Humboldt Community Services District

Fiscal Year 2026/27

Capital Improvement Program

With Details for

Fiscal Year 2026/27 – 2030/31

and Projections out to Fiscal Year 2046/47

Adopted June 23, 2026

EXECUTIVE SUMMARY

The Humboldt Community Services District Fiscal Year 2026/27 Capital Improvement Plan (CIP) details the cost and scheduling for the anticipated capital projects and expenditures for the five-year period beginning with Fiscal Year 2026/27 and ending with Fiscal Year 2030/31. The plan also includes less detailed projections for anticipated expenditures to the ten and twenty-year planning horizon. A table summarizing the capital expenses can be found below (Table 1). Additionally, the FY 25/26 CIP includes $3.82M allocated to the City of Eureka's Eliminate Bypass Project. Projected spending for capital projects in FY 26/27 is $10.1M. The District continues to apply for grant funding that will offset costs associated with various proposed CIP projects in future years.

Table 1: Summary of Humboldt Community Service District anticipated capital expenses out to the 20-year planning horizon.

	Current FY 25-26	**Scheduled FY 26-27**	Projected FY 27-28	Projected FY 28-29	Projected FY 29-30	Projected FY 30-31	Projected Years 6 to 10*	Projected Years 11 to 20**
		1	2	3	4	5		
Sewer Facilities	$4,054,000	**$5,031,500**	$2,285,000	$2,905,000	$1,730,000	$1,210,000	$12,716,667	$27,433,333
Sewer Mains	$411,658	**$1,603,333**	$3,083,500	$3,309,700	$3,515,500	$5,345,500	$33,383,006	$56,084,013
Water Facilities	$1,301,300	**$1,602,000**	$2,005,000	$1,710,000	$2,720,000	$2,455,000	$4,725,000	$15,650,000
Water Mains	$480,500	**$1,313,000**	$1,845,000	$2,026,666	$1,940,000	$4,515,000	$30,075,000	$80,150,000
Building and Yard	$111,000	**$360,000**	$200,000	$200,000	$200,000	$210,000	$750,000	$1,500,000
Vehicles and Equipment	$95,000	**$195,000**	$100,000	$75,000	$100,000	$500,000	$2,000,000	$4,000,000
Sewer Total	$4,568,658.0	**$6,912,333.0**	$5,518,500.0	$6,352,200.0	$5,395,500.0	$6,910,500.0	$47,474,672.7	$86,267,346.3
Water Total	$1,884,800.0	**$3,192,500.0**	$4,000,000.0	$3,874,166.0	$4,810,000.0	$7,325,000.0	$36,175,000.0	$98,550,000.0
Total	$6,453,458	**$10,104,833**	$9,518,500	$10,226,366	$10,205,500	$14,235,500	$83,649,673	$184,817,346
					Annual averages for 10 and 20 year projections		$16,729,935	$18,481,735
					20 Year Projected Grand Total			$329,211,176

*column represents the cumulative expenses for the 5 years between year 6 and year 10

**column represents the cumulative expenses for the 10 years between year 11 and year 20

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INTRODUCTION

The Fiscal Year (FY) 2026/2027 Capital Improvement Program/Plan (CIP) is a five-year plan for budgeting and planning of District water and sewer facility and infrastructure improvements. The CIP is used to identify, prioritize and schedule necessary improvements. The CIP is also a tool to assist with rate setting and identification of funding sources for future projects. The CIP consists of projects that require major financial and human resources in a scheduled format. Interdependency of year-to-year project selections is a major consideration to ensure an efficient and orderly progression of improvements. Routine maintenance and operational repairs are excluded from CIP and are instead budgeted under regular O&M expenditures.

Criteria for CIP project selection includes projects that reduce maintenance and cost to the District, improve service and reliability, and provide for water security and infrastructure resiliency. The CIP is also used as the master plan for scheduled infrastructure replacements based on performance and useful life expectancy.

The CIP will inform and assist with the District's annual budgeting process as well as inform the rate and capacity charge setting process. The ten- and twenty-year projections are intended for planning purposes. These estimates represent known expenses that will impact the District's finances on a longer-term planning horizon than a standard five-year CIP does. These long-term projections do not represent planning-level cost estimates and do not constitute an exhaustive list or committed project schedule. The ten-year and twenty-year projections are intended to inform financial planning, rate setting and grant writing efforts so that the District can remain financially sustainable into the future.

The projected values reflected in these pages are in 2026 dollars with no consideration of potential inflation.

BACKGROUND

The District was formed in 1952 to provide water and wastewater services to the unincorporated areas of Eureka. Over the years, the District has expanded the service area to include Myrtletown, Pine Hill, Humboldt Hill, Fields Landing, King Salmon, and Freshwater. Expansion was accomplished both by District construction of facilities, such as in Myrtletown and Cutten, and by acquisition of existing facilities such as the Pialorsi water system in Humboldt Hill and the County Service Area No. 3 in King Salmon and Fields Landing.

Between 1974 and 1980, the Capital Improvement Program consisted mainly of equipment and plant purchases. From 1980 to 1990, the CIP included revenue bond financing of major water supply, distribution and storage projects. From 1990 onward, the District adopted a formal five-year CIP process that focused on steel main replacement and sewage lift station upgrades. The structured program has resulted in increases in production and project completion. Capital expenditures have also increased from an average of 10% in earlier decades to over 30% of the total budget in recent fiscal years as the District's aging system requires replacements and improvements.

Ten-year and twenty-year projections (titled Years 6-10 and Years 11-20 in the tables for clarity), developed for this plan, indicate that the District's capital expenditures will need to accelerate to keep pace with necessary renewal of the aging infrastructure some of which has already come to the end of its useful life. This includes over 114 miles of water mains and 73 miles of sewer mains, some of which will be approaching 100 years old at the end of the 20-year planning horizon.

In 2016, the City of Eureka received a Cease-and-Desist Order (CDO) regarding discharges to Humboldt Bay. At the time, the CDO required compliance with a "Blending Prohibition" by 2028 and full

compliance with the State's *Enclosed Bays and Estuaries Policy* by 2032. The Waterboard has adopted a National Pollutant Discharge Elimination System (NPDES) Permit that requires compliance with these prohibitions by 2028 and 2042 respectively while at the same time rescinding the CDO. Currently, the City's estimate for compliance with the "Blending Prohibition" is as much as $20M which will require a District contribution of about $7M. The projects to address the Blending Prohibition are currently scheduled by COE to occur during FYs 25/26 and 26/27.

