

CAPITAL IMPROVEMENT PLAN

2020 ANNUAL UPDATE



Purdon Road at Shady Creek Bridge deck

County of Nevada Community
Development Agency
Department of Public Works
2019-2020 thru 2023-2024

COUNTY OF NEVADA COMMUNITY DEVELOPMENT AGENCY

DEPARTMENT OF PUBLIC WORKS

CAPITAL IMPROVEMENT PLAN

2020 ANNUAL UPDATE

FISCAL YEAR 2019/20 THRU 2023/24

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Section 1. Introduction

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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, \$115 million program from July 2019 thru June 2024.

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

In April 2017, Governor Brown signed Senate Bill 1 (SB1) – Landmark transportation funding legislation that invests \$52.4 billion in Road Maintenance and Rehabilitation Account (RMRA) funds over the next decade to fix roads, freeways and bridges in communities across California. The new funding package 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.

In 2017, historic storm activity took a heavy toll on county roads and infrastructure and resulted in approximately \$1.7 million in damage. The county has been coordinating with state and federal agencies since early 2017 to qualify for storm damage reimbursement funding. During Fiscal Year 19/20 the County has received \$1,281,270 in reimbursements to offset these costs but additional reimbursements are anticipated in the near future.

The CIP fund balance (cash reserves) for FY 18/19 and 19/20 continue to be below the department's established thresholds. The Board of Supervisors adopted Resolution 17-464 on September 12, 2017 that provided a short-term interest free loan of \$1.5 million from the Community Development Agency (CDA) to the Road fund. The loan has been repaid. The long-term prognosis for the CIP's fund balance projections improves as the county receives projected Gas Tax, and RMRA funds. Staff expects the fund balance to return to acceptable levels by FY 22/23. Moving forward, staff anticipates maintaining a reasonable fund balance in future fiscal years.

In addition to projected increased revenues, we continue to see robust state and federal grant funding for capital projects. In this plan, the County expects to receive approximately \$70 million in state and federal grants for a variety of roadway safety, bridge and road maintenance projects. Additional grant funds have been applied for from FEMA and CALFIRE for vegetation management. Additional grants for vegetation management will be applied for as opportunities arise. The County is also considering preparing a ballot measure to collect a tax that would be used for further vegetation management.

PLAN ORGANIZATION

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

SUMMARY OF THE MAJOR REVENUE SOURCES

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

DISCRETIONARY FUNDS

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

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

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

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

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

RESTRICTED FUNDS

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

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

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

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

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

OTHER – This includes trust funds, onetime project specific revenues, etc.

SUMMARY OF CIP EXPENDITURES

The total projected expenditures for FY 20-21 are projected to be \$30,217,901.

Capital Projects constitute 66% (\$20,070,361) of total CIP expenditures. Table 1 includes the following expenditures:

TABLE 1: CAPITAL PROJECT EXPENDITURES*

CATEGORY	AMOUNT	FUNDING SOURCES
Bridge Projects	\$3,993,594	Federal Grants, General Fund MOE
Development Fee Projects	\$1,339,767	RSTP, RMRA, Development Fees, Other
Safety Projects	\$2,217,000	General Fund MOE, Federal Grants
Shoulder Improvements	\$11,060,000	General Fund MOE, Other (FLAP Grant)
TOTAL	\$18,610,361*	

* Does not include expenditures on transit, wastewater, and solid waste capital projects in FY 20/21

Maintenance constitutes 22% (\$6,540,766) of total CIP expenditures. Table 2 includes the following expenditures:

TABLE 2: MAINTENANCE EXPENDITURES

CATEGORY	AMOUNT	FUNDING SOURCES
Roadway Preservation	\$1,223,574	RMRA
Drainage and Shoulder Maintenance	\$283,563	General Fund MOE, RSTP, Misc., RMRA
Vegetation Control	\$904,010	RMRA
General Maintenance	\$3,938,826	Gas Tax, General Fund MOE, State Exchange, RSTP, CSA/PRD, Trust Funds
Equipment Program	\$190,793	Gas Tax, General Fund MOE, Misc
TOTAL	\$6,540,766	

Overhead constitutes the remaining 12% (\$3,606,774) of total CIP expenditures. Table 3 includes the following expenditures:

TABLE 3: OVERHEAD EXPENDITURES

CATEGORY	AMOUNT	FUNDING SOURCES
701 – DPW Admin	\$1,686,919	Gas Tax, General Fund MOE, Misc., CSA/PRD
702 - Engineering	\$933,268	Gas Tax, General Fund MOE, Misc., Development Fees
703 - Maintenance	\$986,587	Gas Tax, Misc., RMRA, CSA/PRD, Trust Funds
TOTAL	\$3,606,774	

Over the 5-year life of the CIP, the total expenditures are expected to be approximately \$115 million dollars.

CONCLUSION

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

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ROAD MAINTENANCE AND REHABILITATION PROGRAM

PROJECT DESCRIPTION: This 5-year Road Maintenance and Rehabilitation Program 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 program includes various potential pavement preservation and replacement techniques.

