



## **Regular Meeting of the Measure V West Side Regional Projects Committee**

### **LOCATION**

City of Gustine  
Council Chambers  
352 Fifth Street  
Gustine, CA 95322

### **DATE**

Wednesday, January 23, 2019

### **TIME**

2:00 pm

### **West Side Regional Projects Committee Members**

City of Dos Palos	Michael McGlynn, Councilman
City of Gustine	Pat Nagy, Mayor – Vice Chair
City of Los Banos	Mike Villalta, Mayor
County of Merced, District 4	Lloyd Pareira, Supervisor – Chair
County of Merced, District 5	Scott Silveira, Supervisor

## Welcome to the Measure V West Side Regional Projects Committee Meeting

### AGENDA

At least 72 hours prior to each regular Measure V West Side Regional Projects Committee meeting, a complete agenda packet is available for review on the Measure V website at [www.measurev-mcag.com](http://www.measurev-mcag.com) and at the MCAG office, 369 W. 18<sup>th</sup> Street, Merced, CA 95340. All public records relating to an open session item and copies of staff reports or other written documentation relating to items of business referred to on the agenda are on file at MCAG. Persons with questions concerning agenda items may call MCAG to make an inquiry regarding the nature of items described on the agenda.

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### INDIVIDUALS WITH DISABILITIES

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### PUBLIC COMMENTS

Members of the public wishing to address agenda items or comment on any item not on the agenda may do so during agenda item 2 – Public Comment. Persons may also address any item on the agenda during consideration of that item. Comments are limited to three (3) minutes per person. Please state your name and city or community of residence for the record. For items not on the agenda, no action will be taken. If it requires action, the item will be referred to staff and/or placed on the next agenda.

### ADDITIONAL INFORMATION

Measure V [www.measurev-mcag.com](http://www.measurev-mcag.com)

Merced County Association of Governments [www.mcagov.org](http://www.mcagov.org)



**Regular Meeting of the  
Measure V West Side Regional Projects Committee**

**Wednesday, January 23, 2018 – 2:00pm  
City of Gustine, Council Chambers  
352 Fifth Street, Gustine, CA 95322**

**AGENDA**

1.	Roll Call		Chair
2.	Public Comment		Chair
3.	Approval of Agenda	Action	Chair
4.	Approval of Minutes from May 15, 2018 West Side Regional Projects Committee Meeting	Action	Chair
5.	Implementation Plan 2019 Process and Schedule	Info	Stacie Dabbs
6.	Select an Implementation Approach for the Westside	Action	Stacie Dabbs
7.	Revenue Outlook	Info	Matt Fell
8.	Regional Project Candidates	Info	Matt Fell
9.	Next steps: <ul style="list-style-type: none"><li>• Identify Goals of February RPC Meeting with KNN Financial</li></ul>	Info	Stacie Dabbs
10.	Adjourn		Chair



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## **Meeting Minutes**

### **Measure V Westside Regional Projects Committee**

May 15, 2018, 2:00 PM

Los Banos Community Center Lounge, 645 7th Street, Los Banos, CA

#### Staff and Other Attendees:

Patrick Pittenger, Executive Director, MCAG  
Stacie Dabbs, Deputy Director, MCAG  
Matt Fell, Senior Planner, MCAG  
Emily Haden, MCAG Counsel  
Blake Dunford, MCAG  
Kendall Flint, RGS  
Steve Flint, RGS

Darrell Fonseca  
Tony Whitehurst  
Greg Pemintel  
Dana Hertfelder  
Alex Terrazas  
Mark Fachin

#### Item 1: Roll Call

##### Committee Members Present:

Pat Nagy (Vice-Chair)	City of Gustine
Mike Villata	City of Los Banos
Mike McGlynn	City of Dos Palos
Lloyd Pareira (Chair)	District 4 Supervisor
Jerry O'Banion	District 5 Supervisor

#### Item 2: Public Comment

There were no public comments.

#### Item 3: Approval of Agenda

Motion approved unanimously.

