROJECT COST ESTIMATE

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

**SUPERVISORIAL DISTRICT:** All

## HIRSCHDALE ROAD AT TRUCKEE RIVER BRIDGE REPLACEMENT PROJECT



**PROJECT LOCATION:** Hirschdale Road east of Glenshire Drive.

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

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

### PROJECT COST ESTIMATE

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

**SUPERVISORIAL DISTRICT: V**

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



## HIRSCHDALE ROAD AT UPRR HINTON OVERHEAD BRIDGE REPLACEMENT PROJECT



**PROJECT LOCATION:** Hirschdale Road west of Hinton Road.

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

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

### PROJECT COST ESTIMATE

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

**SUPERVISORIAL DISTRICT: V**

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

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



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

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

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

### PROJECT COST ESTIMATE

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

**SUPERVISORIAL DISTRICT:** IV and V

**RECOMMENDATION:** Project Scheduled for Construction TBD

# DOG BAR ROAD AT BEAR RIVER BRIDGE REPLACEMENT PROJECT



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

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

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

### PROJECT COST ESTIMATE

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

**SUPERVISORIAL DISTRICT: II**

**RECOMMENDATION: Project scheduled for construction 2023**

# RELIEF HILL RD AT HUMBUG CREEK BRIDGE REPLACEMENT PROJECT



**PROJECT LOCATION:** Relief Hill Road at Humbug Creek

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

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

### PROJECT COST ESTIMATE

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

**SUPERVISORIAL DISTRICT: I**

**RECOMMENDATION: Project Scheduled for Construction in 2026.**

# ROCK CREEK ROAD AT ROCK CREEK BRIDGE REPLACEMENT PROJECT



**PROJECT LOCATION:** Rock Creek Road at Rock Creek

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

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

### PROJECT COST ESTIMATE

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

**SUPERVISORIAL DISTRICT: I**

**RECOMMENDATION: Project Scheduled for Construction in 2026.**

# RIDGE RD AND ROUGH & READY HWY INTERSECTION IMPROVEMENT PROJECT



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

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

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

### PROJECT COST ESTIMATE

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

**SUPERVISORIAL DISTRICT: III**

## LOCAL TRAFFIC MITIGATION FEE PROGRAM PROJECTS

**PROJECT LOCATION:** Various locations.

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

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

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

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

### PROJECT COST ESTIMATE

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

**SUPERVISORIAL DISTRICT:** All

**RECOMMENDATION:** Project scheduled for implementation in 2022-2023

# REGIONAL TRANSPORTATION PLAN ACTIVITIES PROJECT

**PROJECT LOCATION:** Various locations.

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

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

## PROJECT COST ESTIMATE

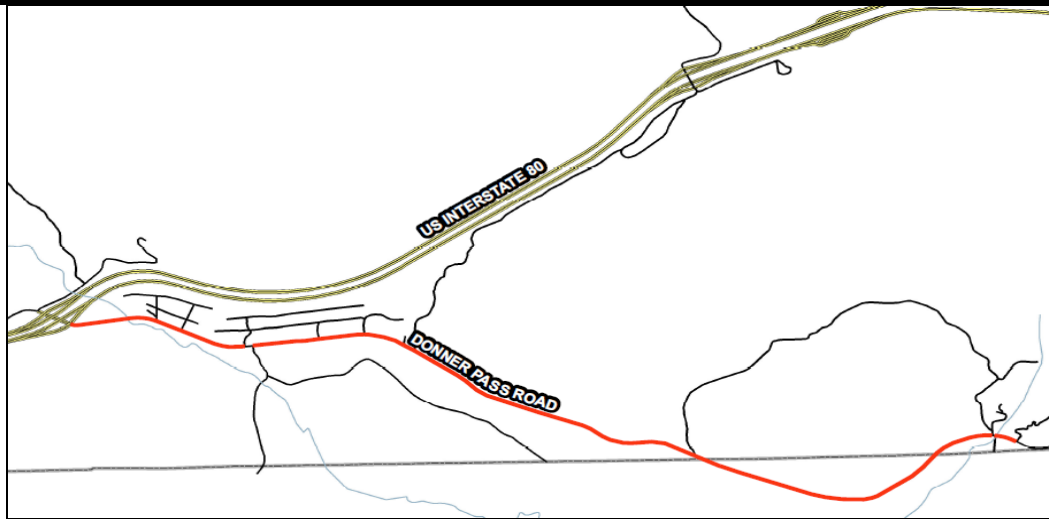
Year	Funding Source	Cost
Annual	Regional Transportation Planning	\$35,000
	TOTAL	\$35,000