PROJECT LOCATION: The following locations are tentatively scheduled for road maintenance and rehabilitation in Fiscal years 2020 thru 2024:

2020 MICROSURFACE AND PAVEMENT REHABILITATION

ROAD	FROM	TO
LOWER COLFAX RD	POWERLINE RD	CHRISTOPHERS PLACE
WILLOW VALLEY RD	HWY 20	SCOTTS VALLEY
QUAKER HILL X RD	RED DOG	QUAKER RIDGE CT
TAMMY WAY	NORLENE WAY	GARY WAY
ALEXANDRIA WAY	KAREN WAY	LAWRENCE WAY
ALEXANDRIA WAY	NORLENE WAY (N)	NORLENE WAY (S)
ALTA SIERRA DRIVE	HIGHWAY 49	LITTLE VALLEY RD
ALTA SIERRA DRIVE	LITTLE VALLEY RD	BALL RD
KAREN DR	E. LIME KILN	ALEXANDRA WAY
BARDE COURT	HENSON WAY	END
CURTIS COURT	ALEXANDRA WAY	END
ERNEST COURT	ALEXANDRA WAY	END
JON ERIC COURT	ALEXANDRA WAY	END
MICHAEL WAY	GARY WAY	END
SEAN WAY	GARY WAY	END
TONY COURT	ALEXANDRA WAY	END

2020 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

ROAD	FROM	TO
LOWER COLFAX RD	POWERLINE RD	CHRISTOPHERS PLACE
WILLOW VALLEY RD	HWY 20	SCOTTS VALLEY
QUAKER HILL X RD	RED DOG	QUAKER RIDGE CT
TAMMY WAY	NORLENE WAY	GARY WAY
ALEXANDRA WAY	KAREN WAY	LAWRENCE WAY
ALEXANDRA WAY	NORLENE WAY (N)	NORLENE WAY (S)
ALTA SIERRA DRIVE	HIGHWAY 49	LITTLE VALLEY RD
ALTA SIERRA DRIVE	LITTLE VALLEY RD	BALL RD
KAREN DR	E. LIME KILN	ALEXANDRA WAY
BARDE COURT	HENSON WAY	END
CURTIS COURT	ALEXANDRA WAY	END
ERNEST COURT	ALEXANDRA WAY	END
JON ERIC COURT	ALEXANDRA WAY	END
MICHAEL WAY	GARY WAY	END
SEAN WAY	GARY WAY	END
TONY COURT	ALEXANDRA WAY	END

2021 OVERLAY AND PAVEMENT REHABILITATION

ROAD	FROM	TO
DUGGANS ROAD	WOLF ROAD	WOLF MEADOWS ROAD
LAKE VERA PURDON	SELBY LANE	LAKE VERA BRIDGE
GRACIE RD	NEVADA CITY LIMITS	BIG BLUE RD
GRACIE RD	BIG BLUE RD	BANNER LAVA CAP
ALLISON RANCH RD	HWY 49	BRIDGE
ALLISON RANCH RD	BRIDGE	EMPRIE STAR MINE RD
AUBURN RD	HIDDEN VALLEY RD	ARCHERY WAY
AUBURN RD	ARCHERY WAY	McCOURTNEY RD
LOMA RICA RD	BRUNSWICK RD	NEVADA ST
SCOTTS FLAT ROAD	SCOTTS VALLEY RD	END COUNTY MAINTAINED

2021 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

ROAD	FROM	TO
DUGGANS ROAD	WOLF ROAD	WOLF MEADOWS ROAD
LAKE VERA PURDON	SELBY LN	LAKE VERA BRIDGE
GRACIE RD	NEVADA CITY LIMITS	BIG BLUE RD
GRACIE RD	BIG BLUE RD	BANNER LAVA CAP
ALLISON RANCH RD	HWY 49	BRIDGE
ALLISON RANCH RD	BRIDGE	EMPIRE STAR MINE RD
AUBURN RD	HIDDEN VALLEY RD	ARCHERY WAY
AUBURN RD	ARCHERY WAY	McCOURTNEY RD
LOMA RICA RD	BRUNSWICK RD	NEVADA ST
SCOTTS FLAT ROAD	SCOTTS VALLEY RD	END COUNTY MAINTAINED

2022 OVERLAY AND PAVEMENT REHABILITATION

Various locations including but not limited to:

ROAD	FROM	TO
CARRIE DR	DOG BAR RD	GARY WAY
GARY WAY	TAMMY WAY	ALTA SIERRA DR
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

2022 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

ROAD	FROM	TO
CARRIE DR	DOG BAR RD	GARY WAY
GARY WAY	TAMMY WAY	ALTA SIERRA DR
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

2023 OVERLAY AND PAVEMENT REHABILITATION

ROAD	FROM	TO
DOG BAR RD	NORVIN WAY	910 FT N. TAYLOR
DOG BAR RD	1415 FT S. WOLF CREEK RD	LODESTAR DR CROSSING
DOG BAR RD	LORIE DRIVE	700 FT N. OF MOUNT OLIVE
DOG BAR RD	MOUNT OLIVE RD	TAYLOR CROSS
PLEASANT VALLEY	FRENCH CORAL	HWY 49
BIRCHVILLE ROAD	PLEASANT VALLEY RD	HWY 49
OAK TREE RD	HIGHWAY 49	LOVELL LN
OAK TREE RD	LOVELL LN	ROBINSONS RD
OAK TREE RD	ROBINSONS RD	TYLER FOOTE CROSSING

2023 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

ROAD	FROM	TO
DOG BAR RD	NORVIN WAY	910 FT. N. TAYLOR
DOG BAR RD	1415 FT S. WOLF CREED RD	LODESTAR DR CROSSING
DOG BAR RD	LORIE DRIVE	700 FT. N. OF MT. OLIVE
DOG BAR RD	MOUNT OLIVE RD	TAYLOR CROSSING
PLEASANT VALLEY RD	FRENCH CORAL	HWY 49
BIRCHVILLE RD	PLEASANT VALLEY RD	HWY 49
OAK TREE RD	HIGHWAY 49	LOVELL LN
OAK TREE RD	LOVELL LN	ROBINSONS RD
OAK TREE RD	ROBINSONS RD	TYLER FOOTE CROSSING

2024 OVERLAY AND PAVEMENT REHABILITATION

ROAD	FROM	TO
E. EMPIRE	HWY 174	CITY OF GRASS VALLEY
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
STAMPEDE MEADOWS	COUNTY LIMITS	BOCA RES TURNOUT

2024 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

ROAD	FROM	TO
E. EMPIRE	HWY 174	CITY F GRASS VALLEY
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
STAMPEDE MEADOWS	COUNTY LIMITS	BOCA RES TURNOUT

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

ESTIMATED USEFUL LIFE: Many factors can affect a payment's useful life, including the quality of the subgrade, drainage conditions, traffic loads etc. Typically Nevada County expects a 15-20 year useful life out of pavement overlay and a 3-5 year useful life of a micro-surface.