#### Item 4: Approval of Minutes

Motion approved unanimously.

#### Item 5: Overview of Implementation Plan – Development Process

Stacie Dabbs presented the overview of the Implementation Plan required by Measure V. The Implementation Plan specifies how much money is available to spend for projects over a given period of time, which has been considered to be five years, and programs projects to be constructed and when. The expenditure plan must be updated every two years and aligned with the STIP. Since the start of the process back in August the focus has been on projects. Now

the focus is on strategies and policies that may guide the implementation like leveraging opportunities or programming all or part of the funds. Staff is proposing the initial planning document to cover a two year period with a draft in August and Board adoption in October, then continuing the process on to next cycle. The next plan may cover a longer time frame like five years or more for adoption in June 2019. That would align with the STIP cycle and with the fiscal year. Focus on the first two years with the second phase years 3 -5.

#### Item 6: Policies and Strategies

Patrick Pittenger initiated the discussion of the list of policies, some of which overlap. First, do you want to program all the money up front for two years or carry over to later years? The amount for the Westside is estimated to be \$ 5 mil in the first two years. Do you want program the entire amount in the first two years or set aside funds for specific projects after the first two years or for leveraging various funds and/or grant opportunities?

Q: Would the Committee know how much money would be available before projects were decided for funding?

Patrick: Staff would know about other funding types, like CMAQ and RSTP, and could identify potential funds available. Other considerations include the effect of programming all the money at once. Funds are collected over time so if all projects came forward at the same time, not all the funds would be available, so projects would need to be prioritized. Consider using Measure V funds for construction or use it for design, environmental review, etc. Projects don't become shovel ready overnight. Phasing would also affect the use funds, like if a project was four miles of road to be built and only two miles were built first it could be funded under a later cycle. The leveraging pool should be considered to construct more projects sooner. The Eastside did agree to set aside 20%, but the Eastside and Westside operate independently.

Stacie: The benefit to setting funds aside now is that while it reduces the amount available for projects now, it would develop the fund moving forward overtime.

Q: Could 20% set aside be used to fill in for a grant that didn't materialize?

Stacie: That would be for a different purpose. It would no longer set aside for leveraging.

Q: How flexible will the plan be to account for future funds that may become available.

Stacie: The plan must be amended at least every two years, but it could be amended more frequently to address the situation.

Comment: Define what the 20% will be used for.

Patrick: That would be for the set aside.

Stacie: Staff could define that in the implementation plan.

Discussion on the percentage: The Committee approved 20% with an inclusion of a definition as to what the 20% can be used for.

CTC prefers funding construction projects. There are several projects that are shovel ready.

It's been a year since Measure V passed and constituents are disappointed that projects aren't being done.

Patrick: TIGER program recently increased to over \$1.5 billion, but there aren't many projects in the County that qualify.

#### Item 7: Definition of a Regional Project

Matt Fell led the discussion in regards to TEP guidance on regional projects. The Committee was provided with map and list of the project areas. Criteria include 1) projects that are located in more than one jurisdiction and 2) projects that benefit more than one jurisdiction.

Comment: Priority should be given to local roads not state highways.

#### Item 8: Revenue Update

Stacie presented a brief update, indicating that based on sales tax revenues collected through March will be closer to \$16 million. Staff will continue to use the \$15 million per year estimate. KNN may provide other projections based on cash flow. Considering the 2 year plan will generate \$2.5 million per year, \$5.1 for the 2-year period, not taking growth into consideration.

#### Item 9: Review of Regional Project Candidates

Stacie began the discussion by describing the list of candidate projects. Page 27 presents an evaluation matrix for the Committee's use. Page 29 lists all the projects by actual cost and amount requested. The goal is to set direction for a two-year plan.

Q: Is the June Workshop to review the five year plan?

Stacie: Both 2-year and 5-year plans. A cash flow model will be presented including modest growth. It is more relevant to the 5-year plan, but the 2-year plan will be addressed. By the time the plan is complete, most if not all if the money will be available.