Additionally, the City will be required to completely comply with the Enclosed Bays and Estuaries Policy by 2042, which may require the construction of an ocean outfall or a complete rehabilitation of the treatment plant, or both. Based on studies commissioned by the City, District staff has estimated that this effort will cost at least $60M with an HCSD contribution on the order of $20M. That value is included in the 6-to-10-year and 11-to-20-year projection as a loan repayment to spread the cost over as much time as possible.

WATER

The District's water distribution and storage system is complex, consisting of twenty-two (22) different pressure zones, ten (10) water storage tanks containing 5.0 million gallons (MG) of storage capacity, and twelve (12) water booster pumping stations. The District's water related capital expenditure plan is detailed in Table 3 and Table 4.

Water supply is furnished by three sources. Approximately one half of the District's consumption is purchased from the Humboldt Bay Municipal Water District (HBMWD) through the Truesdale booster pump station; one quarter is purchased from the City of Eureka (who purchases it from HBMWD) through the Hubbard and Harris booster pump station; the final quarter is pumped from District owned wells located in the Humboldt Hill area that draw off of the Eureka Plain Groundwater Basin near the Elk River.

These three water sources supply the three major service areas of the District. Hubbard and Harris pump station (water purchased from the City of Eureka) supplies the northern area of Myrtletown, Mitchell Road, Freshwater and Pigeon Point (Freshwater/Mitchell Road Zone). Truesdale pump station (water purchased from HBMWD) supplies Cutten, Rosewood, a portion of Pine Hill, Ridgewood and Elk River (Ridgewood Zone). District well water supplies the southern area of Humboldt Hill, King Salmon, Fields Landing, College of the Redwoods and a portion of Pine Hill (Humboldt Hill Zone).

Using the District's current infrastructure, water can be moved from the Ridgewood zone to the Humboldt Hill Zone and to the Freshwater/Mitchell Road Zone. Water can also be moved from the Freshwater/Mitchell Road Zone to the Ridgewood Zone. Using current infrastructure, water cannot be moved from the Humboldt Hill Zone to the Ridgewood or Freshwater/Mitchell Road Zones. This could prove problematic during a regional emergency because all of the District's current wells are located in the Humboldt Hill Zone.

Interties also exist between the City of Eureka water system and the District for emergency purposes. In most places, the City of Eureka pressure grid is approximately 5 psi greater than the District pressure grid. There are areas where the District's delivered pressure is higher than the City's pressure at the District's boundary. Although these District service/supply interties exist, moving water from one service zone to another is complicated by undersized transmission mains and under capacity storage volume necessary to supply both zone demands concurrently.

Systematic Steel Main Replacement

The systematic steel watermain replacement program was initiated in the early 1990s to replace approximately 15 miles of steel watermain most of which was installed in the 1950s. There are a total of 5 steel main replacement (SMR) projects remaining with a total length of less than a half a mile that are scheduled over the next several years. Three of these SMR projects are scheduled for the coming fiscal year. These projects are listed in Table 4, marked with an SMR for Steel Main Replacement.

Water Tank Rehab

During FY 2017-18, the District performed an assessment of three water storage tanks; Walnut Drive 1MG, Ridgewood and Donna Drive. The inspections revealed that all three tanks required rehabilitation including recoating, structural rehabilitation and were in need of safety upgrades for fall protection, venting and cathodic protection. The Walnut Drive and Ridgewood tanks were the highest priority. The Walnut Drive 1MG tank rehabilitation was completed during FY 20/21, the Ridgewood Tank rehabilitation was completed during FY 21/22 and the Brier Lane Tank rehabilitation was completed in FY 22/23. Construction on the Donna Drive Tank rehabilitation was completed during FY 25/26. During Also during FY 25/26, the District inspected six additional water storage tanks so that design efforts can commence. District staff has determined that rehabilitating two tanks concurrently provides opportunities to access economies of scale, thereby reducing per-unit project costs to the District.

During the five-year term of this Capital Improvement Plan, the following water storage tanks are scheduled for rehabilitation; Donna Drive 0.5MG (completed 2026), Walnut Drive 0.5MG and Cummings Road tanks (2027), the Dana Lane and Lentell tanks (2029). The Blue Spruce Tank will be rehabilitated in 2030 and the Pigeon Point tank will be rehabilitated in 2031. The District will rehabilitate the remaining tanks within the ten-year planning horizon. The following table provides some detailed information regarding the District's water storage facilities (Table 2).

Table 2: The tabulated data shows details regarding the District's water storage tanks.

Water Storage Tank Data					
Location/Name	**Volume (MG)**	**Height (Feet)**	**Diameter (Feet)**	**Date Constructed**	**Date Refurbished**
Blue Spruce	1	35	72	2002	Planned 2030
Brier Lane	0.5	32	52	1982	2023
Cummings	0.12	24	30	1991	Planned 2027
Dana Lane	0.375	30	48	1992	Planned 2029
Donna Drive	0.5	24	61	1988	2025
Lentell	0.15	20	37	1992	Planned 2029
Pigeon Point	0.17	24	35.5	1996	Planned 2031
Ridgewood	0.5	52	40	1982	2021
Walnut Drive	1	40	67	1971	2020
Walnut Drive	0.5	34	50	1952	Planned 2027

Pump Station Rehab/Upgrade

The District maintains twelve (12) water booster or pump stations. These include South Bay Well, Spruce Point Well, Blue Spruce Booster, Donna Drive Booster, Truesdale Pump Station, Ridgewood Pump Station, Hubbard Pump Station, Cummings Road Booster, Mitchell Road Booster, Lentell Booster, Kluck Booster, and Pigeon Point Booster. Some of these stations pump water out of the ground and up to a tank (South Bay Well and Spruce Point Well). Other stations move water from a low elevation up to a tank at a higher elevation and operate under level control (Blue Spruce Booster, Truesdale Pump

Station, Ridgewood Pump Station, Cummings Road Booster, Mitchell Road Booster, Pigeon Point Booster, and Hubbard Pump Station). The remaining stations pressurize water using hydropneumatics to deliver water with sufficient pressure to connections whose elevation cannot be reached by the nearest pressure zone (Donna Drive Booster, Lentell Booster, and Kluck Booster).