**SUPERVISORIAL DISTRICT:** All

**RECOMMENDATION:** Fund annually



## DONNER PASS ROAD RECONSTRUCTION AND WIDENING PROJECT



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

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

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

### PROJECT COST ESTIMATE

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

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

**SUPERVISORIAL DISTRICT: V**

## TRANSIT SERVICES FACILITY IMPROVEMENT PROJECT



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

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

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

### PROJECT COST ESTIMATE

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

**SUPERVISORIAL DISTRICT:** All

**RECOMMENDATION:** Project is scheduled for construction in fall 2022

# DEPOT SLOW CHARGER AND ON-ROUTE FAST CHARGER PROJECT



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

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

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

## PROJECT COST ESTIMATE

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

**SUPERVISORIAL DISTRICT:** All

# MCCOURTNEY ROAD TRANSFER STATION IMPROVEMENT PROJECT



**PROJECT LOCATION:** McCourtney Road at Wolf Mountain Road.

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

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

## PROJECT COST ESTIMATE

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

**SUPERVISORIAL DISTRICT: All**

## **RULE 20 UTILITY UNDERGROUNDING PROJECT**

**PROJECT LOCATION:** To be determined

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

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

### **PROJECT COST ESTIMATE**

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

**SUPERVISORIAL DISTRICT: TBD**

# **Section 3. Fiscal Year Financial Pro Formas**

FISCAL YEAR 2021/2022

	Discretionary Funding					Restricted Funding					
	Gen Fund	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SBI - RMIRA	CSA/PRD	Trust Funds	Dev Fees	Other
<b>CAPITAL PROJECTS</b>											
Expenditures	\$0	\$104,307	\$0	\$0	\$0	\$4,013,983	\$0	\$0	\$0	\$0	\$0
Bridges:	\$4,118,290	\$0	\$0	\$0	\$0	\$283,100	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$283,100	\$0	\$0	\$0	\$0	\$204,249	\$0	\$0	\$0	\$0	\$0
Safety Projects:	\$217,249	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$8,627,067	\$0	\$0	\$102,813	\$0	\$0	\$0	\$0	\$0	\$0	\$8,524,254
Other Divisions:	\$763,516	\$0	\$0	\$0	\$131,417	\$0	\$0	\$0	\$0	\$0	\$632,099
SUBTOTAL:	\$14,009,222	\$107,307	\$0	\$102,813	\$131,417	\$4,501,332	\$0	\$0	\$0	\$0	\$9,156,353
<b>MAINTENANCE</b>											
Expenditures	\$121,135	\$0	\$0	\$0	\$0	\$0	\$1,050,000	\$100,000	\$0	\$0	\$0
Roadway Preservation:	\$121,135	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$317,337	\$0	\$0	\$0	\$0	\$0	\$1,047,647	\$0	\$0	\$0	\$0
Vegetation Control:	\$1,564,628	\$0	\$0	\$0	\$516,981	\$0	\$976,063	\$436,000	\$69,210	\$0	\$0
General Maintenance:	\$4,846,782	\$213,556	\$0	\$957,489	\$25,500	\$0	\$0	\$0	\$0	\$0	\$0
Equipment Program:	\$1,141,582	\$341,582	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$9,141,464	\$561,138	\$800,000	\$957,489	\$542,481	\$0	\$3,273,710	\$536,000	\$69,210	\$0	\$0
<b>OVERHEAD</b>											
Expenditures	\$1,606,231	\$490,772	\$0	\$0	\$508,180	\$0	\$0	\$30,000	\$0	\$0	\$0
701 - Admin	\$1,606,231	\$490,772	\$0	\$0	\$508,180	\$0	\$0	\$30,000	\$0	\$0	\$0
702 - Engineering	\$1,028,437	\$612,098	\$0	\$0	\$32,905	\$0	\$0	\$80,000	\$0	\$0	\$0
703 - Maintenance	\$1,260,418	\$59,248	\$0	\$0	\$0	\$0	\$200,000	\$30,000	\$11,769	\$0	\$0
SUBTOTAL:	\$3,895,086	\$1,162,218	\$0	\$0	\$541,085	\$0	\$200,000	\$140,000	\$11,769	\$0	\$0
<b>EXPENDITURES</b>											
Expenditures	\$3,884,755	\$1,830,653	\$800,000	\$386,695	\$1,080,302	\$4,501,332	\$3,473,710	\$676,000	\$80,979	\$0	\$9,156,353
Gen Fund	\$3,884,755	\$1,830,653	\$800,000	\$386,695	\$1,080,302	\$4,501,332	\$3,473,710	\$676,000	\$80,979	\$0	\$9,156,353
Roads ISF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Exchg	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RSTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1114 Misc	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBI - RMIRA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CSA/PRD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Trust Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Dev Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING ANALYSIS

