



City of Homer

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Public Works

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Memorandum 22-073

TO: City Council

THROUGH: Rob Dumouchel, City Manager

FROM: Janette Keiser, PE, Director of Public Works

DATE: April 13, 2022

SUBJECT: Strategies for deploying HART Road/Trails Funds to accelerate non-motorized transportation and road repair

I. Issue: The purpose of this Memorandum is to propose a strategy for using HART Funds to accelerate the development of non-motorized transportation routes and road repairs.

II. Background & Summary of Request:

We have an opportunity to accelerate fulfillment of two important goals. First, one of the City Council's priorities from the 2022 Visioning Session, is increasing opportunities for non-motorized transportation. Second, one of the City's obligations is to make sure City roads are properly maintained. The City Council has developed multiple tools to help achieve these goals:

<u>Tool & Enabling Legislation</u>	<u>Original Appropriation</u>
• Small Works Road Repair Program (Ord. 20-33)	\$175,000
• Small Works Drainage Program (Ord. 20-34)	\$110,000
• IDIQ Contract to East Road Services (Reso. 21-051)	\$125,000
• Small Works Trails Maintenance Program (Ord. 20-36(S))	\$ 36,000

These programs allowed us to achieve results that went above and beyond typical maintenance work. (A brief history of each program is described in following pages.)

There is still a lot of unmet need, which is outlined in the City's Road Financial Plan, the model for which was adopted by City Council, Resolution 21-028, as a means to guide the development of transportation/drainage capital improvement and major maintenance projects. The Road Financial Plan programs the expenditure of HART Road funds with the goal of "fixing the worst first".

There are projected to be substantial increases in sales taxes in FY 22-23. Since the HART Fund is built from sales taxes, this will mean substantial increases to the HART Road and Trails Funds. We propose to invest these funds to (1) continue making progress on repairing the worst of our roads and (2) accelerating development of sidewalks and trails, by enhancing existing tools and creating a new one:

• Create new Non-Motorized Transportation Opportunity Program	\$ 850,000
• Create new Pavement Restoration Program	\$ 500,000
• Enhance existing Small Works Drainage Repair Program	\$ 50,000
• Enhance existing Small Works Road Repair Program	\$ 230,614
• Enhance existing IDIQ Contract for road repair work with East Road Services	\$ 230,614
• Enhance existing Small Works Trail Maintenance Program	<u>\$ 56,803</u>
Total Investment in transportation	\$1,918,031

I have input these programs into the Road Financial Plan to analyze the short and long term impact on the overall health of the HART Fund. The HART Fund is sufficiently robust to support these investments, even if all the forecast sales tax increases do not materialize. An updated Road Financial Plan is attached.

I. Create new Non-Motorized Transportation Opportunity Program

Proposed Investment

Sidewalks - \$750,000

Trails - \$100,000

The City would be in a stronger position to secure grant funding and negotiate with private developers to create non-motorized routes if we (a) knew how much they would likely cost and (b) were able to contribute to costs. The way to achieve these goals is to establish a fund that can be used to plan, survey, design, and construct non-motorized transportation routes on an opportunistic basis. For example, property owners/developers would be more willing to collaborate on non-motorized routes, if the City could pay incremental costs. Also, AK DOT would be more willing to collaborate on securing grant funds for non-motorized projects on state roads if the City invested in survey, conceptual design and cost estimating to demonstrate what is feasible and what the likely costs would be. From what we've seen of recent Notices of Funding Opportunity ("NOFO") issued for Infrastructure Grants, such collaborations would better position us in the highly competitive grant market.

I propose the City Council create a Non-Motorized Transportation Opportunity Program, financed by the HART Road Fund and the HART Trails Fund. (The Opportunity Program would be separate from funds used for the Main Street Sidewalk and the Ben Walters Sidewalk, which are already identified in the Public Works' Road Financial Plan and budgeted in the FY 22 Capital Budget.)

Contracts for specific projects would be subject to City Council authorization per the City's Procurement Manual. The benefit of the Opportunity Program is that it would give us a head start in taking advantage of windows of opportunity that may open and close quickly.