In 2023, a shelter was constructed at South Bay Well to protect the wellhead and pump motor. In 2024, a third pump was added to the Hubbard Pump Station and Ridgewood Booster Station to provide redundancy and supply resiliency. Over the next five years, Truesdale, the District's primary pumping station, will receive an updated Motor Control Cabinet (MCC) as well as replacement pumps. This project is necessary because installed equipment is past its useable life. Standby generators will be added to the Hubbard Booster Station and Spruce Point Well. A retaining wall at the Pigeon Point Booster Station has failed and is threatening access to the station; the wall was rehabilitated in 2026. The buildings that protect the Pigeon Point Booster Station and Donna Drive Booster Station will be rehabilitated in 2027. The Hubbard Booster Station and the Spruce Point Well will receive emergency standby generators during the current five year planning period.

Other projects will need to occur in the 6-to-20-year time frame but are not yet scheduled or budgeted.

Table 3: Capital improvements planned for Humboldt Community Services District water pumping and storage facilities.

WATER		Current FY 25-26	**Scheduled FY 26-27**	Projected FY 27-28	Projected FY 28-29	Projected FY 29-30	Projected FY 30-31	Projected Years 6 to 10*	Projected Years 11 to 20**	Comments
			1	2	3	4	5			
WATER SYSTEM IMPROVEMENTS										
	C=Contract									
PUMPING FACILITY UPGRADES										
Brier Lane 0.5 MG Tank	C	$61,800								Engineering and Rehabilitation
Pigeon Point Wall		$10,000								
South Bay Well Electrical Upgrades		$5,000	**$25,000**							
AMR Program		$498,500	**$410,000**	$300,000	$325,000	$325,000	$210,000	$1,050,000	$2,100,000	Replace Ten Percent Stock Per Year
Truesdale WBS		$75,000	**$35,000**	$35,000	$35,000	$35,000	$35,000			New pumps/Upgrade
SCADA Upgrade		$65,000	**$165,000**	$75,000						
Hubbard Booster Station		$7,500	**$55,000**							Upsize pump/ mod system Generator
Donna Drive 0.5 MG Tank	C	$541,000	**$50,000**							Engineering. Temp Sysytem and Rehabilitaion
South Bay School Backflow Device			**$27,000**							
Spruce Point Well	C	$5,000	**$95,000**	$35,000					$2,000,000	Submersible Pump, Generator then Rehab in 11-20 year
Walnut Drive 0.5 MG Tank	C		**$250,000**	$625,000	$20,000					Inspections and Rehabilitation
Cummings Road Tank	C		**$250,000**	$625,000	$45,000					Engineering and Rehabilitation
PRV Program		$9,000	**$10,000**	$10,000	$10,000	$10,000	$10,000	$50,000	$50,000	Annual PRV Rehab/Replacement
Hubmboldt County Road Work		$5,500	**$50,000**	$50,000	$50,000	$50,000	$50,000	$250,000	$500,000	
Tank Rehab Analysis/Design	C	$18,000	**$25,000**	$50,000	$50,000	$50,000	$50,000			
Pigeon Point WBS			**$45,000**							Rehab/roofing/siding
Donna Drive WBS	C		**$110,000**							Siding, roofing and drainage
Dana Lane Tank	C			$50,000	$350,000	$375,000				
Lentell Tank	C			$50,000	$350,000	$375,000				
Standby Generators				$100,000	$100,000	$100,000	$100,000	$500,000	$1,000,000	
Hubbard MCC and Pumps Update					$125,000					
Princeton Well	C				$250,000	$1,250,000				Reestabilsh a well on District owned property
Blue Spruce Tank	C					$100,000	$850,000			Replumb Blue Spruce Booster before rehab
Pigeon Point Tank	C					$50,000	$350,000	$375,000		
Water Resiliancy at Little CA St.	C					.	$800,000	$1,500,000		Booster Station and Well
Systematic Tank Rehabilitation	C							$1,000,000	$10,000,000	
Meyers Well	C								$1,000,000	Replace failed well on District owned property
Water Pumping Facilities Totals		$1,301,300	**$1,602,000**	$2,005,000	$1,710,000	$2,720,000	$2,455,000	$4,725,000	$15,650,000	$32,168,300

Table 4: Capital improvements planned for Humboldt Community Services District water main replacements.

WATER			Current	Scheduled	Projected	Projected	Projected	Projected	Projected	Projected	Comments
			FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	Years 6 to 10*	Years 11 to 20**	
CAPITAL IMPROVEMENTS - WATER			1	1	2	3	4	5			Water main replacements
WATER MAIN REPLACEMENTS	**C=Contract**										
		SMR=STEEL MAIN REPLACEMENT									
		ACMR=ASBESTOS CEMENT MAIN REPLACEMENT									
		LF									
New Connections			$23,500	**$15,000**	$15,000	$15,000	$15,000	$15,000	$75,000	$150,000	New connections
Walnut EQ Repair		1500	$382,000	**$100,000**							Grant Funded
Crane Street	SMR	850	$40,000	**$75,000**	$210,000						$385/LF
Shady Lane	SMR	400		**$140,000**							$350/LF
Meadowood	SMR	400		**$200,000**							$500/LF
Vista Tie In Phase 1	C	700		**$275,000**	$100,000	$100,000					$675/LF
Vista Tie In Phase 2	C	700		**$258,000**	$100,000	$250,000					$875/LF Includes Hillcrest and Gayhana
Mitchell Road	C	3400	$35,000	**$250,000**	$1,105,000	$736,666					Myrtle to Cummings on Mitchel Road $650/LF
Beechwood Dr.	SMR	370			$185,000						$500/LF
Austin Court	SMR	260			$130,000						$500/LF
College Streets Upgrade ACMR	ACMR	3700				$925,000	$925,000				$500/LF
Christopher from Home to Walnut	ACMR	1300					$1,000,000				$775/LF
Walnut Drive Northridge to Ridgewood	ACMR	5900						$4,500,000			$775/LF
AC Water Main Replacement Program		272694							$30,000,000	$80,000,000	AC Mains @ $400/LF
Water Main Replacement Totals			$480,500	**$1,313,000**	$1,845,000	$2,026,666	$1,940,000	$4,515,000	$30,075,000	$80,150,000	$122,345,166