PROJECT COST ESTIMATE (including administration costs)

Item	Funding Source	Cost	Total Annual Cost
2020 Rehab	RMRA	\$ 1,223,574	\$ 3,201,827
2020 Brushing	RMRA	\$ 904,010	
2020 Shoulders	RMRA	\$ 283,563	
2020 Gen. Maint.	RMRA	\$ 790,680	
2021 Rehab	RMRA	\$ 1,228,537	\$ 3,180,000
2021 Brushing	RMRA	\$ 924,078	
2021 Shoulders	RMRA	\$ 289,858	
2021 Gen. Maint.	RMRA	\$ 737,527	
2022 Rehab	RMRA	\$ 1,223,565	\$ 3,180,000
2022 Brushing	RMRA	\$ 944,408	
2022 Shoulders	RMRA	\$ 296,235	
2022 Gen. Maint.	RMRA	\$ 705,792	
2023 Rehab	RMRA	\$ 1,238,704	\$ 3,186,517
2023 Brushing	RMRA	\$ 965,185	
2023 Shoulders	RMRA	\$ 302,752	
2023 Gen. Maint.	RMRA	\$ 679,876	
2024 Rehab	RMRA	\$ 1,223,574	\$ 3,186,517
2024 Brushing	RMRA	\$ 904,010	
2024 Shoulders	RMRA	\$ 283,563	
2024 Gen. Maint.	RMRA	\$ 790,680	
TOTAL	TOTAL		\$15,934,861
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

Construction Year	Funding Source	Cost
2020	RSTP/HUTA	\$310,000
2021	HUTA	\$320,000
2022	RSTP/HUTA	\$330,000
2023	RSTP/HUTA	\$340,000
2024	Gen Fund MOE	\$350,000
TOTAL		\$1,650,000

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Fund annually.

2021 GUARDRAIL SAFETY AUDIT PROJECT

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: The proposed guardrail safety audit project will complete an audit along 5.8 miles of county roadways. This project would determine if the guardrail lengths and locations are appropriate, if it is appropriately installed, and whether end treatment repairs are needed, and develop repair and replacement plans.

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
2021	Federal (HSIP)	\$1,001,134
	General Fund MOE	\$25,781
	TOTAL	\$1,026,915

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Project Scheduled for Construction in 2021.

2020 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 21 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
2020	Federal (HSIP)	\$1,520,000
	General Fund MOE	\$25,157
TOTAL	TOTAL	\$1,545,157

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Project Scheduled for Construction in 2020.

HSIP FUTURE PROJECTS

PROJECT LOCATION: Various locations.

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

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

PROJECT COST ESTIMATE

Item	Funding Source	Cost
Costs- 2020 – 2024	Federal (HSIP)	\$1,180,000
	General Fund MOE	\$320,000
TOTAL	TOTAL	\$1,500,000

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Project Scheduled for Construction TBD.

SODA SPRINGS RD AT S. YUBA RIVER BRIDGE REPLACEMENT PROJECT



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

Construction Year	Funding Source	Cost
2020	Federal (HBP)	\$2,601,446
	State Exchange	\$2,279
	General fund MOE	\$35,025
TOTAL	TOTAL	\$2,638,750

SUPERVISORIAL DISTRICT: V

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

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
2021	Federal (HBP)	\$5,614,121
	General Fund MOE	\$49,999
	State Exchange	\$4,697
	TOTAL	\$5,668,817

SUPERVISORIAL DISTRICT: V

RECOMMENDATION: Project Scheduled for Construction in Spring 2021-Fall 2021

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
2021	Federal (HBP)	\$1,582,748
	General Fund MOE	\$40,315
	State Exchange	\$982
	TOTAL	\$1,624,045

SUPERVISORIAL DISTRICT: V

RECOMMENDATION: Project Scheduled for Construction in Spring 2021- Fall 2021.

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
TBD	Federal (HBP)	\$5,561,503
	State Exchange	\$1,260
	General fund MOE	\$50,140
	TOTAL	\$5,612,903

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
2022	Federal (HBP)	\$5,542,472
	State Exchange	\$1,420
	General Fund MOE	\$50,220
	TOTAL	\$5,594,112

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Project scheduled for construction 2022.

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. In addition, the project will resolve maintenance and width issues.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2024	Federal (HBP)	\$1,645,883
	General fund MOE	\$40,914
	TOTAL	\$1,686,797

SUPERVISORIAL DISTRICT: I

RECOMMENDATION: Project Scheduled for Construction in 2024.

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
	General fund MOE	\$40,667
	TOTAL	\$2,929,677

SUPERVISORIAL DISTRICT: I

RECOMMENDATION: Project Scheduled for Construction in 2024.

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
2021	CMAQ	\$1,307,783
	General fund MOE	\$1,894
	Development Fees	\$205,021
TOTAL	TOTAL	\$1,514,698

SUPERVISORIAL DISTRICT: III

RECOMMENDATION: Project Scheduled for Construction in 2021.