I propose that \$1,500,000 be made available for this Program for sidewalks and \$100,000 be made available for trails. Examples where the Opportunity Program would be used include:

- Collaborating with the developers to
 - a. Design/construct a path on Fairview Avenue adjacent to the Terra Bella Subdivision, which is currently in the process of being platted. An easement has been created for that purpose but the developer is not responsible for building the path. (See Attachment 1.)
 - b. Design/construct a sidewalk between the end of Eric Lane and the west end of Fairview Avenue, through the Foothills Subdivision. Construction could be this summer. (See Attachment 1.)
 - c. Design/construct a path between a new residential development adjacent to Jack Gist Park, to the park, using an easement created for this purpose. Construction could be this summer. (See Attachment 2.)
 - d. Design/construct a path from East End Road to Jack Gist Park in an easement, which is being created for this purpose in a new residential development. Construction could be this summer. (See Attachments 3 and 4.)
- Develop conceptual design and cost estimates for:
 - a. A non-motorized route running parallel to Kachemak Drive, possibly dove-tailing with the Kachemak Sponge Green Infrastructure Storm Water Management Project and in collaboration as well as grant sponsorship with the AK DOT.
 - b. A non-motorized route on the lower portion of West Hill Road, possibly in collaboration as well as grant sponsorship with the AK DOT. (See Attachment 1.)

II. Create Pavement Restoration Program

Proposed Investment - \$500,000

We had \$177,895 budgeted in the FY 22/23 Capital Budget for grinding and paving East Bayview Ave, which had been assessed, using the PACER condition evaluation methodology we introduced in 2020, as being in dire need of pavement restoration. The Road Financial Plan calls for the investment of two – \$175,000 grind and pave projects every other year. We have learned this is not enough. First, due to the substantial increases in the cost of oil, which is a necessary component of asphalt, the cost of asphalt has sky-rocketed. Second, as we've been updating our Road Condition Assessments for our other paved roads, we're finding more of Homer's paved roads need restoration than previously thought. Further, some of them don't need just a face lift, but a complete reconstruction.

We have commissioned one of our Term Contract engineers to help us evaluate our pavements and identify the most cost effective options for restoration. Once we have this information, we'll be able to adjust the Road Financial Plan in a sensible way and plan for implementation. In the meantime, we know we need to work on a couple of high traffic roads and the \$177,895 will not cover the costs. Our goal is to prevent further deterioration before the road bases themselves are compromised. We'd like to create a Pavement Restoration Program, which we can access for high priority projects.

Recommendation: That \$500,000 from the HART Road Fund be allocated to the Pavement Restoration Program.

III. Enhance existing Small Works Drainage Repair Fund

Proposed Investment - \$50,000

With the adoption of Ordinance 20-34, the City Council created the Small Works Drainage Repair Program and obligated \$110,000 to it. This program allowed us to achieve drainage repairs that went above and beyond our typical maintenance services. For example, here are some representative improvements we achieved:

- | | |
|---|-----------------|
| • Replaced corroded storm drain leads on Main St., Bartlett St., etc. | \$29,337 |
| • Rebuilt a blocked culvert installation on Early Spring St. | \$ 5,000 |
| • Purchased CMP culverts before price increased in 2021 | <u>\$45,000</u> |
| | \$79,336.75 |

The HART Road Fund is expected to earn an additional \$511,228 in FY 22. We propose that a portion of this, \$50,000, be allocated to the Small Works Drainage Program so we can continue to make progress on repairing spot drainage issues.

Recommendation: That \$50,000 from the HART Road Fund be allocated to the Small Works Drainage Program.