*column represents the cumulative expenses for the 5 years between year 6 and year 10

**column represents the cumulative expenses for the 10 years between year 11 and year 20

SEWER

The District's sewage collection system is straightforward in concept. All sewage collection gravity flows or is pumped to the City of Eureka's Elk River Wastewater Treatment Facility for treatment. By agreement, the District owns 32.1% of the current plant capacity. Annually the District sends approximately $2.2M to the City of Eureka for operation and maintenance of the regional facility. This represents about half of the total sewer related operating expenses budgeted for FY 25/26. In addition, the District projected contributions to sewer related CIPs at the City of Eureka over the next five years average, $2.15M annually. This represents over 40 percent of the District's total CIP budget for sewer related capital spending over the five-year planning horizon.

The hilly terrain and historical piecemeal development within the District has resulted in a system that includes 28 sewer lift stations. For comparison, the McKinleyville Community Services District (MCSD) operates six lift stations, City of Arcata operates eight stations, and City of Fortuna operates five stations. The City of Eureka, which is adjacent to and with similar topography as the District, operates 26 stations. Under current operations, the District has no alternative but to upgrade and replace many of these stations to achieve reduced maintenance, emergency call-out and sewage overflow potential.

The District's sewer related capital expenditure plan is detailed in Table 5 and Table 6.

Martin Slough Lift Station Reversals

In the early 1980's the concept of a regional sewage lift station serving both the City of Eureka and District customers in the Ridgewood, Pine Hill and City Golf Course area was explored. The stated objectives were threefold: I) To eliminate approximately three major and three minor City and 13 minor District lift stations; 2) Reduce the large pumping and maintenance costs associated with pumping into cascading lift station systems, which pumps along an indirect route, completely around the City through the cross-town interceptor and 3) Provide for future development of approximately 5,000 new residential units in the non-sewered areas of Westgate and Ridgewood as well as expansion of the Cutten area.

Another stated benefit of this project is to redirect the City of Eureka' s "O" Street sewage lift station to the new Martin Slough Interceptor, thereby freeing up capacity in the City's northeast (Myrtletown) sewage drainage area. Before the Martin Slough Interceptor project, the City's northeastern collection system was at capacity.

Over the years, the project evolved into the Martin Slough Interceptor project for which construction was completed in 2015. By 2007, the concept project had been modified to the point that only nine of the District's lift stations had the potential to be reconfigured to discharge to the Martin Slough Interceptor ('turned' or 'reversed'); Artino, Sea Avenue, Hidden Meadows, Alder, F Street, Hartman, Spruce, Campton, and the metering station at Hemlock. Of these nine, Campton has been "turned" and converted to a metering station, Sea Avenue was connected to the Martin Slough Interceptor during summer of 2024, the Hemlock metering station will be eliminated with the Hemlock rerouting project that is scheduled to be completed 2030, Hartman Ln "reversal" is scheduled to be completed in 2029, and F Street is also scheduled to be "reversed" in 2030.

The remaining six lift stations (Artino, Pine Hill, Hidden Meadows, Alder, and Spruce) are not currently scheduled to be "turned." Some of these lift stations are currently listed in the ten-year projections. They will be prioritized and scheduled as it becomes cost effective to consider performing the necessary work to "turn" these stations. Most of these stations serve very small sewer sheds and the cost of performing the work necessary to "turn" them currently outweighs the resulting benefit. As

development occurs within those sewer sheds, the economics associated with "tuning" these lift stations become more favorable.

In the case of Pine Hill, the Martin Slough Interceptor project was modified at some point between planning and execution so that the Pine Hill lift station cannot flow to the Martin Slough Interceptor. Turning the Pine Hill lift station will require major upgrades to the City of Eureka's Pound Road lift station. Additionally, the developable land in Westgate and Ridgewood have limited access to the Martin Slough Interceptor as it was constructed and will require extensive infrastructure to accommodate development in those areas.

Lift Station Rehab

The District currently maintains 28 lift stations; Hoover, Alder, Spruce, Foxwood, S. Broadway, Sequoia, Christine, Sea Avenue, Pine Hill, Bailey, Wellington, Beechwood, Moore Ln, Maple Ln, Perch, Buhne, King Salmon, Fields Landing, Blackberry, Hartman, Roth Ct, Artino, Hidden Meadows, Cedar Ridge, Liberty Bell, Edgewood, F Street, and D Street.

The anticipated life of a lift station is between 15 and 20 years. Given that there are nearly 30 lift stations, the District is continually performing rehabilitation activities on these assets. In fact, to keep pace with degradation, the District needs to rehab the equivalent of two lift stations per year. This is in the form of pump upgrades, replacement panel enclosures, rail replacements, lid replacements, and grouting/concrete. Rarely does the District undertake a complete lift station rehabilitation because the ongoing maintenance of the lift stations allows staff to spread the effort and expense across many years and avoid shutting down and re-routing an entire station to accommodate a rehabilitation project.

During the coming five-year period, the District will be performing rehabilitation work on 10 of the 28 lift stations. The lift stations being addressed during the current five-year CIP are Artino, Bailey, Beechwood, Christine, Foxwood, Hoover, King Salmon, Pine Hill, Roth Ct., and Wellington. Additionally, a new lift station is proposed for the intersection of Mike Lane and Park Street and planned for completion during FY 29/30. The District experiences emergency conditions at this location whenever there is excessive precipitation. A new lift station at this location would significantly reduce the probability of sewer overflow.