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:

- Stampede Meadows Widening Project
- State Route 20 at Pleasant Valley Road Improvement Project
- Shoulder Widening and Safety Improvement Projects – Countywide.

This fiscal year, the Nevada County Transportation Commission (NCTC) is working on 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	Current FY Cost
2020-2021	LTMF	\$100,000
		\$100,000

SUPERVISORIAL DISTRICT: All

RECOMMENDATION: Project scheduled for implementation in 2020-2021.

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 implement 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.

SB2 PLANNING GRANT

PROJECT LOCATION: Woodridge Drive and Cameo Drive.

PROJECT DESCRIPTION: The California Department of Housing and Community Development awarded Senate Bill 2 (SB 2) Planning Grants Program (PGP) in the amount of \$310,00 to Nevada County for the preparation, adoption and implementation of plans that streamline housing approvals and accelerate housing production.

This project involves the preparation of a water/wastewater analysis, environmental analysis, and plans and specifications for utility infrastructure construction to facilitate the development of two potential housing development sites in southern Nevada County.

PROJECT JUSTIFICATION: The objective is help facilitate housing development.

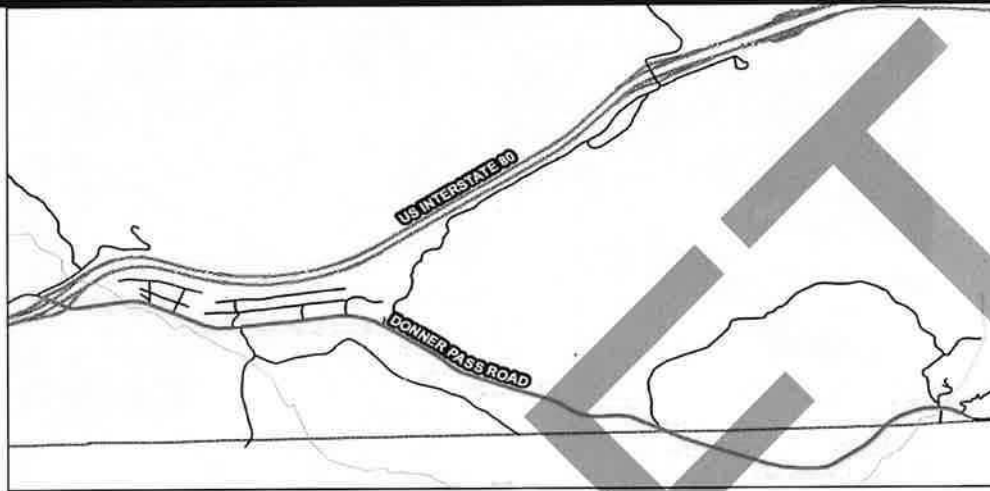
PROJECT COST ESTIMATE

Year	Funding Source	Cost
2020	SB2 Planning Grants Program	\$310,000
TOTAL		\$310,000

SUPERVISORIAL DISTRICT: II

RECOMMENDATION: Complete project by mid-2021.

DONNER PASS ROAD RECONSTRUCTION AND WIDENING PROJECT



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

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

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

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2020 -2021	Other (FLAP) *	\$12,323,342
	General Fund MOE	\$360,000
	Exchange	101,206
	RSTP	\$160,000
TOTAL	TOTAL	\$12,944,548

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

SUPERVISORIAL DISTRICT: V

RECOMMENDATION: Project Scheduled for Construction in Summer 2020-2021.

TRANSIT BUS STOP IMPROVEMENT PROJECTS



PROJECT LOCATION: Various

PROJECT DESCRIPTION: The project will construct transit bus stop improvements at various locations in Nevada County. The Transit Services Division may contract the design work or coordinate with the Engineering Division to provide engineering support. Engineering may prepare project plans, specifications, and cost estimates, manage the project through construction and provide construction inspection and management services to deliver the projects.

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

PROJECT COST ESTIMATE

Construction Year	Cost	Funding Source	
2020	\$200,000	Prop 1B PTMISEA	\$200,000
TOTAL	\$200,000	TOTAL	\$200,000

SUPERVISORIAL DISTRICT: III

RECOMMENDATION: Project is scheduled for construction in summer 2020.

TRANSIT SERVICES FACILITY IMPROVEMENT PROJECT



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

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

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

PROJECT COST ESTIMATE

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

SUPERVISORIAL DISTRICT: ALL

RECOMMENDATION: Project is scheduled for construction in fall 2020.

MCCOURTNEY ROAD TRANSFER STATION IMPROVEMENT PROJECT

PROJECT LOCATION: McCourtney Road at Wolf Mountain Road.

PROJECT DESCRIPTION: The project will construct improvements at the McCourtney Road Transfer Station (MRTS). On September 24, 2019, per Resolution 19-528, the Board of Supervisors approved an agreement with HDR Engineering, Inc. for the development of Project Plans, Specifications and Cost Estimates. Nevada County Engineering staff will provide project support to the Solid Waste Division as needed, primarily focusing on engineering and design review, constructability, and assistance in the preparation of project plans, specifications, and cost estimates. Construction is currently scheduled to begin in 2021/22.

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

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

PROJECT COST ESTIMATE – PRELIMINARY ENGINEERING

Item	Cost	Funding Source	
Costs – FY 19/20	800,000	Solid Waste	\$850,000
Costs – FY 20/21	1,200,000	Solid Waste	\$1,460,000
Costs – FY 21/22	8,000,000	Solid Waste	\$8,000,000
Costs – FY 22-23	9,500,000	Solid Waste	9,500,000
TOTAL	\$70,000	TOTAL	\$19,810,000

SUPERVISORIAL DISTRICT: IV

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

CASCADE SHORES WASTEWATER TREATMENT PLANT PROJECT

PROJECT LOCATION: Cascade Shores subdivision.