IV. Enhance existing Small Works Road Repair Program

Proposed Investment - \$230,614

With the adoption of Ordinance 20-33, the City Council created the Small Works Road Repair Program and obligated \$175,000 to it, to facilitate repair and restoration of Homer's roads with work that went above and beyond our typical maintenance services:

• Increased the gravel thickness – multiple roads	\$26,000
• Dug out frost boils on Sprucewood Drive, west	\$ 7,048
• Dug out frost boils on Eagle Place	\$94,597 ¹
• Dug out frost boils on Eagle View Drive	<u>\$47,155²</u>
	\$175,000

There is still a lot of unmet need. Here is the estimated value of work that still needs to be done, which is set forth in the Road Financial Plan:

• Dig out Frost Boils	\$ 350,000
• Add gravel to driving surfaces – multiple roads	\$ 300,000
• Repaving projects	\$3,500,000
• Repair guard rails on Highland Drive	\$ 25,000
• Install new guard rail on Fairview Ave at Woodard Creek	\$ 35,000

The HART Road Fund is expected to earn an additional \$511,228 in FY 22. We propose that a portion of this, \$230,614, be allocated to the Small Works Road Repair Program so we can continue to make progress on repairing the worst of our spot road problems.

Recommendation: That \$230,614 from the HART Road Fund be allocated to the Small Works Road Repair Program.

¹ Work was done under the IDIQ contract with East Road Services.

² Work was done under the IDIQ contract with East Road Services.

V. Enhance existing IDIQ Contract for Road Repair with East Road Services

Proposed Investment - \$230,614

With the adoption of Resolution 21-051, the City Council awarded an Indefinite Duration, Indefinite Quantity (“IDIQ”) contract to East Road Services in the amount of \$125,000, funded by the Small Works Road Repair Program. This was the result of a publicly bid procurement for which East Road Services submitted the only bid. We used this contract to accomplish the following work:

- Dug out frost boils on Eagle Place \$94,597
 - Dug out frost boils on Eagle View Drive \$47,155
- \$141,752

There is still unmet need, set forth in the Road Financial Plan:

- Frost Boil dig outs, estimated value of work needed \$ 500,000
- Road base reconstructions \$4,500,000

The HART Road Fund is expected to earn an additional \$511,228 in FY 22. We propose that a portion of this, \$230,614, be allocated to the East Road Services IDIQ Contract, separate from the Small Works Road Repair Program, so we can continue to make progress on digging out frost boils.

Recommendation: That \$230,614 from the HART Road Fund be made available to the East Road Services IDIQ Contract.

VI. Enhance existing Small Works Trails Maintenance Fund

With the adoption of Ordinance 20-36(S), the City Council created the Small Works Trails Program to facilitate repair, restoration and enhancement of Homer's trails and authorized initial funding of \$36,000 from the HART Trails fund. The intent was to use these funds for planning, design and execution of smaller projects that were more than ordinary maintenance but less than capital projects on the Public Works Capital Improvement Program.

Here are representative improvements we achieved with these funds:

- We designed an ADA accessible trail from Fairview Avenue to Karen Hornaday Park, with helped us develop a cost estimate and grant application. This project has been awarded a \$150,000 grant from the Federal Transportation Admin's Recreation Trails Program. Construction will done at the same time we rebuild the access road and parking lot at the Park.
- We worked with the Homer Land Trust to widen, stabilize and upgrade the Poopdeck Trail system for ADA accessibility.
- We hired Corvus Design to develop a concept for more defined trails, including an ADA accessible sculpture trail, around Bishop's Beach Park. We will build these trails as funds allow.
- We acquired equipment to enable us to keep the Poopdeck Trail, Storybook Trail and other trails in the urban corridor walkable in the winter.
- We acquired trail counters, which allow us to track the numbers of people traversing various trails. This data helps us focus planning and maintenance on the most heavily used trails.

There is still more work to be done, such as:

- Realign the upper section of the Reber Trail to reduce the steep ascent and erosion. (See Attachment 1.)
- Enhance the lower section of the Reber Trail to facilitate parking and develop a defined trail head. (See Attachment 1.)
- Adjust sections of the trails between Islands/Oceans and Bishop's Beach to make them more ADA friendly.
- Develop a defined trail head to the trail that goes from the end of Danview Ave down to Woodard Creek. (See Attachment 1.)
- Use concepts from the Wayfinding Plan to develop/install wayfinding signs to Homer's trails.
- Plan and design trails in subdivisions that are in the process of platting or development, particularly looking for opportunities to create connectivity as they arise. (See
- Prepare a formal update to the City's 2004 Non-motorized Trails & Transportation Plan in preparation for the City's efforts to fast forward a new Comprehensive Plan

We propose to direct the projected increases in HART Trail Fund revenues for FY 22, \$56,803, to the Small Works Trails Program so we can continue to continue to make progress on repairing and enhancing Homer's trail system. In the event the forecasted revenue increases don't materialize, there are still sufficient funds in the HART Trails Fund to finance this program.