	Discretionary Funding					Restricted Funding					
	Gen Fund	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SBI - RMIRA	CSA/PRD	Trust Funds	Dev Fees	Other
Gen Fund	\$4,592,840	\$204,732	\$0	\$967,155	\$0	\$0	\$1,285,830	\$3,209,331	\$208,624	\$597,297	\$0
Roads ISF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Exchg	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RSTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1114 Misc	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBI - RMIRA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CSA/PRD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Trust Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Dev Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>BEGINNING BALANCE:</b>	\$4,592,840	\$204,732	\$0	\$967,155	\$0	\$0	\$1,285,830	\$3,209,331	\$208,624	\$597,297	\$0
<b>PROJECTED REVENUES:</b>	\$3,982,695	\$815,756	\$386,695	\$733,818	\$1,214,983	\$4,501,332	\$3,284,844	\$597,669	\$30,092	\$301,405	\$9,156,353
<b>BUDGETED EXPENDITURES:</b>	(\$3,864,751)	(\$1,830,663)	(\$800,000)	(\$386,695)	(\$1,060,302)	(\$4,501,332)	(\$3,473,710)	(\$676,000)	(\$80,979)	\$0	(\$9,156,353)
<b>ENDING BALANCE:</b>	\$4,710,781	\$0	\$220,488	\$0	\$640,671	\$0	\$1,096,964	\$3,131,000	\$157,737	\$898,702	\$0

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

FISCAL YEAR 2022/2023

CAPITAL PROJECTS	Expenditures	Discretionary Funding					Restricted Funding						
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SBI - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$6,335,485	\$0	\$95,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$487,242	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety Projects:	\$3,672,792	\$20,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Divisions:	\$17,595,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>SUBTOTAL:</b>	<b>\$28,690,519</b>	<b>\$20,000</b>	<b>\$99,525</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$204,127</b>	<b>\$17,595,000</b>
<b>MAINTENANCE</b>	<b>Expenditures</b>	<b>HUTA</b>	<b>Gen Fund MOE</b>	<b>Roads ISF</b>	<b>State Exchg</b>	<b>RSTP</b>	<b>1114 Misc</b>	<b>Caltrans Grants</b>	<b>SBI - RMRA</b>	<b>CSA/PRD</b>	<b>Trust Funds</b>	<b>Dev Fees</b>	<b>Other</b>
Roadway Preservation:	\$1,394,826	\$130,826	\$0	\$0	\$0	\$0	\$0	\$0	\$1,054,000	\$200,000	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$342,724	\$142,724	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0
Vegetation Control:	\$1,368,855	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,368,855	\$0	\$0	\$0	\$0
General Maintenance:	\$5,226,523	\$3,367,937	\$170,147	\$0	\$0	\$490,594	\$26,010	\$0	\$627,808	\$470,980	\$73,147	\$0	\$0
Equipment Program:	\$450,000	\$0	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>SUBTOTAL:</b>	<b>\$8,772,928</b>	<b>\$3,641,487</b>	<b>\$170,147</b>	<b>\$450,000</b>	<b>\$0</b>	<b>\$490,594</b>	<b>\$26,010</b>	<b>\$0</b>	<b>\$3,250,663</b>	<b>\$670,980</b>	<b>\$73,147</b>	<b>\$0</b>	<b>\$0</b>
<b>OVERHEAD</b>	<b>Expenditures</b>	<b>HUTA</b>	<b>Gen Fund MOE</b>	<b>Roads ISF</b>	<b>State Exchg</b>	<b>RSTP</b>	<b>1114 Misc</b>	<b>Caltrans Grants</b>	<b>SBI - RMRA</b>	<b>CSA/PRD</b>	<b>Trust Funds</b>	<b>Dev Fees</b>	<b>Other</b>
701 - Admin	\$1,641,568	\$212,450	\$932,354	\$0	\$0	\$0	\$466,764	\$0	\$0	\$30,000	\$0	\$0	\$0
702 - Engineering	\$1,051,063	\$380,477	\$22,380	\$0	\$386,695	\$0	\$180,411	\$0	\$0	\$81,100	\$0	\$0	\$0
703 - Maintenance	\$1,288,148	\$338,464	\$642,870	\$0	\$0	\$0	\$76,814	\$0	\$200,000	\$30,000	\$0	\$0	\$0
<b>SUBTOTAL:</b>	<b>\$3,980,779</b>	<b>\$931,390</b>	<b>\$1,597,604</b>	<b>\$0</b>	<b>\$386,695</b>	<b>\$0</b>	<b>\$723,990</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$141,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>FY TOTAL:</b>	<b>Expenditures</b>	<b>HUTA</b>	<b>Gen Fund MOE</b>	<b>Roads ISF</b>	<b>State Exchg</b>	<b>RSTP</b>	<b>1114 Misc</b>	<b>Caltrans Grants</b>	<b>SBI - RMRA</b>	<b>CSA/PRD</b>	<b>Trust Funds</b>	<b>Dev Fees</b>	<b>Other</b>
	<b>\$40,944,226</b>	<b>\$45,928,878</b>	<b>\$1,867,276</b>	<b>\$450,000</b>	<b>\$386,695</b>	<b>\$490,594</b>	<b>\$750,000</b>	<b>\$10,171,866</b>	<b>\$3,450,663</b>	<b>\$811,980</b>	<b>\$73,147</b>	<b>\$204,127</b>	<b>\$17,595,000</b>