PROJECT DESCRIPTION: To address effluent limitation issues at the Cascade Shores Wastewater Treatment Plant (WWTP), the WWTP requires modification. As part of this project, a Water Effect Ratio study is proposed first to revise permitted effluent limitations. Additional improvements are anticipated of which funding will need to be acquired.

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

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

PROJECT COST ESTIMATE

Item	Funding Source	Cost
Costs – FY 20/21	Zone 8 Funds	\$200,000
Costs – FY 21/22	TBD	TBD
TOTAL		TBD

SUPERVISORIAL DISTRICT: I

RECOMMENDATION: Complete study and obtain funding for WWTP improvements.

PURDON ROAD AT YUBA RIVER BRIDGE REPAIR PROJECT



PROJECT LOCATION: Purdon Road at the Yuba River

PROJECT DESCRIPTION: The County of Nevada is proposing to repair the existing one lane timber deck bridge (Bridge No. 17C-0024) over the Yuba River. The existing bridge was built in 1906 and is located on Purdon Road north of Nevada City. The wooden portions of the structure are in need of repair.

PROJECT JUSTIFICATION: The project provides repairs of the deck, railings and stringers on the existing structure.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2020	Federal (HIP)	\$410,000
	State Exchange	
	General fund MOE	
	TOTAL	\$410,000

SUPERVISORIAL DISTRICT: I, IV

RECOMMENDATION: Project Scheduled for Construction in 2020.

Section 3. Fiscal Year Financial Pro Formas

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FISCAL YEAR 2019/2020

CAPITAL PROJECTS	Expenditures	Discretionary Funding							Restricted Funding					
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	IB1 - Non RMR	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	Bridges: \$1,748,538	\$0	\$77,597	\$0	\$0	\$0	\$0	\$0	\$1,670,942	\$0	\$0	\$0	\$0	\$0
	Development Fee Projects: \$5,155,873	\$0	\$112,026	\$0	\$0	\$0	\$583,174	\$0	\$259,931	\$1,000,000	\$0	\$0	\$2,217,531	\$983,211
	Safety Projects: \$1,799,865	\$0	\$32,149	\$0	\$0	\$0	\$0	\$0	\$1,767,716	\$0	\$0	\$0	\$0	\$0
	Shoulder Improvements: \$637,695	\$0	\$334,353	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$303,342
	Other Divisions: \$850,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$850,000
	SUBTOTAL: \$10,191,971	\$0	\$556,124	\$0	\$0	\$0	\$583,174	\$0	\$3,698,589	\$1,000,000	\$0	\$0	\$2,217,531	\$2,136,553
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	IB1 - Non RMR	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	Roadway Preservation: \$418,718	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$418,718	\$0	\$0	\$0	\$0
	Drainage and Shoulder Maintenance: \$277,405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$277,405	\$0	\$0	\$0	\$0
	Vegetation Control: \$884,378	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$884,378	\$0	\$0	\$0	\$0
	General Maintenance: \$3,757,737	\$1,915,559	\$1,560	\$0	\$0	\$0	\$1,249,712	\$0	\$0	\$192,125	\$142,788	\$38,145	\$0	\$0
	Equipment Program: \$190,793	\$0	\$0	\$0	\$0	\$0	\$0	\$190,793	\$0	\$0	\$0	\$0	\$0	\$0
	SUBTOTAL: \$5,529,031	\$1,915,559	\$1,560	\$0	\$21,783	\$0	\$1,249,712	\$190,793	\$0	\$1,772,626	\$142,788	\$38,145	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	IB1 - Non RMR	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	701 - Admin: \$1,454,629	\$0	\$1,118,725	\$0	\$16,447	\$0	\$0	\$117,057	\$0	\$0	\$50,000	\$0	\$0	\$0
	702 - Engineering: \$815,256	\$473,305	\$276,275	\$0	\$0	\$0	\$0	\$19,217	\$0	\$0	\$24,000	\$0	\$22,459	\$0
	703 - Maintenance: \$955,162	\$343,235	\$67,621	\$0	\$0	\$0	\$0	\$417,409	\$0	\$100,000	\$30,000	\$6,897	\$0	\$0
	SUBTOTAL: \$3,235,047	\$816,540	\$1,462,621	\$0	\$168,847	\$0	\$0	\$553,683	\$0	\$100,000	\$104,000	\$6,897	\$22,459	\$0
	FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	IB1 - Non RMR	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees
	\$18,956,049	\$2,732,099	\$2,020,305	\$0	\$386,695	\$0	\$1,832,886	\$744,476	\$3,698,589	\$2,872,626	\$246,788	\$45,042	\$2,239,990	\$2,136,553