Recommendation: That \$56,803 from the HART Trails Fund be allocated to the Small Works Trails Maintenance Program.

CITY OF HOMER
FINANCIAL SUPPLEMENT

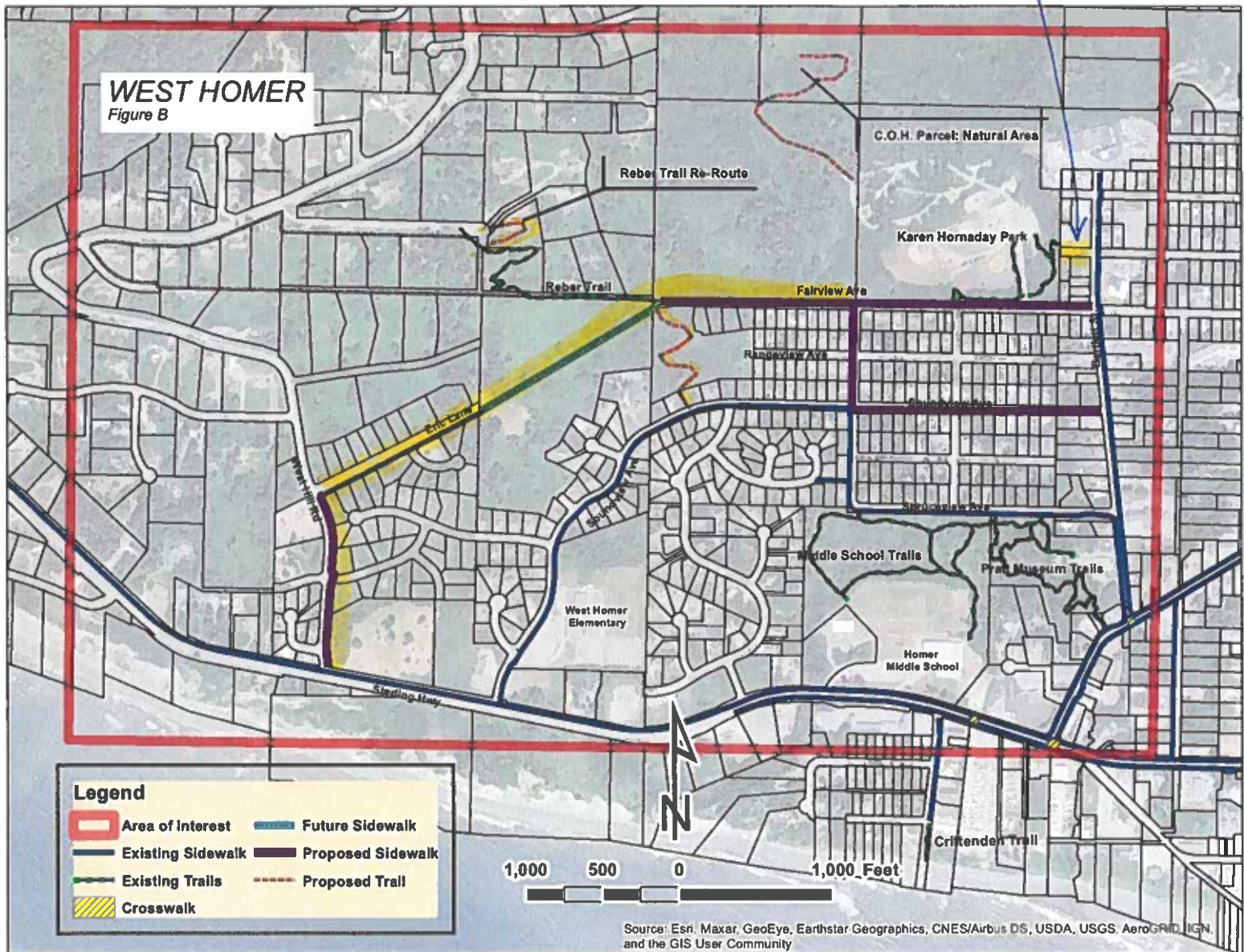
PROJECT NAME	Non-Motorized Transportation Opportunity Fund	DATE	05/04/2022
DEPARTMENT	Public Works	SPONSOR	City Manager/PW Director
REQUESTED AMOUNT	\$ 850,000		