FUNDING ANALYSIS

HUTA	Gen Fund MOE	Discretionary Funding					Restricted Funding				
		Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SBI - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
\$4,710,781	\$0	\$220,488	\$0	\$640,671	\$0	\$0	\$1,096,964	\$3,131,000	\$157,737	\$898,702	\$0
\$4,062,349	\$1,867,276	\$447,068	\$386,695	\$741,156	\$750,000	\$10,171,866	\$3,350,541	\$600,657	\$30,992	\$308,940	\$17,595,000
(\$4,992,878)	(\$1,867,276)	(\$419,000)	(\$386,695)	(\$490,594)	(\$750,000)	(\$10,171,866)	(\$3,450,663)	(\$811,980)	(\$73,147)	(\$204,127)	(\$17,595,000)
<b>ENDING BALANCE:</b>	<b>\$0</b>	<b>\$217,556</b>	<b>\$0</b>	<b>\$691,233</b>	<b>\$0</b>	<b>\$0</b>	<b>\$996,842</b>	<b>\$2,919,677</b>	<b>\$114,682</b>	<b>\$1,003,515</b>	<b>\$0.0</b>

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



FISCAL YEAR 2023/2024

CAPITAL PROJECTS	Expenditures	Discretionary Funding					Restricted Funding						
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Catrans Grants	SBI - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$5,851,000	\$0	\$55,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$3,604,033	\$0	\$0	\$0	\$0	\$0	\$3,234,884	\$0	\$0	\$0	\$0	\$409,149	\$0
Safety Projects:	\$650,000	\$20,000	\$0	\$0	\$0	\$0	\$630,000	\$0	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Divisions:	\$8,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,600,000
<b>SUBTOTAL:</b>	<b>\$18,745,033</b>	<b>\$20,000</b>	<b>\$55,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,660,884</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$409,149</b>	<b>\$8,600,000</b>
<b>MAINTENANCE</b>	<b>Expenditures</b>	<b>HUTA</b>	<b>Gen Fund MOE</b>	<b>Roads ISF</b>	<b>State Exchg</b>	<b>RSTP</b>	<b>1114 Misc</b>	<b>Catrans Grants</b>	<b>SBI - RMRA</b>	<b>CSA/PRD</b>	<b>Trust Funds</b>	<b>Dev Fees</b>	<b>Other</b>
Roadway Preservation:	\$1,188,892	\$133,704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,055,188	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$350,264	\$150,764	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0
Vegetation Control:	\$1,398,970	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,398,970	\$0	\$0	\$0	\$0
General Maintenance:	\$5,339,305	\$2,464,084	\$1,132,068	\$0	\$0	\$630,384	\$26,530	\$0	\$540,000	\$481,239	\$65,000	\$0	\$0
Equipment Program:	\$450,000	\$0	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>SUBTOTAL:</b>	<b>\$8,727,431</b>	<b>\$2,748,052</b>	<b>\$1,132,068</b>	<b>\$450,000</b>	<b>\$0</b>	<b>\$630,384</b>	<b>\$26,530</b>	<b>\$0</b>	<b>\$3,194,158</b>	<b>\$481,239</b>	<b>\$65,000</b>	<b>\$0</b>	<b>\$0</b>
<b>OVERHEAD</b>	<b>Expenditures</b>	<b>HUTA</b>	<b>Gen Fund MOE</b>	<b>Roads ISF</b>	<b>State Exchg</b>	<b>RSTP</b>	<b>1114 Misc</b>	<b>Catrans Grants</b>	<b>SBI - RMRA</b>	<b>CSA/PRD</b>	<b>Trust Funds</b>	<b>Dev Fees</b>	<b>Other</b>
701 - Admin	\$1,677,682	\$698,237	\$189,735	\$0	\$0	\$0	\$559,710	\$0	\$0	\$30,000	\$0	\$0	\$0
702 - Engineering	\$1,074,186	\$425,831	\$676	\$0	\$386,695	\$0	\$178,760	\$0	\$0	\$82,224	\$0	\$0	\$0
703 - Maintenance	\$1,316,487	\$559,344	\$527,143	\$0	\$0	\$0	\$0	\$0	\$200,000	\$30,000	\$0	\$0	\$0
<b>SUBTOTAL:</b>	<b>\$4,068,355</b>	<b>\$1,883,413</b>	<b>\$717,554</b>	<b>\$0</b>	<b>\$386,695</b>	<b>\$0</b>	<b>\$738,470</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$142,224</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>FY TOTAL:</b>	<b>Expenditures</b>	<b>HUTA</b>	<b>Gen Fund MOE</b>	<b>Roads ISF</b>	<b>State Exchg</b>	<b>RSTP</b>	<b>1114 Misc</b>	<b>Catrans Grants</b>	<b>SBI - RMRA</b>	<b>CSA/PRD</b>	<b>Trust Funds</b>	<b>Dev Fees</b>	<b>Other</b>
	<b>\$31,540,819</b>	<b>\$4,651,465</b>	<b>\$1,904,622</b>	<b>\$450,000</b>	<b>\$386,695</b>	<b>\$630,384</b>	<b>\$765,000</b>	<b>\$9,660,884</b>	<b>\$3,394,158</b>	<b>\$623,463</b>	<b>\$65,000</b>	<b>\$409,149</b>	<b>\$8,600,000</b>