FUNDING ANALYSIS

CAPITAL PROJECTS	Expenditures	Discretionary Funding							Restricted Funding					
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	B1 - Non RMRA	RSTP	1114 Misc**	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	Bridges: \$1,748,538	\$0	\$261,103	\$368	\$0	\$0	\$2,134,250	\$74,476	\$0	\$1,284,453	\$2,583,535	\$212,008	\$2,110,843	\$0
	Development Fee Projects: \$5,155,873	\$3,500,000	\$1,759,202	\$90,000	\$386,695	\$0	\$650,000	\$670,000	\$3,698,589	\$2,740,000	\$638,323	\$19,552	\$216,461	\$2,136,553
	Safety Projects: \$1,799,865	\$0	\$0	\$0	\$0	\$0	\$1,832,886	(\$744,476)	\$3,698,589	\$2,872,626	(\$246,788)	(\$15,042)	(\$2,239,990)	(\$2,136,553)
	Shoulder Improvements: \$637,695	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other Divisions: \$850,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SUBTOTAL: \$10,191,971	\$0	\$556,124	\$0	\$0	\$0	\$1,832,886	(\$744,476)	\$3,698,589	\$2,872,626	(\$246,788)	(\$15,042)	(\$2,239,990)	(\$2,136,553)
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	B1 - Non RMRA	RSTP	1114 Misc**	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	Roadway Preservation: \$418,718	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$418,718	\$0	\$0	\$0	\$0
	Drainage and Shoulder Maintenance: \$277,405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$277,405	\$0	\$0	\$0	\$0
	Vegetation Control: \$884,378	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$884,378	\$0	\$0	\$0	\$0
	General Maintenance: \$3,757,737	\$1,915,559	\$1,560	\$0	\$0	\$0	\$1,249,712	\$0	\$0	\$192,125	\$142,788	\$38,145	\$0	\$0
	Equipment Program: \$190,793	\$0	\$0	\$0	\$0	\$0	\$0	\$190,793	\$0	\$0	\$0	\$0	\$0	\$0
	SUBTOTAL: \$5,529,031	\$1,915,559	\$1,560	\$0	\$21,783	\$0	\$1,249,712	\$190,793	\$0	\$1,772,626	\$142,788	\$38,145	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	B1 - Non RMRA	RSTP	1114 Misc**	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	701 - Admin: \$1,454,629	\$0	\$1,118,725	\$0	\$16,447	\$0	\$0	\$117,057	\$0	\$0	\$50,000	\$0	\$0	\$0
	702 - Engineering: \$815,256	\$473,305	\$276,275	\$0	\$0	\$0	\$0	\$19,217	\$0	\$0	\$24,000	\$0	\$22,459	\$0
	703 - Maintenance: \$955,162	\$343,235	\$67,621	\$0	\$0	\$0	\$0	\$417,409	\$0	\$100,000	\$30,000	\$6,897	\$0	\$0
	SUBTOTAL: \$3,235,047	\$816,540	\$1,462,621	\$0	\$168,847	\$0	\$0	\$553,683	\$0	\$100,000	\$104,000	\$6,897	\$22,459	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	B1 - Non RMRA	RSTP	1114 Misc**	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$18,956,049	\$2,732,099	\$2,020,305	\$0	\$386,695	\$0	\$1,832,886	\$744,476	\$3,698,589	\$2,872,626	(\$246,788)	\$45,042	\$2,239,990	\$2,136,553

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

FISCAL YEAR 2020/2021

CAPITAL PROJECTS	Discretionary Funding						Restricted Funding						
	HUTA	Gen Fund MOE	Roads ISF	State Exchg	IB1 - Non RMR	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Expenditures													
Bridges: \$3,993,594	\$0	\$72,631	\$0	\$0	\$0	\$0	\$0	\$3,920,963	\$0	\$0	\$0	\$0	\$0
Development Fee Projects: \$1,339,237	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,044,815	\$0	\$0	\$0	\$294,422	\$0
Safety Projects: \$2,217,000	\$0	\$47,600	\$0	\$0	\$0	\$0	\$0	\$2,169,400	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements: \$11,060,000	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,900,000
Other Divisions: \$1,460,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,460,000
SUBTOTAL: \$20,069,831	\$0	\$120,231	\$0	\$0	\$0	\$160,000	\$0	\$7,135,178	\$0	\$0	\$0	\$294,422	\$12,360,000
MAINTENANCE													
Expenditures													
Roadway Preservation: \$1,223,574	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,223,574	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance: \$283,563	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$283,563	\$0	\$0	\$0	\$0
Vegetation Control: \$904,010	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$904,010	\$0	\$0	\$0	\$0
General Maintenance: \$3,938,826	\$1,883,315	\$147,790	\$0	\$0	\$0	\$645,303	\$92	\$0	\$690,680	\$145,958	\$38,992	\$0	\$0
Equipment Programs: \$190,793	\$0	\$0	\$0	\$0	\$0	\$190,793	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL: \$6,540,766	\$1,883,315	\$147,790	\$0	\$386,695	\$0	\$645,303	\$190,885	\$0	\$3,101,827	\$145,958	\$38,992	\$0	\$0
OVERHEAD													
Expenditures													
701 - Admin \$1,686,919	\$760,017	\$824,234	\$0	\$0	\$0	\$0	\$52,668	\$0	\$0	\$50,000	\$0	\$0	\$0
702 - Engineering \$933,268	\$51,792	\$542,928	\$0	\$0	\$0	\$0	\$433,147	\$0	\$0	\$90,610	\$0	\$14,765	\$0
703 - Maintenance \$986,587	\$491,326	\$559,203	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$30,000	\$6,058	\$0	\$0
SUBTOTAL: \$3,606,774	\$1,303,135	\$1,526,365	\$0	\$0	\$0	\$0	\$485,815	\$0	\$100,000	\$170,610	\$6,058	\$14,765	\$0
FY TOTAL:	\$3,186,450	\$1,794,386	\$0	\$386,695	\$0	\$805,303	\$676,700	\$7,135,178	\$3,201,827	\$316,568	\$45,050	\$309,187	\$12,360,000

FUNDING ANALYSIS

	Discretionary Funding							Restricted Funding					
	HUTA	Gen Fund MOE	Roads ISF	State Exchg	B1 - Non RMB#	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$767,901	\$0	\$90,368	\$0	\$0	\$951,364	\$0	\$7,135,178	\$3,050,000	\$641,515	\$19,522	\$221,873	\$12,360,000
PROTECTED REVENUES:	\$3,570,000	\$1,794,386	\$90,000	\$386,695		\$656,500	\$676,700						
BUDGETED EXPENDITURES:	(\$3,186,450)	(\$1,794,386)	\$0	(\$386,695)		\$0	(\$676,700)	(\$7,135,178)	(\$3,201,827)	(\$316,568)	(\$45,050)	(\$309,187)	(\$12,360,000)
ENDING BALANCE:	\$1,151,451	\$0	\$180,368	\$0	\$0	\$802,561	\$0	\$0	\$1,000,000	\$3,300,017	\$160,960	\$0	\$0