Kendall: The list shows all jurisdictions' top priority projects.

Comment: Henry Miller project's full length to Turner Island. The project could be done in phases.

Chair Pereira: Priority projects by jurisdiction are:

1) Center Avenue North (Dos Palos)

Q: Any restrictions on Measure V and the airport?

Staff: No.

2) Highway 33/140 Roundabout (Gustine)

3) Merced College Multi-Use Path (Los Banos)

4) Henry Miller Road (County)

And the 20% set aside can still be made.

Q: Are projects subject to reimbursement?

Patrick: Yes and to maintain cash flow, reimbursements will be made quickly.

Comment: Most of the Westside projects are smaller amounts, so more funds could be directed to Henry Miller.

Comment: Projects that are shovel ready should have priority.

Comment: Los Banos' project can use Measure V money to serve as match for ATP funds.

Stacie: There is enough money for Dos Palos' top two projects, Gustine's top two projects, Los Banos' top project, and would allow \$2.42 mil for one phase of Henry Miller, plus the 20% set aside.

The committee recommended the allocations as summarized by Stacie.

Comment: The County will need to determine where the phases break.

Q: Can meetings be held at a time that doesn't interfere with Council meetings.

Item 10: Next Steps

The Workshop with the Board and KNN (Funding) will be on June 6 at 10:00 AM at the County Building, Room 310 to discuss bonding, project availability, funding options.

Item 11: Adjournment

**Meeting adjourned at 3:27 PM**



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## ITEM 5

### MEMORANDUM

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DATE: January 16, 2019

TO: Measure V Westside Regional Projects Committee

FROM: Stacie Dabbs, Executive Director

RE: Implementation Plan 2019 Process and Schedule

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The Expenditure Plan requires an Implementation Plan outlining project expenditures be prepared/updated at a minimum of every two years.

In September 2018, the MCAG Governing Board adopted the 2018 Implementation Plan which programmed two fiscal years (FY 2017-18 and FY 2018-19) of Measure V Regional Projects Funding and Transit Funding to specific projects and programs. At the recommendation of the East and West Side Regional Projects Committees, the 2018 plan reflects a pay-as-you-go approach for 80% of the estimated regional funding. 20% of the east and west side regional funding accounts was set aside for future unidentified leveraging opportunities.

During the development of the 2018 Implementation Plan, it was the expressed intention for MCAG to develop a longer-term plan by June 2019 in order to align the plan schedule with the next State Transportation Improvement Program (STIP) cycle, as specified in the Transportation Expenditure Plan.

In October 2018, the MCAG Governing Board directed staff to begin the development of the 2019 Implementation Plan with a call for projects with two lists including a 5-year horizon and a 10-year horizon.

### SCHEDULE

To meet the June 2019 goal, staff is following the attached schedule. Subsequent actions include selecting an approach, reviewing candidate projects, and recommending projects to the Governing Board for funding in the 2019 Implementation Plan.

If you have any questions regarding this staff report, please contact Stacie Dabbs at 723.3153 x 109 or [stacie.dabbs@mcagov.org](mailto:stacie.dabbs@mcagov.org).

### REQUESTED ACTION

For information only.