Trouble Spots (Enhanced Cleaning Locations)

A "Trouble Spot" or "Enhanced Cleaning Location" is a location within the District's sewer collection system that has given the maintenance staff "trouble" and is in need of periodic attention. The District has a sewer maintenance program to deal with trouble spots in the collection system. When a problem is reported or detected, maintenance staff will investigate the issue to determine the root cause. If the cause of the problem is determined to be the District's infrastructure, (root intrusion, infrastructure degradation, sagging, damage, design issues, etc.) a project will be initiated and the area will be identified as a trouble spot. Once an area is identified as a trouble spot, that section, area or location is put on a list (work order) to be repaired and prioritized along with other District projects.

During the time between when a trouble spot is identified and when a permanent solution can be implemented, the maintenance staff will make periodic inspections and take temporary corrective action (sewer line cleaning, de-rooting, etc.) as needed. There are currently over 125 work orders for sewer main and lateral line repairs and over 35 for manhole and cleanout repairs that have resulted from the enhanced cleaning/trouble spot program. All 160 of these locations are trouble spots or enhanced cleaning locations that District staff must monitor and maintain until such time that a permanent solution can be implemented.

Trouble spots that are large enough to be considered capital improvements that will be repaired during the next five years include Dr. Office Lane (un-named road at 2826 Harris), Noe Street, Mesa/Bell Terrace, London Drive at Burns, Ridgewood Drive at Ridgewood Elementary, Summit Ridge to David, Worthington and Quaker to Mike reroute. There are funds included in the ten-year plan for additional trouble spot repairs but those future projects cannot be scheduled at this time because trouble spots develop over time as the system deteriorates.

Systematic Sewer Line Replacement

As the infrastructure ages, the District must consider replacement. The systematic sewer line replacement program takes into account the age of the assets, the history of problems and repairs, critical loading to the asset, the material that the asset was constructed from, and the design life of the asset. As feasible, the District will schedule sewer line replacements for the most vulnerable assets. The most vulnerable of the District's in ground sewer assets are asbestos cement and clay pipes. Over 50 miles of the existing sewer system was constructed in the 1960s and 70s from asbestos cement composite pipe. This material does not hold up well to the sulfur compounds that off-gas from wastewater and must be replaced to reduce Inflow and Infiltration, and to avoid catastrophic failure.

The District is beginning to implement an infrastructure renewal program to address these high priority, aged and vulnerable assets. The bulk of the program is scheduled for the 6-to-20-year timeframe with anticipating annual spending of $3.5M. This accelerated schedule is necessary because all of this infrastructure is currently beyond its useable life and must be replaced.

Outside Agency Obligations

The District is affected by several outside agencies including the City of Eureka, County of Humboldt and the State of California. These agencies impose programs or regulations that require District response. In the case of the County of Humboldt, the District's Pine Hill Bridge HDD project that was completed in FY 20/21 is an example of an outside agency obligation. The County determined that Pine Hill Bridge needed to be replaced. The District owns a watermain that serves as an interconnect between Humboldt Hill and Pine Hill. The District's watermain was attached to Pine Hill Bridge. The District's watermain would be out of service for the duration of the construction project to replace Pine Hill Bridge. This would isolate Humboldt Hill, King Salmon, Fields Landing, and College of the Redwoods from the rest of the District. These communities would be reliant only on the District's ability to provide well water. If there were a problem with the District's wells, the District would have had no way to provide water to these communities.

A second example of a County imposed Capital Improvement is the County's Americans with Disabilities Act (ADA) access project(s). The County is working to improve ADA access at intersections and other areas with high foot traffic by incorporating access ramps, bulb out aprons and high visibility, high traction surfaces as well as other improvements. Through the course of this work, the County will disturb many valve cans, meter boxes and other District assets. When these assets are affected by the County's project, the District supplies the materials and labor to ensure that the components are replaced to the District's standards. During FY 21-22 the County surprised the District with a pavement upgrade project on Humboldt Hill. This project resulted in about $45,000 in District labor and materials, over several months, to raise the valve cans and sewer maintenance access points.

With the passage of Measure O, the County's one cent sales tax, the County is accelerating pavement and road repair in the Distirct. This is causing a significant increase in the amount that the District must spend on restoring District assets along these new pavement projects. The District is currently

budgeting $100,000 annually between water and sewer for the foreseeable future to cover these unexpected costs.

City of Eureka CIP

The District's wastewater flows through several metered locations to the City of Eureka (COE, City), through some City infrastructure and eventually to the Greater Eureka Area Wastewater Treatment Plant (GEAWTP). The contract with the City for wastewater treatment specifies that a portion of the City's capital improvements are the responsibility of the District. This includes 32.1 percent of capital improvements to the GEAWTP as well as specific pumping stations and trunk lines or interceptors. Additionally, the District is contractually obligated to pay for three percent of operation and maintenance to all of the City's wastewater collections and treatment infrastructure that is not covered by the afore-mentioned 32.1 percent. A line item is included in the District's Capital Improvement Plan to cover the anticipated expenses associated with the City's capital improvements.

Greater Eureka Area Wastewater Treatment Plant (GEAWTP)

In 2016, the City of Eureka received a Cease-and-Desist Order (CDO) regarding discharges to Humboldt Bay. At the time, the CDO required compliance with a "Blending Prohibition" by 2028 and full compliance with the State's Enclosed Bays and Estuaries Policy by 2032. The North Coast Regional Water Quality Control Board (NCRWQCB or Waterboard) has adopted a National Pollutant Discharge Elimination System (NPDES) Permit that requires compliance with these prohibitions by 2028 and 2042 respectively while at the same time rescinding the CDO. Currently, the City's estimate for compliance with the "Blending Prohibition" is $20M which will require a District contribution of about $7M spread across FY 26 and 27.

Additionally, the City will be required to completely comply with the Enclosed Bays and Estuaries Policy by 2042, which may require the construction of an ocean outfall or a complete rehabilitation of the treatment plant or both. Based on studies commissioned by the City, District staff has estimated that this effort could cost as much $60M with an HCSD contribution on the order of $20M. That value is included in the 6-to-10-year and 11-to-20-year projection as a loan repayment to spread the cost over as much time as possible.