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

FISCAL YEAR 2021/2022

CAPITAL PROJECTS	Expenditures	Discretionary Funding						Restricted Funding						
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	81 - Non RMR	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	Bridges: \$7,051,035	\$0	\$95,525	\$0	\$0	\$0	\$0	\$0	\$6,955,510	\$0	\$0	\$0	\$0	\$0
	Development Fee Projects: \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safety Projects: \$280,000	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0
	Shoulder Improvements: \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other Divisions: \$8,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SUBTOTAL: \$15,331,035	\$0	\$195,525	\$0	\$0	\$0	\$0	\$0	\$7,135,510	\$0	\$0	\$0	\$0	\$0
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	81 - Non RMR	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	Roadway Preservation: \$1,228,537	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,228,537	\$0	\$0	\$0	\$0
	Drainage and Shoulder Maintenance: \$289,858	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$289,858	\$0	\$0	\$0	\$0
	Vegetation Control: \$924,078	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$924,078	\$0	\$0	\$0	\$0
	General Maintenance: \$4,272,470	\$2,018,041	\$219,556	\$0	\$0	\$0	\$957,489	\$0	\$0	\$637,527	\$400,000	\$39,857	\$0	\$0
	Equipment Programs: \$190,793	\$0	\$0	\$90,000	\$0	\$0	\$0	\$190,793	\$0	\$0	\$0	\$0	\$0	\$0
	SUBTOTAL: \$6,905,736	\$2,018,041	\$219,556	\$90,000	\$0	\$0	\$957,489	\$190,793	\$0	\$3,080,000	\$400,000	\$39,857	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	81 - Non RMR	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	701 - Admin \$1,724,366	\$325,737	\$502,165	\$0	\$386,695	\$0	\$0	\$459,769	\$0	\$0	\$50,000	\$0	\$0	\$0
	702 - Engineering \$953,985	\$573,400	\$253,680	\$0	\$0	\$0	\$0	\$32,905	\$0	\$0	\$94,000	\$0	\$0	\$0
	703 - Maintenance \$1,008,488	\$212,289	\$659,348	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$30,000	\$6,851	\$0	\$0
		\$1,111,426	\$1,415,193	\$0	\$386,695	\$0	\$0	\$492,674	\$0	\$100,000	\$174,000	\$6,851	\$0	\$0
	SUBTOTAL: \$3,686,839													
	FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	81 - Non RMR	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees
	\$25,923,610	\$3,129,467	\$1,830,274	\$90,000	\$386,695	\$0	\$957,489	\$683,467	\$7,135,510	\$3,180,000	\$574,000	\$46,708	\$0	\$9,000,000

FUNDING ANALYSIS

	Discretionary Funding								Restricted Funding					
	HUTA	Gen Fund MOE	Roads ISF	State Exchg	81 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other	
BEGINNING BALANCE:	\$1,151,451	\$0	\$180,368	\$0	\$0	\$802,561	\$0	\$0	\$1,000,000	\$3,300,017	\$160,960	\$0	\$0	
PROJECTED REVENUES:	\$3,641,400	\$0	\$90,000	\$386,695	\$0	\$663,085	\$683,467	\$7,135,510	\$3,180,000	\$644,723	\$19,522	\$227,420	\$8,000,000	
BUDGETED EXPENDITURES:	\$3,129,467	\$1,830,274	\$90,000	\$386,695	\$0	\$957,489	\$683,467	\$7,135,510	\$3,180,000	\$574,000	\$46,708	\$0	\$8,000,000	
ENDING BALANCE:	\$1,563,384	\$0	\$180,368	\$0	\$0	\$508,137	\$0	\$0	\$1,000,000	\$3,370,740	\$133,775	\$227,420	\$0	

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

FISCAL YEAR 2022/2023

CAPITAL PROJECTS	Discretionary Funding						Restricted Funding					
	HUTA	Gen Fund MOE	Roads ISF	State Exchg :B1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Expenditures												
Bridges: \$7,742,017	\$0	\$55,000	\$0	\$0	\$0	\$0	\$7,687,017	\$0	\$0	\$0	\$0	\$0
Development Fee Projects: \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety Projects: \$350,000	\$0	\$100,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements: \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Divisions: \$9,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,500,000
SUBTOTAL: \$17,592,017	\$0	\$155,000	\$0	\$0	\$0	\$0	\$7,937,017	\$0	\$0	\$0	\$0	\$9,500,000
MAINTENANCE	Discretionary Funding						Restricted Funding					
	HUTA	Gen Fund MOE	Roads ISF	State Exchg :B1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Expenditures												
Roadway Preservation: \$1,233,565	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,233,565	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance: \$296,235	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$296,235	\$0	\$0	\$0	\$0
Vegetation Control: \$944,408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$944,408	\$0	\$0	\$0	\$0
General Maintenance: \$4,362,061	\$1,917,344	\$170,147	\$0	\$0	\$1,119,245	\$0	\$0	\$705,792	\$408,800	\$40,733	\$0	\$0
Equipment Programs: \$180,793	\$0	\$0	\$0	\$0	\$0	\$190,793	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL: \$7,027,062	\$1,917,344	\$170,147	\$0	\$0	\$1,119,245	\$190,793	\$0	\$3,180,000	\$408,800	\$40,733	\$0	\$0
OVERHEAD	Discretionary Funding						Restricted Funding					
	HUTA	Gen Fund MOE	Roads ISF	State Exchg :B1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Expenditures												
701 - Admin \$1,762,302	\$413,125	\$876,482	\$0	\$0	\$0	\$422,695	\$0	\$0	\$50,000	\$0	\$0	\$0
702 - Engineering \$974,973	\$469,898	\$22,380	\$0	\$386,695	\$0	\$0	\$0	\$0	\$96,000	\$0	\$0	\$0
703 - Maintenance \$1,030,675	\$280,991	\$642,870	\$0	\$0	\$0	\$76,814	\$0	\$0	\$30,000	\$0	\$0	\$0
SUBTOTAL: \$3,767,950	\$1,164,014	\$1,541,732	\$0	\$386,695	\$0	\$499,509	\$0	\$0	\$176,000	\$0	\$0	\$0
FY TOTAL:	\$3,081,358	\$1,866,879	\$0	\$386,695	\$0	\$690,302	\$7,937,017	\$3,180,000	\$584,800	\$40,733	\$0	\$9,500,000