Attachment

## Measure V 2019 Implementation Plan

### Proposed Development Process and Schedule

Updated January, 2019

Date	Meetings	Goals	
<b>2018</b>			
October 18	Governing Board	Direct staff to issue call for projects	✓ DONE
October	One-on-one meetings with jurisdictions	<ul style="list-style-type: none"> <li>• Discuss and identify any new candidate projects;</li> <li>• Update on existing candidate and funded projects</li> </ul>	✓ DONE
<b>2019</b>			
January 9	n/a	Deadline for jurisdictions to submit candidate projects and/or updated information to MCAG	✓ DONE
January 23-24	East and West Side Regional Projects Committees	<ul style="list-style-type: none"> <li>• Select an approach for East and West sides;</li> <li>• Review revenue outlook;</li> <li>• Initial review of candidate projects.</li> </ul>	
February 28	East and West Side Regional Projects Committees	<ul style="list-style-type: none"> <li>• Potential session with KNN Public Finance Team;</li> <li>• Discuss financing strategies;</li> <li>• Review candidate projects;</li> <li>• Make project funding recommendations to the Board.</li> </ul>	
March 21	Governing Board	Approve Regional Project Committees' recommendations	
March	n/a	Staff circulates pre-draft Plan to jurisdictions for review and feedback	
April 18	Governing Board	Release Draft Plan for public review and comment	
May	Public Hearings	as required by Expenditure Plan	
May 16	Governing Board	Action on 2019 Implementation Plan	



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## ITEM 6

### MEMORANDUM

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DATE: January 16, 2019

TO: Measure V Westside Regional Projects Committee

FROM: Stacie Dabbs, Executive Director

RE: Implementation Plan 2019 Approach

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### BACKGROUND

Staff requests direction on an approach the Regional Projects Committee would like to pursue for the 2019 Implementation Plan. Choosing an approach will help staff to better prepare materials for the next Regional Projects Committee when evaluating candidate projects. Options chosen are independent of region; the approach taken by the Eastside Regional Projects Committee does not affect the Westside Projects Committee and vice versa.

Staff also requests consideration of the duration, that is the number of years of funding to be programmed in the Implementation Plan. For example, 5 years or 10 years. This could also be different on the Eastside and the Westside; for example, the Implementation Plan could program a different number of years on each side and one side would have some number of later years unprogrammed and to be decided in a future Plan.

Note that subsequent items on the agenda present the revenue outlook and the candidate project lists, but for purposes of this discussion it is important to note that on both the East and West sides, the sum of all the candidate project requests is more than the entire 30-year time frame of Measure V.

#### Option A: Major Projects and Leveraging

This approach emphasizes projects with broad regional benefits, long-term economic growth and increasing opportunities for leveraging outside funds. These projects make regionally significant changes to the transportation network. This option will also address regional issues that Merced County faces, such as congestion on major highways, goods movement and through traffic, the growth of the University of California Merced, and long-distance commuting. While these projects may be more expensive, they offer clear economic and health benefits to the region. Examples of these projects include highways, expressways, regional multi-use trails, passenger rail, and other mass transportation projects. These types of projects are the most likely to be able to leverage federal and state funding; each dollar committed has stronger purchasing power than all other options. The Major Projects approach may include bonding at the request of the Governing Board. This approach is the most common practice in other self-help counties in California.

To proceed with this option, the Regional Projects Committee is encouraged to designate long-term priority projects that will guide future programming. Creating a long-term priority project list will also improve chances for additional funding from federal and state sources as it will demonstrate a commitment to transportation improvements.

#### Option B: Pay-as-you-go, **Something-for-everyone**

This approach prioritizes projects for each jurisdiction, which in general will be smaller, and potentially could be quicker to deliver. There are many small projects across Merced County that have been deferred indefinitely due to lack of funding. Completion of these projects addresses concerns on the jurisdiction level with some impact to the overall regional system by building or repairing arterial projects or promoting active transportation. Choosing this approach may set the stage for larger projects or may provide relief on congested regional roads and highways. Small projects can be completed quickly, and regional funding can be stretched to cover more projects in more areas. However, by choosing to focus on smaller projects, it is more difficult to leverage or attract funding from State and Federal sources, and major or large-ticket projects with regional benefits will be delayed. This approach is designed to address immediate to short-term problems on the regional transportation network. This approach was chosen for the 2018 Implementation Plan.

#### Option C: **Complete Existing Commitments**

This approach prioritizes projects that received Regional Projects Funding in the 2018 Implementation Plan. Any funds above and beyond what is needed to complete partially-programmed projects could use any other approach.

This approach focuses on assuring that projects get completed and have a better chance of full funding from the start. Jurisdictions could benefit from this option as they have more certainty on being able to count on funding. However, this approach could reduce the ability of Measure V to fund new projects and to deliver major projects.