DESCRIPTION	Create the Non-Motorized Transportation Opportunity Fund to support the planning, design, survey, and construction of non-motorized routes in the City of Homer, on an opportunistic basis.
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FUNDING SOURCE(S)	OPERATING	GF CARMA	GF FLEET CARMA	PORT RESERVES	WATER CARMA
	0%	0%	0%	0%	0%
	HAWSP	HART-ROADS	HART-TRAILS	PORT FLEET RESERVES	SEWER CARMA
	0%	88%	12%	0%	0%

FUNDING SOURCE 1: HART-ROADS		FUNDING SOURCE 2: HART-TRAILS		FUNDING SOURCE 3:	
Current Balance	\$ 7,420,355	Current Balance	\$ 936,158	Current Balance	_____
Encumbered	\$ 3,000,595	Encumbered	\$ 396,067	Encumbered	_____
Requested Amount	\$ 750,000	Requested Amount	\$ 100,000	Requested Amount	_____
Other Items on Current Agenda	\$ 1,117,228	Other Items on Current Agenda	\$ 56,803	Other Items on Current Agenda	_____
Remaining Balance	\$ 2,552,532	Remaining Balance	\$ 383,288	Remaining Balance	_____
FUNDING SOURCE 4:		FUNDING SOURCE 5:		FUNDING SOURCE 6:	
Current Balance	_____	Current Balance	_____	Current Balance	_____
Encumbered	_____	Encumbered	_____	Encumbered	_____
Requested Amount	_____	Requested Amount	_____	Requested Amount	_____
Remaining Balance	_____	Remaining Balance	_____	Remaining Balance	_____

Danview Trail/Head
to Woodland
creek



Attachment 1

SURVEY CONTROL

BASIS OF BEARING

1. BASIS OF BEARING FOR THIS SURVEY WAS DETERMINED BY A HIGH PRECISION GPS SURVEY USING TOPCON DUAL-FREQUENCY HPPer V RECEIVERS, DIFFERENTIALLY CORRECTED AND PROCESSED WITH MAGNET OFFICE VERSION 3.1 SOFTWARE. NAD83 ALASKA STATE PLANE GRID COORDINATES (EASTING AND NORTHING) OBTAINED FROM THE GPS OBSERVATIONS WERE USED ON THE SURVEY. PUBLISHED VALUES FOR FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" (PD TTD155).

2. TRUE BEARINGS AND DISTANCES WERE DETERMINED BY ROTATING AND SCALING FROM GRID USING FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" AS A SCALING POINT. TRUE BEARINGS WERE DETERMINED BY ROTATING GRID INVERSE AZIMUTHS $-117^{\circ}13'4"$. TRUE DISTANCES WERE OBTAINED BY DIVIDING GRID INVERSE DISTANCES BY 0.999986696.

3. THE RESULTING SCALED COORDINATES WERE TRANSLATED TO A LOCAL COORDINATE SYSTEM BASED ON FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" $N=100,000$ $E=100,000$. ALL COORDINATE VALUES REPRESENT GRID DISTANCES IN U.S. SURVEY FEET ORIENTED TO TRUE NORTH.

BASIS OF VERTICAL DATUM

BASIS OF VERTICAL DATUM FOR THIS SURVEY IS THE NAVD83 NGS PUBLISHED VALUE FOR FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" (PD TTD155). ORTHOMETRIC HEIGHTS (ELEVATIONS) WERE DETERMINED FROM ELLIPSOID HEIGHTS USING GEOID12B. ELEVATIONS ARE IN U.S. SURVEY FEET.