FUNDING ANALYSIS

CAPITAL PROJECTS	Discretionary Funding						Restricted Funding					
	HUTA	Gen Fund MOE	Roads ISF	State Exchg :B1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$1,663,384	\$0	\$180,368	\$0	\$508,137	\$0	\$0	\$1,000,000	\$3,370,740	\$133,775	\$227,420	\$0
PROJECTED REVENUES:	\$3,714,228	\$1,866,879	\$90,000	\$386,695	\$0	\$669,696	\$690,302	\$7,937,017	\$647,947	\$19,522	\$233,106	\$9,500,000
BUDGETED EXPENDITURES:	(\$3,081,358)	(\$1,866,879)	\$0	(\$386,695)	\$0	(\$509,302)	(\$7,937,017)	(\$3,180,000)	(\$584,800)	(\$40,733)	\$0	(\$9,500,000)
ENDING BALANCE:	\$2,296,254	\$0	\$270,368	\$0	\$58,538	\$0	\$0	\$1,000,000	\$3,433,887	\$112,564	\$460,526	\$0

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

FISCAL YEAR 2023/2024

CAPITAL PROJECTS	Expenditures Bridges: \$400,000 Development Fee Projects: \$0 Safety Projects: \$850,000 Shoulder Improvements: \$0 Other Divisions: \$0 SUBTOTAL: \$1,250,000	Discretionary Funding						Restricted Funding						
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	IB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
		\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$390,000	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$750,000	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$1,140,000	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MAINTENANCE	Expenditures Roadway Preservation: \$1,238,704 Drainage and Shoulder Maintenance: \$302,752 Vegetation Control: \$965,185 General Maintenance: \$4,453,579 Equipment Program: \$190,793 SUBTOTAL: \$7,151,013	HUTA	Gen Fund MOE	Roads ISF	State Exchg	IB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,238,704	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$302,752	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$965,185	\$0	\$0	\$0	\$0
		\$2,119,393	\$1,236,516	\$0	\$0	\$0	\$0	\$0	\$0	\$679,876	\$417,794	\$0	\$0	\$0
		\$0	\$0	\$240,000	\$0	\$0	\$0	\$190,793	\$0	\$0	\$0	\$0	\$0	\$0
		\$2,119,393	\$1,236,516	\$240,000	\$0	\$0	\$0	\$190,793	\$0	\$3,186,517	\$417,794	\$0	\$0	\$0
OVERHEAD	Expenditures 701 - Admin \$1,801,073 702 - Engineering \$996,422 703 - Maintenance \$1,053,350 SUBTOTAL: \$3,850,845	HUTA	Gen Fund MOE	Roads ISF	State Exchg	IB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
		\$1,646,743	\$104,330	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0
		\$479,051	\$30,676	\$0	\$386,695	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0
		\$87,339	\$422,695	\$0	\$0	\$0	\$0	\$513,316	\$0	\$0	\$30,000	\$0	\$0	\$0
		\$2,213,133	\$557,701	\$0	\$386,695	\$0	\$0	\$513,316	\$0	\$0	\$180,000	\$0	\$0	\$0
FY TOTAL:	Expenditures \$12,251,858	HUTA	Gen Fund MOE	Roads ISF	State Exchg	IB1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
		\$4,332,526	\$1,904,217	\$240,000	\$386,695	\$0	\$0	\$704,108	\$1,140,000	\$3,186,517	\$597,794	\$0	\$0	\$0

FUNDING ANALYSIS

	Discretionary Funding						Restricted Funding						
	HUTA	Gen Fund MOE	Roads ISF	State Exchg	B1 - Non RMRA	RSTP	1114 Misc	Fed Grants	SBI - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$2,296,254	\$0	\$270,368	\$0	\$0	\$58,588	\$0	\$0	\$1,000,000	\$3,433,687	\$112,564	\$460,526	\$0
PROJECTED REVENUES:	\$3,788,513	\$1,904,217	\$90,000	\$386,695	\$0	\$683,090	\$704,108	\$1,140,000	\$3,180,000	\$651,187	\$19,522	\$238,934	\$0
BUDGETED EXPENDITURES:	(\$4,332,526)	(\$1,904,217)	(\$240,000)	(\$386,695)	\$0	\$0	(\$704,108)	(\$1,140,000)	(\$3,186,517)	(\$597,794)	\$0	\$0	\$0
ENDING BALANCE:	\$1,752,240	\$0	\$120,368	\$0	\$0	\$741,678	\$0	\$0	\$993,483	\$3,487,280	\$132,087	\$699,460	\$0

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