#### Option D: **Hybrid**

This approach allows the Regional Projects Committee to combine other approaches. Doing so could potentially garner benefits of multiple types, but to a lesser degree than a full commitment to one. The approach may also mitigate negative effects of any one choice. An example of a Hybrid approach would be to dedicate 75% of funding to Major Projects and 25% to the Something-for-Everyone approaches.

#### Option E: **Clean future**

This approach will prepare Merced County for clean energy and transportation goals set by the State of California and the long-term direction the State is heading toward. Projects that are focused on mass transportation, electrification, technology such as automated vehicles, or alternative modes could be prioritized. Working ahead of or with state timelines could drive economic development by creating more accessible downtown areas, reliable mass transportation, and cleaner, safer neighborhoods.

Example projects might include intercity and passenger rail, express or commuter bus service, automated streetcars, wide scale electrical charging infrastructure, clean energy express lanes on

highways, or others. These types of projects could leverage a variety of state and federal funding sources focused on clean transportation and clean energy.

If you have any questions regarding this staff report, please contact Stacie Dabbs at 723.3153 x 109 or [stacie.dabbs@mcagov.org](mailto:stacie.dabbs@mcagov.org).

**REQUESTED ACTION**

Select an approach above or another approach.



**ITEM 7**

**MEMORANDUM**

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DATE: January 16, 2019  
TO: Measure V Westside Regional Projects Committee  
FROM: Matt Fell, Transportation Planning Manager  
RE: Revenue Outlook

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**MEASURE V REVENUE**

In order to recommend projects for funding, it is necessary for each Regional Projects Committee to have an estimate of future revenue that will be available for projects.

The 2018 Implementation Plan used the same estimate as the voter-approved Expenditure Plan, which is \$15,000,000 in total revenues per year. Since the Eastside share is 27% of the total and the Westside share is 17% of the total, that corresponds to:

- \$4,050,000 per year for the Eastside share
- \$2,550,000 per year for the Westside share

Actual revenues in the first 18 months (since April 2017) have been somewhat more than the estimate, however staff recommends using these same conservative estimates for the 2019 Implementation Plan. In the next Implementation Plan in two years there will be three years of revenue to look at and at that time if revenues continue to be higher, then the projection could be adjusted upward.

The Governing Board’s initial direction in October 2018 was to look at both a 5-year horizon and a 10-year horizon. The table below shows in millions of today’s dollars (unescalated) what the East and West shares and Measure V total would be for 5 years, 10 years, and the entire 30 years:

Share	% of Total	1 Year	5 Years	10 Years	30 Years
Eastside	27%	4.05	20.25	40.50	121.50
Westside	17%	2.55	12.75	25.50	76.50
Measure V Total (including Local and Transit)	100%	15.00	75.00	150.00	450.00

If a Regional Projects Committee were to continue to recommend a 20% set aside for future leveraging opportunities, then the amounts available for consideration in this 2019 Implementation Plan would be as shown in the following table:

Share	1 Year	5 Years	10 Years
Eastside – Projects	3.24	16.20	32.40
Eastside – 20% set-aside	0.81	4.05	8.10
Eastside – Total	4.05	20.25	40.50
Westside – Projects	2.04	10.20	20.40
Westside – 20% set-aside	0.51	2.55	5.10
Westside – Total	2.55	12.75	25.50

Or taking the highlighted numbers from the table:

- Eastside Available Funding (with 20% set-aside), 5 years = \$16.2 million
- Eastside Available Funding (with 20% set-aside), 10 years = \$32.4 million
- Westside Available Funding (with 20% set-aside), 5 years = \$10.2 million
- Westside Available Funding (with 20% set-aside), 10 years = \$20.4 million

## OTHER FUNDING SOURCES

The larger and more expensive a project is, the more likely it needs multiple funding sources to accomplish. It is a common practice in self-help counties in California to use self-help / measure funds to try to leverage outside agency funds on the large and regional improvement projects.