PROJECT CONTROL POINT

KACHEMAK DRIVE VAULT
 $N=110,389$ $E=110,033.8252$
 $EL=63.18$

X CHISELED ON CONCRETE LID OF STORM DRAIN MANHOLE AT SOUTH EDGE KACHEMAK DRIVE APPROXIMATELY 890 FEET SOUTH OF EAST END ROAD / KACHEMAK DRIVE INTERSECTION

JACK GIST LANE		
STATION	NORTHING	EASTING
POB 10+00	107,249.5814	100,800.4610
PI 15+00	107,249.5814	100,800.4610
PT 15+00	107,249.5814	100,800.4610
POB 15+00	107,249.5814	100,800.4610
PI 18+36.72	107,183.1977	101,484.2150
POB 18+36.72	107,183.1977	101,484.2150

BEAUREGARD COURT		
STATION	NORTHING	EASTING
POB 20+00	106,954.7238	100,800.9738
PI 25+11.54	106,954.7238	101,312.5141
POB 25+11.54	106,954.7238	101,312.5141

EDSON CIRCLE		
STATION	NORTHING	EASTING
POB 20+00	106,954.7238	100,800.9738
PI 25+11.54	106,954.7238	101,312.5141
POB 25+11.54	106,954.7238	101,312.5141

N1/16 SEC. 15
 3-1/4" ALCAP MON
 $N=107,810.3740$
 $E=102,120.5000$

NW1/16 SEC. 15
 3-1/4" ALCAP MON
 $N=107,810.3740$
 $E=102,120.5000$



1/4 SECS. 16/15
 2-1/2" BRASS CAP MON
 $N=106,493.1925$
 $E=100,801.7413$

SW1/16 SEC. 15
 3-1/4" ALCAP MON
 $N=106,492.2824$
 $E=102,122.9815$

CITY OF HOMER
PUBLIC WORKS DEPT
APPROVED FOR
CONSTRUCTION

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE SURVEYING WAS DONE IN ACCORDANCE WITH THE PRACTICE AND SURVEYING IN THE STATE OF ALASKA, THAT THIS PLAN REPRESENTS A SURVEY MADE BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT ALL DIMENSIONS AND OTHER DETAILS ARE CORRECT TO THE BEST OF MY KNOWLEDGE.

DATE 9/4/2020 REGISTRATION NO. 7538-S

REGISTERED LAND SURVEYOR



JACK GIST SUBDIVISION NO. 3
 ROAD, WATER AND SEWER IMPROVEMENTS
 SURVEY CONTROL

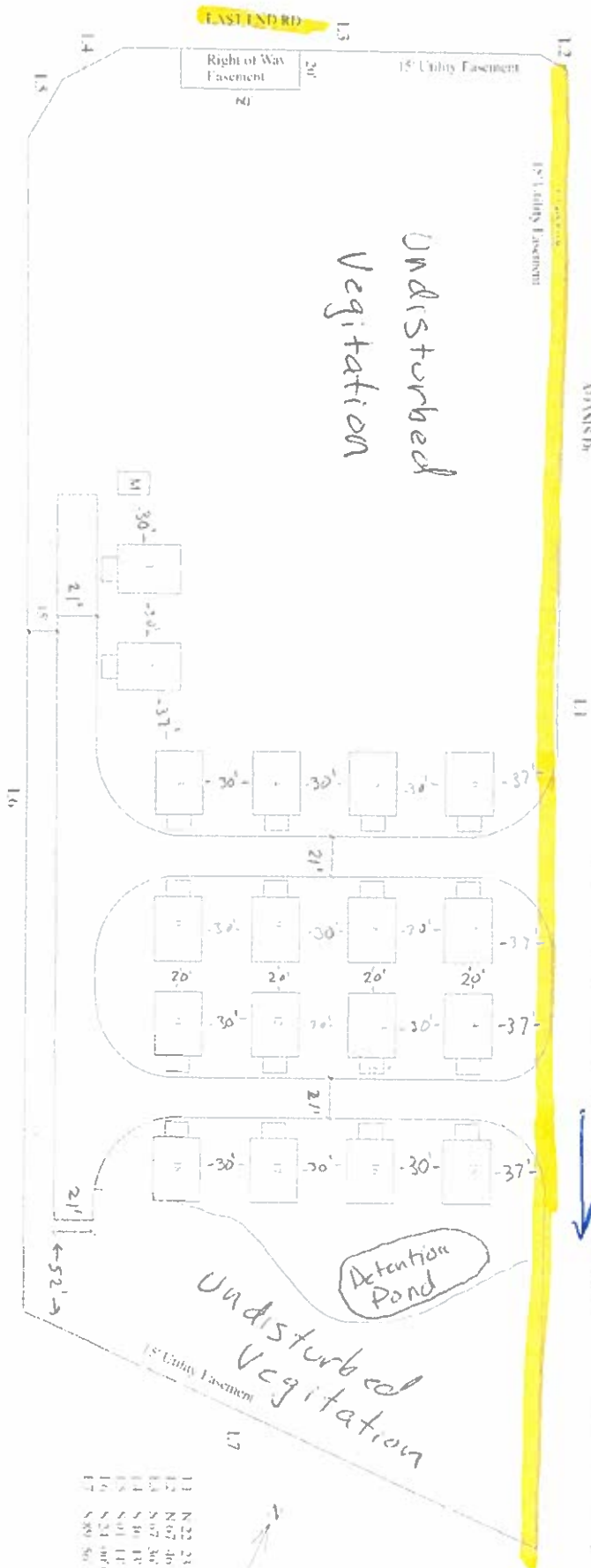
PREPARED FOR
 TRILOCK DEVELOPMENT, LLC
 HOMER, ALASKA 99803
 BISHOP ENGINEERING, LLC
 PO BOX 2301
 HOMER, AK 99803-2301
 (907) 288-7709 www.bishop-engineering.com