FUNDING ANALYSIS

CAPITAL PROJECTS	Expenditures	Discretionary Funding					Restricted Funding						
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Catrans Grants	SBI - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$5,851,000	\$0	\$55,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$3,604,033	\$0	\$0	\$0	\$0	\$0	\$3,234,884	\$0	\$0	\$0	\$0	\$409,149	\$0
Safety Projects:	\$650,000	\$20,000	\$0	\$0	\$0	\$0	\$630,000	\$0	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Divisions:	\$8,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,600,000
<b>SUBTOTAL:</b>	<b>\$18,745,033</b>	<b>\$20,000</b>	<b>\$55,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,660,884</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$409,149</b>	<b>\$8,600,000</b>
<b>MAINTENANCE</b>	<b>Expenditures</b>	<b>HUTA</b>	<b>Gen Fund MOE</b>	<b>Roads ISF</b>	<b>State Exchg</b>	<b>RSTP</b>	<b>1114 Misc</b>	<b>Catrans Grants</b>	<b>SBI - RMRA</b>	<b>CSA/PRD</b>	<b>Trust Funds</b>	<b>Dev Fees</b>	<b>Other</b>
Roadway Preservation:	\$1,188,892	\$133,704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,055,188	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$350,264	\$150,764	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0
Vegetation Control:	\$1,398,970	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,398,970	\$0	\$0	\$0	\$0
General Maintenance:	\$5,339,305	\$2,464,084	\$1,132,068	\$0	\$0	\$630,384	\$26,530	\$0	\$540,000	\$481,239	\$65,000	\$0	\$0
Equipment Program:	\$450,000	\$0	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>SUBTOTAL:</b>	<b>\$8,727,431</b>	<b>\$2,748,052</b>	<b>\$1,132,068</b>	<b>\$450,000</b>	<b>\$0</b>	<b>\$630,384</b>	<b>\$26,530</b>	<b>\$0</b>	<b>\$3,194,158</b>	<b>\$481,239</b>	<b>\$65,000</b>	<b>\$0</b>	<b>\$0</b>
<b>OVERHEAD</b>	<b>Expenditures</b>	<b>HUTA</b>	<b>Gen Fund MOE</b>	<b>Roads ISF</b>	<b>State Exchg</b>	<b>RSTP</b>	<b>1114 Misc</b>	<b>Catrans Grants</b>	<b>SBI - RMRA</b>	<b>CSA/PRD</b>	<b>Trust Funds</b>	<b>Dev Fees</b>	<b>Other</b>
701 - Admin	\$1,677,682	\$698,237	\$189,735	\$0	\$0	\$0	\$559,710	\$0	\$0	\$30,000	\$0	\$0	\$0
702 - Engineering	\$1,074,186	\$425,831	\$676	\$0	\$386,695	\$0	\$178,760	\$0	\$0	\$82,224	\$0	\$0	\$0
703 - Maintenance	\$1,316,487	\$559,344	\$527,143	\$0	\$0	\$0	\$0	\$0	\$200,000	\$30,000	\$0	\$0	\$0
<b>SUBTOTAL:</b>	<b>\$4,068,355</b>	<b>\$1,883,413</b>	<b>\$717,554</b>	<b>\$0</b>	<b>\$386,695</b>	<b>\$0</b>	<b>\$738,470</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$142,224</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>FY TOTAL:</b>	<b>Expenditures</b>	<b>HUTA</b>	<b>Gen Fund MOE</b>	<b>Roads ISF</b>	<b>State Exchg</b>	<b>RSTP</b>	<b>1114 Misc</b>	<b>Catrans Grants</b>	<b>SBI - RMRA</b>	<b>CSA/PRD</b>	<b>Trust Funds</b>	<b>Dev Fees</b>	<b>Other</b>
	<b>\$31,540,819</b>	<b>\$4,651,465</b>	<b>\$1,904,622</b>	<b>\$450,000</b>	<b>\$386,695</b>	<b>\$630,384</b>	<b>\$765,000</b>	<b>\$9,660,884</b>	<b>\$3,394,158</b>	<b>\$623,463</b>	<b>\$65,000</b>	<b>\$409,149</b>	<b>\$8,600,000</b>