The requirements being imposed by the NCRWQCB through the recently adopted NPDES permit include full secondary treatment (blending prohibition), including de-chlorination to all discharge flows to Humboldt Bay, as well as compliance with the applicable water quality objectives for ammonia (full Enclosed Bays and Estuaries Policy Compliance). In short, what this means is that the GEAWTP does not currently have sufficient capacity to treat all of the wastewater that is sent there nor does that facility have the ability to sufficiently remove ammonia from the waste stream. Additionally, the Waterboard may determine that the City cannot continue to discharge to Humboldt Bay at all by 2042.

The wastewater treatment plant upgrades are currently estimated at $20 million by FY 27/28, pending final engineering design and regulatory review. The Wastewater Treatment Agreement with the City specifies that 32.1 percent of capital improvements to the GEAWTP are the responsibility of the District. There is a budget included with the HCSD CIP Contribution to COE line item to cover the requisite upgrades to the GEAWTP.

The anticipated cost of full compliance with the Enclosed Bays and Estuaries Policy has not yet been addressed by the City. Compliance with this requirement as detailed in the current Draft NPDES Permit could result in very expensive upgrades to the City's treatment facility and the District will be required to contribute to the cost of those upgrades. Based on the current agreement, that contribution will be 32.1% of the cost. District staff has estimated that this will cost the District about $20M and a line item has been included with a 15-year loan to cover those expenses within the 20-year planning horizon.

Table 5: Capital improvements planned for Humboldt Community Services District sewer facilities.

SEWER		Current FY 25-26	**Scheduled FY 26-27**	Projected FY 27-28	Projected FY 28-29	Projected FY 29-30	Projected FY 30-31	Projected Years 6 to 10*	Projected Years 11 to 20**	Comments
SEWER FACILITIES			1	2	3	4	5			
	V=Vendor									
	C=Contract									
	M=Martin Slough Reversal									
Hoover SLS Upgrade		$115,000								Upgrade SLS and Flow meters
Roth Court SLS			**$36,667**							SLS rehab/pumps and Generator
Foxwood SLS		$6,000	**$36,666**							Pump Replacement and Generator
Christine SLS			**$75,000**							New electrical control panel
Artino SLS	C		**$82,500**							Pump Replacement Standby Generator Grant Funded
King Salmon SLS	C	$6,000	**$95,000**							Flood Hardening then Stationary generator
Hoover SLS Flood Hardening	C	$95,000	**$380,000**	$445,000	$495,000					Flood Hardening Grant Funded
Bailey SLS	C		**$110,000**							Standby Generator Grant Funded
Beechwood SLS			**$81,667**							Generator and Pumps
Pine Hill SLS Generator	C		**$90,000**	$125,000						Generator and Panel Enclosure
SCADA Upgrade		$162,000	**$175,000**	$75,000					$2,000,000	SCADA Systematic Replacement Program
Vista Lift Station	C		**$35,000**	$330,000	$600,000					New Lift Station to provide for Sewer to Unsewered Hum Hill
Sewer Pump Rehabilitation			**$10,000**	$10,000	$10,000	$10,000	$10,000	$50,000	$100,000	Annual Allotment for Unplanned Sewer Pump Repairs
Stationary Generators				$100,000	$100,000	$100,000	$100,000	$500,000	$1,000,000	Systematic Standby Generator Program
Mike Lane SLS	C			$100,000	$600,000	$300,000				Create new station, reverse flow on Quaker RE Spill History
Pine Hill SLS Rehab						$220,000				SLS conversion/rehab
Projected COE-EBEP								$6,666,667	$13,333,333	Per COE with 15 year loan to distribute costs
CIP Contribution to COE		$3,670,000	**$3,824,000**	$1,100,000	$1,100,000	$1,100,000	$1,100,000	$5,500,000	$11,000,000	Based on 2024 COE CIP average five year projection
Sewage Facilities		$4,054,000	**$5,031,500**	$2,285,000	$2,905,000	$1,730,000	$1,210,000	$12,716,667	$27,433,333	

Table 6: Capital improvements planned for Humboldt Community Services District sewer mains.

SEWER			Current FY 25-26	**Scheduled FY 26-27**	Projected FY 27-28	Projected FY 28-29	Projected FY 29-30	Projected FY 30-31	Projected Years 6 to 10*	Projected Years 11 to 20**	Comments
SEWER MAINS				**1**	2	3	4	5			Sewer main replacements
MAIN EXTENSION & REPLACEMENTS											
	C=Contract		**M=Martin Slough Reversal**			**V=Vendor**					
New Connections			$3,658	**$5,500**	$5,500	$5,500	$5,500	$5,500	$27,500	$55,000	
Humboldt County Road Work			$17,000	**$50,000**	$50,000	$50,000	$50,000	$50,000	$250,000	$500,000	Raising Manholes and Relocating Lines
Walnut EQ Repair	C	1500	$382,000	**$500,000**							Grant Funded
Walnut Drive Laterals	C			**$65,000**							Trouble Spot
Myrtletown I/I	C			**$140,000**	$500,000	$500,000					Resolve I/I to Stop Overflows
Hemlock	M,C	4500		**$115,000**	$440,000	$440,000	$440,000				Per footage and manhole count
Noe Ave to Pine Hill SLS	C	500	$2,000	**$75,000**	$200,000						Gravity and Forcemain Replacement\
London Drive at Burns	C	760	$7,000	**$275,000**	$120,000						Several Major Trouble Spots Consolidated
Eerie to Hall	C	900		**$200,000**	$350,000						Historic Trouble due to Age and Poor Design
Hartman Lane	M,C	900		**$55,500**	$550,000	$150,000					Engineering and Reversal
Dr. Office Lane	C	370		**$57,000**	$350,000						Includes Manholes along Harris St.
South Broadway FM	C	11700			$110,000	$350,000	$820,000	$2,340,000	$7,020,000		$1000/LF per Engineer's Estimate
F Street	M,C	900			$45,000	$250,000	$450,000				Drains to Hartman Lane
Ridgewood Drive	C	200				$88,000					Trouble Spot
Summit Ridge to David	C	265				$116,600					Trouble Spot
Worthington St.		125				$75,000					Trouble Spot
Spruce SLS	M,C	1215			$55,000	$534,600					Engineering and Reversal
Mesa /Bell Terrace/B-Loma	C	700		**$65,333**	$308,000						Design to Accept Fields Landing
Noe Forecemain	C	3000				$750,000	$750,000				Trouble Spot
Quaker Park Mike	C	1000					$500,000	$400,000			Redesign for Resiliency
Humboldt Hill Sewer Sys	C							$550,000	$2,750,000	$5,500,000	Gravity Main Replacement
Coast Guard	C	1000					$250,000	$750,000			Trouble Spot
North Street Hoover to John Hill	C	1000					$250,000	$750,000			Trouble Spot
Quaker Trinity to Glenwood	C	1000						$500,000			Trouble Spot
Fields Landing FM	C	7150							$3,146,000		Drain to Mesa
Martin Slough Reversals	M, C								$1,650,000	$3,300,000	
Trouble Spots									$1,650,000	$4,950,000	
Gravity Main Replacement		265,000							$15,000,000	$38,000,000	$200/LF District Wide AC and Clay
Forcemain Replacement		12883							$1,889,506	$3,779,013	$400/LF District Wide Aging Forcemains
Sewer Main			$411,658	**$1,603,333**	$3,083,500	$3,309,700	$3,515,500	$5,345,500	$33,383,006	$56,084,013	