It is thus useful to consider which other funding sources might be available for possible combined funding for Measure V Regional Projects. The table below is a selected set of funding programs, with indications for what level of government decides them, and an estimated annual funding amount. In the past, MCAG has successfully leveraged State ITIP/STIP and State TCEP.

Of special note are the highlighted rows: LPP and RTIP/STIP.

The Local Partnership Program Formula funding was established by SB 1 and goes to transportation self-help agencies throughout the state, including MCAG.

The Regional Transportation Improvement Program (RTIP) funds are recommended by MCAG every two years for inclusion in the State Transportation Improvement Program (STIP). The next “STIP” cycle will be coming up this Summer, with the RTIP due by December 2019. Currently MCAG has \$26 million of unprogrammed STIP funding and may get more in the next cycle. This will be available in a future year to be programmed as MCAG decides, subject to state requirements. Historically this funding has gone to major projects with broad regional benefits.

<b>Funding Program</b>	<b>Annual Funding (\$ millions)</b>
<b><i>Decided by Local jurisdictions:</i></b>	
Measure V – Local, unrestricted	6
<b><i>Decided by MCAG:</i></b>	
Measure V – Regional East	4
Measure V – Regional West	2.6
Local Partnership Program (LPP) Formula	0.6
Regional Improvement Program (RTIP / STIP)	0 to 10
<b><i>Awarded by State or Federal agencies:</i></b>	
Interregional Improvement Program (ITIP / STIP)	50 - 300
Trade Corridor Enhancement Program (TCEP)	200 - 400
Solutions for Congested Corridors	250
Local Partnership Program (LPP) Competitive	100
Federal Grants – BUILD, INFRA	0 or more

If you have any questions regarding this staff report, please contact Matt Fell at 723.3153 x 128 or [matt.fell@mcagov.org](mailto:matt.fell@mcagov.org).

**REQUESTED ACTION**

For information only.



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## ITEM 8

### MEMORANDUM

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DATE: January 16, 2019

TO: Measure V Westside Regional Projects Committee

FROM: Matt Fell, Transportation Planning Manager

RE: Regional Project Candidates

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In October 2018, the MCAG Governing Board directed staff to begin the development of the 2019 Implementation Plan with a call for projects with two lists including:

- a. A 5-year horizon; and
- b. A 10-year horizon

Staff issued the call for projects following the Board meeting. The candidate project forms were the same as those created during the development of the 2018 Implementation Plan. They were based on discussions at the East and West Regional Projects Committees in 2017, in which committee members brainstormed regional projects for consideration and discussed potential evaluation criteria.

Attached is page 6 of the Expenditure Plan with a red box around the language defining a Regional Project for the purposes of Measure V Regional Project funding.

The due date for candidate project forms was in December, later extended to January 9, 2018.

20 project candidates were submitted on the Westside. A one-page summary table is attached and the complete packet of information/evaluation forms are enclosed.

If you have any questions regarding this staff report, please contact Matt Fell at 723.3153 x 128 or [matt.fell@mcagov.org](mailto:matt.fell@mcagov.org).

### REQUESTED ACTION

For information only.

Attachments: Expenditure Plan, page 6, "Regional Projects"  
Summary of Westside Regional Project Candidates

Enclosure: Westside Regional Project Candidate Forms

## 1. Regional Projects – 44% of total

If \$450 million is collected over 30 years, then \$198 million will be available for Regional Projects - \$121.5 million on the Eastside and \$76.5 million on the Westside.

Forty-four percent (44%) of the funds will be allocated to this category.

- 27% of the total is for an Eastside share, to be spent on projects east of the San Joaquin River.
- 17% of the total is for a Westside share, to be spent on projects west of the San Joaquin River.