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

FISCAL YEAR 2024/2025

CAPITAL PROJECTS	Expenditures	Discretionary Funding						Restricted Funding					
		Gen Fund	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SBI - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other	
Bridges:	\$7,278,900	\$0	\$0	\$0	\$0	\$0	\$7,278,900	\$0	\$0	\$0	\$0	\$0	
Development Fee Projects:	\$896,576	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$896,576	\$0	
Safety Projects:	\$450,000	\$20,000	\$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	
Other Divisions:	\$7,630,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,630,000	
<b>SUBTOTAL:</b>	<b>\$16,255,476</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,658,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$896,576</b>	<b>\$7,630,000</b>	
<b>MAINTENANCE</b>	<b>Expenditures</b>	<b>Gen Fund</b>	<b>Roads ISF</b>	<b>State Exchg</b>	<b>RSTP</b>	<b>1114 Misc</b>	<b>Caltrans Grants</b>	<b>SBI - RMRA</b>	<b>CSA/PRD</b>	<b>Trust Funds</b>	<b>Dev Fees</b>	<b>Other</b>	
Roadway Preservation:	\$1,193,047	\$136,645	\$0	\$0	\$0	\$0	\$0	\$1,056,402	\$0	\$0	\$0	\$0	
Drainage and Shoulder Maintenance:	\$357,970	\$157,970	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	
Vegetation Control:	\$1,429,747	\$0	\$0	\$0	\$0	\$0	\$0	\$1,429,747	\$0	\$0	\$0	\$0	
General Maintenance:	\$5,454,569	\$3,518,267	\$0	\$0	\$889,476	\$0	\$0	\$540,000	\$491,826	\$65,000	\$0	\$0	
Equipment Program:	\$450,000	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>SUBTOTAL:</b>	<b>\$8,885,333</b>	<b>\$3,812,882</b>	<b>\$0</b>	<b>\$450,000</b>	<b>\$889,476</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,226,149</b>	<b>\$491,826</b>	<b>\$65,000</b>	<b>\$0</b>	<b>\$0</b>	
<b>OVERHEAD</b>	<b>Expenditures</b>	<b>Gen Fund</b>	<b>Roads ISF</b>	<b>State Exchg</b>	<b>RSTP</b>	<b>1114 Misc</b>	<b>Caltrans Grants</b>	<b>SBI - RMRA</b>	<b>CSA/PRD</b>	<b>Trust Funds</b>	<b>Dev Fees</b>	<b>Other</b>	
701 - Admin	\$1,714,591	\$20,000	\$0	\$0	\$0	\$877,892	\$0	\$0	\$30,000	\$0	\$0	\$0	