C-1

Proposed Trail to Jack Gist Park

1044 EAST ROAD, SUITE A
HOMER, ALASKA 99603
(907) 235-4247

DRAWN BY: KK	CHECK BY: KB	JOB #13-07
DATE: 03/2013	SCALE: 1"=60'	SHEET #1 OF 1



Units are numbered 1 - 18
 47' is Maintenance Building 16ft X 12ft
 All 18 Units are 24ft X 32ft
 All 18 Units are 2 bedrooms 1 bath 6768 sq ft
 All 18 Porches are 12ft width X 8ft deep

Liberty Investments, L.L.C.
 Layout by: Bill Hand
 Drawn by: MW
 Scale: 1" = 50'
 2161 East End Rd
 KPIB Parcel #7924076
 18 Cabins 768 sq ft each

11	N 22° 24' 18" W	760.41
12	N 67° 46' 42" W	16.87
13	N 67° 36' 15" W	211.69
14	S 60° 15' 44" W	49.84
15	S 91° 11' 31" E	41.45
16	S 23° 07' 07" E	588.47
17	S 89° 50' 09" E	264.07

→ Jack Gist Park

Attachment 4

		Year 0 July 2020- June 2021	Year 1 - June 2021 - July 2022	Year 2 - July 2022 - June 2023	Year 3 July 2023 - June 2024	Year 4 July 2024 - June 2025	Year 5 July 2025 - June 2026	
Grind & Repave Projects								
FY22-\$177,895	E. Bayview Ave to Bayview Ct			\$ 177,895				
	W. Bayview Ave							
	Bay Ave					\$ 175,000		
	Island View off Town Heights					\$ 175,000		
	Woodside							
	Klondike							
	E Street							
	Svedlund Circle							
	Lake Side Circle							
	B Street							
	Pine Terrace Circle							
	Tulin Terrace Blvd							
	Spruce Terrace Circle							
	A Street							
	Ohlsen to intersection of Main							
Road base reconstruction projects								
FY22 - \$240,000 - Road base reconstruction	Karen Hornaday Park Road		\$ 510,000					
FY 22 - \$120,000 - KHP	Rangeview Ave				\$ 150,000			
FY 22 - \$150,000 - Trail grant	Ohlson Lane						\$ 200,000	
	Sprucewood Dr							
	Shelford Street							
	W. Bunnell Ave							
	Lampert Lane							
	Mission Road							
	Pleasant Way							
	Rainbow Place							
	Kalalock Ct.							
	Meadow Drive							
	Spruce Lane							
	Wright Street							
	Paintbrush Court							
	Paintbrush Street							
	Woodside Ave							
	Bayview Court							
	Calhoun Court							
	W City View Ave							
	Spruce Circle							