*column represents the cumulative expenses for the 5 years between year 6 and year 10

**column represents the cumulative expenses for the 10 years between year 11 and year 20

ROLLING STOCK

Rolling Stock includes all vehicles and construction equipment that the District owns. Some of the vehicles are used to transport personnel and equipment, others are used to transport materials to or from construction sites. Equipment includes tractors, trailers, truck mounted sewer cleaning and camera equipment, specialty underground boring equipment, and specialty large scale plumbing equipment. Rolling Stock covers any equipment that the District uses that is on tracks or wheels.

The District's current policies include replacement schedules for Rolling Stock based upon mileage, age, hours of operation, and repair history. If any of these criteria are exceeded, a piece of equipment becomes eligible for replacement. The District Management uses discretion to determine which equipment will be recommended for replacement based on the critical nature of the equipment, the expected longevity, redundant assets, and other contributing circumstances. Some equipment replacement is unavoidable while others are less necessary.

Details regarding the capital expenditures associated with the District's rolling stock can be found in Table 7.

Light and Heavy Duty

During the next five years, the District will be replacing two 2012 Ford construction truck. These two vehicles are scheduled for replacement due to age, reliability and repair cost. One was ordered during FY 2025 and received during FY 2026. The second was ordered during FY 2026 and delivery is currently expected. Additionally, the District will be replacing a 2005 Dodge utility truck and two Toyota meter reading trucks with over 100,000 miles each. The meter trucks are typically not surplussed when they are replaced; they are moved to lighter service and used for small repair work, transporting personnel to offsite work and for out of town travel. An older meter truck that has been on light service for several years will be surplussed when a new meter truck is purchased. District staff will be seeking zero emissions vehicles whenever possible. Staff expects to find zero emissions solutions for the replacement meter trucks. District staff has scheduled the replacement of the construction Hydro-Excavation truck in FY 2031. The current piece of equipment was purchased in 2017 and has been serving the District daily. The District also lost a critical piece of equipment to a fire in March of 2026. The maintenance utility crane truck is scheduled for replacement during FY 2027, using insurance funds.

Table 7: Capital improvements planned for Humboldt Community Services District rolling stock.

		CAPITAL PROGRAM PROJECTIONS			Current	**Scheduled**	Projected	Projected	Projected	Projected	Projected	Projected	Comments
					FY 25-26	**FY 26-27**	FY 27-28	FY 28-29	FY 29-30	FY 30-31	Years 6 to 10*	Years 11 to 20**	
VEHICLES / EQUIPMENT						**1**	2	3	4	5			
			C=Contract										
			V=Vendor										
Light Duty Service Vehicles				Mileage									
				Hours									
2	2012	Ford 4x4	V	*133,812*	$95,000								Age/Repair History
4	2024	Ford Crane Truck	V	*~3,300*		**$117,500**							Total Loss Insurance
11	2017	Toyota Meter Truck	V	*125,194*		**$70,000**							Age/Mileage
16	2005	Dodge 4x4	V	*111,054*			$100,000						Age/Mileage
12	2020	Toyota Meter Truck	V	*125,426*				$75,000					Age/Mileage
15	2017	Ford Service	V	*83,908*					$100,000				Age/Mileage
18	2017	Construction Vac	V	*3239 Hrs*						$500,000			Age/Hours
		Fleet Replacement Program									$2,000,000	$4,000,000	
Heavy Duty Equipment													
Specialty Equipment													
		Leak Detector				**$7,500**							
				Vehicles & Equipment	$95,000	**$195,000**	$100,000	$75,000	$100,000	$500,000	$2,000,000	$4,000,000	$7,065,000

*column represents the cumulative expenses for the 5 years between year 6 and year 10

**column represents the cumulative expenses for the 10 years between year 11 and year 20

OFFICE AND CORPORATION YARD IMPROVEMENTS

The District office and corporation yard are critical to the daily operation of the District's systems, assets, and services. This facility serves as a meeting place for personnel, work space for administration, customer service and engineering staff, a location to hold Board of Directors meetings as well as facilities for equipment and vehicle storage, maintenance and repair. As with the rest of the District's assets, the office and corporation yard requires capital improvement planning to keep the facilities useful, safe and up to date. During the current five-year planning period, the District will be completing repairs to the office building exterior, rehabilitating the small truck storage facility, repairing pavement in the corporation yard and the parking lot, constructing a shelter to protect the maintenance sewer cleaning truck (Vac Truck), constructing staff restrooms at Hoover and South Broadway lift stations, and planning the corporation yard expansion that will be necessary as growth occurs in the District.

The District's office and corporation yard related capital expenditure plan is detailed in Table 8.

Table 8: Capital improvements planned for Humboldt Community Services District's office and corporation yard.