702 - Engineering	\$1,097,818	\$267,731	\$0	\$386,695	\$0	\$102,408	\$0	\$0	\$83,373	\$0	\$0	\$0	
703 - Maintenance	\$1,345,450	\$467,046	\$0	\$0	\$0	\$0	\$0	\$200,000	\$30,000	\$0	\$0	\$0	
<b>SUBTOTAL:</b>	<b>\$4,157,859</b>	<b>\$754,777</b>	<b>\$0</b>	<b>\$386,695</b>	<b>\$0</b>	<b>\$780,300</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$143,373</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>EXPENDITURES</b>	<b>\$29,298,666</b>	<b>\$4,587,659</b>	<b>\$1,942,714</b>	<b>\$450,000.00</b>	<b>\$386,695</b>	<b>\$839,476</b>	<b>\$780,300</b>	<b>\$3,426,149</b>	<b>\$635,199</b>	<b>\$65,000</b>	<b>\$896,576</b>	<b>\$7,630,000</b>	

FUNDING ANALYSIS

HU/TA	Gen Fund	Discretionary Funding				Restricted Funding					
		Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SBI - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$3,672,383	\$0	\$214,624	\$0	\$1,016,828	\$0	\$1,020,236	\$2,899,874	\$79,774	\$911,030	\$0
	\$4,226,488	\$1,942,714	\$447,068	\$386,695	\$771,099	\$780,300	\$3,485,903	\$606,679	\$30,092	\$324,580	\$7,630,000
	(\$4,587,659)	(\$1,942,714)	(\$450,000)	(\$386,695)	(\$839,476)	(\$780,300)	(\$3,426,149)	(\$635,199)	(\$65,000)	(\$896,576)	(\$7,630,000)
<b>BEGINNING BALANCE:</b>	<b>\$3,672,383</b>	<b>\$0</b>	<b>\$214,624</b>	<b>\$0</b>	<b>\$1,016,828</b>	<b>\$0</b>	<b>\$1,020,236</b>	<b>\$2,899,874</b>	<b>\$79,774</b>	<b>\$911,030</b>	<b>\$0</b>
<b>PROJECTED REVENUES:</b>	<b>\$4,226,488</b>	<b>\$1,942,714</b>	<b>\$447,068</b>	<b>\$386,695</b>	<b>\$771,099</b>	<b>\$780,300</b>	<b>\$3,485,903</b>	<b>\$606,679</b>	<b>\$30,092</b>	<b>\$324,580</b>	<b>\$7,630,000</b>
<b>BUDGETED EXPENDITURES:</b>	<b>(\$4,587,659)</b>	<b>(\$1,942,714)</b>	<b>(\$450,000)</b>	<b>(\$386,695)</b>	<b>(\$839,476)</b>	<b>(\$780,300)</b>	<b>(\$3,426,149)</b>	<b>(\$635,199)</b>	<b>(\$65,000)</b>	<b>(\$896,576)</b>	<b>(\$7,630,000)</b>
<b>ENDING BALANCE:</b>	<b>\$3,311,191</b>	<b>\$0</b>	<b>\$211,692</b>	<b>\$0</b>	<b>\$948,451</b>	<b>\$0</b>	<b>\$1,079,990</b>	<b>\$2,871,354</b>	<b>\$44,866</b>	<b>\$339,034</b>	<b>\$0</b>