The dividing line between Eastside and Westside shares is the San Joaquin River. Two committees will be created to recommend projects:

- The Eastside Regional Projects Committee will consist of one council person from each City that includes area east of the San Joaquin River and each County Supervisor whose district includes area east of the River.
- The Westside Regional Projects Committee will consist of one council person from each City that includes area west of the San Joaquin River and each County Supervisor whose district includes area west of the River.

As the Local Transportation Authority overseeing the funds, the Governing Board of Merced County Association of Governments has the authority to approve recommendations made by the Regional Projects Committees. Notwithstanding the foregoing, the MCAG Governing Board shall not approve a project that has not been recommended by a Regional Projects Committee.

Regional Projects must be listed in the applicable Regional Transportation Plan, which is updated every four years and can be amended as needed. These projects provide for the movement of goods, services, and people throughout Merced County. Projects on the State Highway system or the Regional Road System or the Regional Transportation System defined by MCAG are Regional Projects. Projects located in or directly benefitting more than one jurisdiction are Regional Projects.

Examples of Regional Projects include but are not limited to:

- Improving highway and freeways
- Adding lanes to projects on the Regional Road System
- Improvements on the Regional Transportation System
- Passenger Rail
- Bus Rapid Transit
- Regional bikeways and trails
- Improvements to Regional Airports
- Transportation Demand Management benefitting more than one jurisdiction, such as vanpools and ridesharing.

# Summary of Westside Regional Project Candidates for 2019 Implementation Plan

January, 2019

Agency	Agency Priority	Project	2019 Request	CON Year	2018 Plan Funding	Total Cost
Dos Palos	1	Center Avenue North Area	\$200,000	2019	\$200,000	\$936,000
Dos Palos	2	Blossom Street East Area	\$400,000	2019	\$400,000	\$2,488,310
Gustine	1	Downtown Revitalization	\$3,440,000	2020	\$0	\$3,440,000
Gustine	2	Hwy. 33/140 Signalization	\$2,200,000	2020	\$0	\$2,200,000
Gustine	3	Carnation Road Reconstruction	\$2,460,000	2019	\$0	\$2,460,000
Gustine	4	Kniebes Road Reconstruction	\$1,150,000	2020	\$0	\$1,150,000
Gustine	5	East Avenue Sidewalk	\$1,400,000	2020	\$0	\$1,400,000
Gustine	6	North Airport Entrance	\$650,000	2021	\$0	\$650,000
Gustine	7	Gustine Transit Center	\$3,000,000	2020	\$0	\$3,000,000
Los Banos	1	Pacheco Blvd Path (scenario 1a)	\$1,621,000	2019	\$600,000	\$2,221,000
Los Banos	2	Pioneer Road Widening	\$45,000,000	2025	\$0	\$45,000,000
Los Banos	3	H St, Badger Flat, Overland	\$25,000,000	2031	\$0	\$25,000,000
Los Banos	4	Hwy. 165 Widening	\$20,000,000	2041	\$0	\$20,000,000
Los Banos	5	Hwy. 152 Los Banos Bypass	\$0	TBD	\$0	\$450 million *
County	1	Henry Miller Ave. Reconstruction, phase 2	\$5,025,000	2019	\$2,426,112	\$7,451,112
County	2	Ingomar Grade Reconstruction	\$2,025,000	2019	\$0	\$2,025,000
County	3	Hutchins Road Reconstruction	\$725,000	2019	\$0	\$725,000
County	3	Indiana Road Reconstruction	\$953,000	2019	\$0	\$953,000
County	3	Palm Avenue Reconstruction	\$1,025,000	2019	\$0	\$1,025,000
County	3	Whitworth Road Reconstruction	\$4,937,000	2019	\$0	\$4,937,000
<b>Total</b>			<b>\$121,211,000</b>			<b>\$127,061,422</b>

## Estimated Revenue

1 Year	\$2,550,000
<b>5 Years (to June 2024)</b>	<b>\$12,750,000</b>
<b>10 Years (to June 2029)</b>	<b>\$25,500,000</b>
30 Years	\$76,500,000

\*: SR 152 Los Banos Bypass Cost is not included in total