CAPITAL PROGRAM PROJECTIONS		Current FY 25-26	**Scheduled FY 26-27**	Projected FY 27-28	Projected FY 28-29	Projected FY 29-30	Projected FY 30-31	Projected Years 6 to 10*	Projected Years 11 to 20**	Comments
BUILDING, YARD & PAVING IMPROVEMENTS			1	2	3	4	5			
Office Building Exterior phase 2	C	$9,000								Upstairs Siding and Windows
Small Truck Garage	C	$62,000								Rehabilitation
Vehicle Storage Upgrades			**$25,000**							VacCon Storage
Board Room Updates and Office Carpet			**$25,000**							Audio Visual and Multipurpose
Yard Paving Repairs			**$42,500**							Pavemeint Repairs in Corp Yard
External and Parkinglot Paving	C		**$75,000**							
Restrooms at Hoover and South Broadway			**$75,000**							For use by Field Staff
Parks Study	C		**$15,000**							
Computers and IT			**$2,500**							
Grant Writing/Engineering Studies		$40,000	**$100,000**	$100,000	$100,000	$100,000	$100,000	$500,000	$1,000,000	
Security and Paving Improvements	C			$100,000						
Engineering for Facilities Expansion					$100,000					
Site Clearing for Expansion						$100,000				
Yard and Facilities Expansion	C						$110,000	$250,000		
Office and Yard Facility Upgrades									$500,000	
	Building and Yard	$111,000	**$360,000**	$200,000	$200,000	$200,000	$210,000	$750,000	$1,500,000	

*column represents the cumulative expenses for the 5 years between year 6 and year 10

**column represents the cumulative expenses for the 10 years between year 11 and year 20

GRANT PROGRAM

In FY 21/22, the District initiated a grant writing program to identify and procure assistance funding to help offset accelerating capital improvement costs. During FY 21/22 we focused efforts on FEMA's Hazard Mitigation Grant Program (HMGP). This program is coupled to the County's Hazard Mitigation Planning efforts that the District participates in. Projects identified in the District's Hazard Mitigation Plan are eligible for federal funding assistance through the HMGP.

The District has applied for over $45M in grant funding and continues to identify and pursue grant opportunities. The current applications include a critical power project that will include standby generators at the Pine Hill, Bailey, and Artino SLS, a 3.5-mile forcemain replacement project connecting the Fields Landing and South Broadway SLSs to the GEAWTP, and a source water resiliency project to connect the well field in Humboldt Hill to the northern part of the District. Grants that have been awarded include an earthquake repair project for infrastructure within Walnut Drive and a flood hardening project at the Hoover SLS. Funds from these grants will directly offset the cost of the associated projects allowing the District to apply CIP money to other critical projects in future years. The grant writing program will continue into the future. Budget allocation for grant writing assistance is reflected in Table 8

EXTENDED PROJECTIONS

Historically, the Capital Improvement Plan is a five-year projection and schedule for capital projects and expenditures. This format captures some very important information about the near future of the District and helps to plan, prioritize and schedule projects that will impact the District's budget and workforce. What is missing from the conventional CIP is a longer view of infrastructure needs based on the state of the system. The five-year CIP only addresses those projects that are immediately necessary and does not enable the District to plan and save for the much larger looming needs associated with aging infrastructure renewal.

This document incorporates ten and twenty-year projections that capture known long-term improvements that the District will need to undertake in the foreseeable planning horizon. Placing these items in print will enable staff to strategize and plan for the anticipated improvements that will be necessary in the future to keep District operations on track and sustainable.

Extended projections are included in all of the tables detailing capital expenditures planning (Table 1 and Table 3 through Table 8)

Ten Year

The ten-year planning horizon includes some large expenditures that the District needs to be planning for. These include upgrading the GEAWTP, Martin Slough reversals, force main replacements, gravity sewer replacements, water distribution systematic replacement, water storage tank rehabilitation, and ongoing fleet replacement. These ten-year totals are not all inclusive, and are intended for budgetary planning purposes only. Over the ten-year horizon, the District will be facing $90M in capital expenses. These projects and expenses are critical to the continued operation of the District and represent an accelerated level of spending as compared to the District's historic budgeting for capital improvements. The current capital expenditures over the next five years average $8.4M annually. To meet the projected $85M of expenditures at the ten-year horizon, the District will need to accelerate annual spending to $17M annually.

Twenty Year

Similar to the ten-year projections, the twenty-year projections indicate anticipated expenditures for the twenty-year planning horizon. Again, these expenditures are not all inclusive, they do represent anticipated expenditures that the District needs to plan for. Included on the twenty-year horizon are additional systematic main replacements (water and sewer), storage tank rehabilitation, source water development for resiliency, office/corporation yard improvements and expansion, as well as ongoing fleet replacement. Once again, these projection estimates are not all inclusive but represent those expenditures that can be anticipated that are not being addressed in the five-year CIPs.

The financial impact at the 20-year planning horizon is an additional $185M. What this means is the District should be planning for annual expenditures on the order of $18.5M annually between years 11 and 20.

Fifty Year

While it is impossible to accurately predict what will happen on the fifty-year planning horizon, the design life of most water and sewer infrastructure is fifty years. What this means is that a project that is constructed today will predictably be at its end of life in fifty years. Likewise, a project that was constructed in 1976 is currently at its end of life. The majority of the District's underground infrastructure was constructed well over fifty years ago and, therefore is already due for replacement.

Over the 20-year planning horizon, District staff have developed a plan to rehabilitate or replace the most vulnerable of this underground infrastructure. The total projected cost of combined underground infrastructure (water and sewer) rehabilitation and replacement over the next 20-years is $330M. This suggests an annualized cost of $16.5M over the 20-year planning horizon. This is based on the cost projections for only the most vulnerable assets that have suffered the effects of deferred maintenance.

The District owns and maintains a combined 190-miles of underground mains (water and sewer). The current cost per foot of construction used for budgetary purposes is $700/linear-foot of pipe (for reference, the current engineering estimate of probable construction cost for the South Broadway Forcemain project is $1,400/linear-foot and the engineer's estimated cost for the Walnut Earthquake Repair is over $900/linear-foot). If the District were to create a plan to replace all underground infrastructure over a fifty-year schedule, using $700/linear-foot, the resulting annual cost would be $14M. This is very similar to the value as what is projected for the critically neglected infrastructure over the coming 20 years. What this says is that the District can anticipate CIP spending to continue at the rate projected for the 20-year planning horizon into perpetuity.