\* CSAC Projections - % Applied: 95%  
 HU/TA/New HU/TA Inflation: 2%  
 Measure F Inflation: 2%

FISCAL YEAR 2025/2026

	Discretionary Funding					Restricted Funding						
	HUTA	Gen Fund	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SBI - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
<b>CAPITAL PROJECTS</b>												
Bridges:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$671,728	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$671,728	\$0
Safety Projects:	\$350,000	\$0	\$0	\$0	\$0	\$0	\$330,000	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Divisions:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>SUBTOTAL:</b>	<b>\$1,021,728</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$330,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$671,728</b>	<b>\$0</b>
<b>MAINTENANCE</b>												
Roadway Preservation:	\$1,197,294	\$0	\$0	\$0	\$0	\$0	\$0	\$1,057,643	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$365,845	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0
Vegetation Control:	\$1,461,201	\$0	\$0	\$0	\$0	\$0	\$0	\$1,461,201	\$0	\$0	\$0	\$0
General Maintenance:	\$5,572,369	\$0	\$0	\$0	\$0	\$0	\$0	\$916,767	\$502,646	\$65,000	\$0	\$0
Equipment Program:	\$450,000	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>SUBTOTAL:</b>	<b>\$9,046,709</b>	<b>\$0</b>	<b>\$450,000</b>	<b>\$0</b>	<b>\$734,971</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,635,611</b>	<b>\$502,646</b>	<b>\$65,000</b>	<b>\$0</b>	<b>\$0</b>
<b>OVERHEAD</b>												
701 - Admin	\$1,752,312	\$0	\$0	\$386,695	\$0	\$795,906	\$0	\$30,000	\$0	\$0	\$0	\$0
702 - Engineering	\$1,121,970	\$967,423	\$0	\$0	\$0	\$0	\$0	\$84,547	\$0	\$0	\$0	\$0
703 - Maintenance	\$1,375,050	\$1,014,345	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0	\$0	\$0
<b>SUBTOTAL:</b>	<b>\$4,249,332</b>	<b>\$1,981,568</b>	<b>\$0</b>	<b>\$386,695</b>	<b>\$0</b>	<b>\$795,906</b>	<b>\$0</b>	<b>\$144,547</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>FY TOTAL:</b>	<b>Expenditures</b>	<b>Gen Fund</b>	<b>Roads ISF</b>	<b>State Exchg</b>	<b>RSTP</b>	<b>1114 Misc</b>	<b>Caltrans Grants</b>	<b>SBI - RMRA</b>	<b>CSA/PRD</b>	<b>Trust Funds</b>	<b>Dev Fees</b>	<b>Other</b>
	\$14,317,769	\$1,981,568	\$450,000	\$386,695	\$734,971	\$795,906	\$330,000	\$3,635,611	\$647,193	\$65,000	\$671,728	\$0

FUNDING ANALYSIS

	Discretionary Funding					Restricted Funding						
	HUTA	Gen Fund	Roads ISF	State Exchg	RSTP	1114 Misc	Caltrans Grants	SBI - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$3,311,191	\$0	\$211,692	\$0	\$948,451	\$0	\$0	\$1,079,990	\$2,871,354	\$44,866	\$339,034	\$0
PROJECTED REVENUES:	\$4,310,997	\$1,981,568	\$447,008	\$386,695	\$786,521	\$795,906	\$330,000	\$3,555,621	\$609,712	\$30,092	\$332,695	\$0
BUDGETED EXPENDITURES:	(\$4,619,097)	(\$1,981,568)	(\$450,000)	(\$386,695)	(\$734,971)	(\$795,906)	(\$330,000)	(\$3,635,611)	(\$647,193)	(\$65,000)	(\$671,728)	\$0
<b>ENDING BALANCE:</b>	<b>\$3,003,092</b>	<b>\$0</b>	<b>\$208,760</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$2,833,873</b>	<b>\$9,958</b>	<b>\$0</b>	<b>\$0</b>

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