		Year 0 July 2020- June 2021	Year 1 - June 2021 - July 2022	Year 2 - July 2022 - June 2023	Year 3 July 2023 - June 2024	Year 4 July 2024 - June 2025	Year 5 July 2025 - June 2026	
Dig out Frost Boils								
FY 22 - Small Works Roads Repair \$70,000	Eagle View Drive - Diamond Willow to Garden Park		\$ 47,155					
	Sprucewood - near west entrance by Roger's Loop		\$ 7,048					
	Eagle Place		\$ 94,597					
	Sprucewood - 2200- 2240							
	Crossman Ridge Road - Skyline to Gate							
	Garden Park Road - at 1630							
	Emerald Place - 135 LF				\$ 75,000			
	Bay Vista Pl. and Bay Vista Court				\$ 75,000			
	Fireweed Lane				\$ 75,000			
	Fireweed Avenue					\$ 75,000		
Add Gravel	Saltwater							
	Alder Lane							
	Dewberry Lane							
	E. Fairview							
	Hanso Ave				\$ 15,000			
	Dehel Ave				\$ 15,000			
	Hidden Way				\$ 15,000			
	Kalalock Ct				\$ 15,000			
	Orion Circle				\$ 15,000			
	Emerald Road				\$ 15,000			
	Diamond Creek PL				\$ 15,000			
	Queets Circle				\$ 15,000			
Sidewalks								
	Main Street Sidewalk - design	\$ 110,700						
FY 22 - E Fairview Trail - design - \$30,000	Main Street Sidewalk - construction		\$ 1,100,000					
	E. Fairview Ave Path - design			\$ 30,000				
	E. Fairview Ave Path - construction				\$ 75,000			
	Ben Walters Way Sidewalk -design & survey		\$ 100,000					
	Ben Walters Way Sidewalk - construction			\$ 1,500,000				
	Svedlund/Herndon to Senior Citizens Center - design & construction					\$ 500,000		
	W. Fairview Avenue path- design						\$ 40,000	

[illegible]

		Year 0 July 2020- June 2021	Year 1 - June 2021 - July 2022	Year 2 - July 2022 - June 2023	Year 3 July 2023 - June 2024	Year 4 July 2024 - June 2025	Year 5 July 2025 - June 2026	
Ord 17-40(A) = minimum \$500K to be allocated to capital projects from HART Roads	TOTAL CAPITAL PROJECTS	\$ 943,659	\$ 2,087,133	\$ 2,097,895	\$ 795,000	\$ 1,175,000	\$ 490,000	
Non-Motorized Transportation Opportunity Program				\$ 850,000				
Pavement Restoration Program				\$ 500,000				
Enhance Small Works Drainage Repair Program				\$ 50,000				
Enhance Small Works Road Repair Program				\$ 230,614				
Enhance IDIQ Contract for road repair				\$ 230,614				
From Fleet Replacement Schedule	FLEET REPLACEMENTS	\$ 416,000	\$ 609,999	\$ 31,666	\$ 109,166	\$ 458,333	\$ 15,000	
Covers Winter Roads, Gravel Roads and Pave Roads elements in PW Operating Fund	EST. TRANSFER TO GENERAL FUND	\$ 800,000	\$ 818,364	\$ 849,077	\$ 850,000	\$ 850,000	\$ 850,000	
	TOTAL EXPEDITURES FROM HART FUND	\$ 2,159,659	\$ 3,515,496	\$ 4,839,866	\$ 1,754,166	\$ 2,483,333	\$ 1,355,000	
	REVENUES	\$ 1,200,000	\$ 1,322,458	\$ 1,833,687	\$ 1,925,371	\$ 1,700,000	\$ 1,700,000	
	BALANCE	\$ 6,746,078	\$ 4,553,040	\$ 1,546,861	\$ 1,718,066	\$ 934,733	\$ 1,279,733	
Projects in Blue will be repaired with funds from the Small Works Roads Repair Program	Funding goes beyond a 10 year horizon.the 5-year horizon.	Funded						