



2021 Implementation Plan Update

ATWATER | DOS PALOS | GUSTINE | LIVINGSTON | LOS BANOS | MERCED | MERCED COUNTY



ADOPTED: December 16, 2021

Table of Contents

Introduction – About Measure V	1
Purpose of Implementation Plan	2
Plan Update History	2
Transit Funding	3
Regional Projects – Plan Development Process.....	3
Regional Projects – Financial Plan.....	4
Regional Projects – Set-Asides and Reserves.....	5
Regional Projects – Expenditures.....	6
Appendix A – Projects and Schedule of Funding by Fiscal Year	10

Introduction – About Measure V

Measure V is Merced County’s 30-year 1/2 cent transportation sales tax. It was passed by Merced County voters with 71% approval in November 8, 2016 and went into effect April 1, 2017. Measure V was projected to generate \$15 million per year in new revenue. Actual revenues will vary depending on actual sales tax collections.

The Measure V Expenditure Plan passed by voters specifies how the revenue must be spent across four funding categories: Local Projects, Regional Projects, Transit and Administration. The Expenditure Plan does not specify projects or specific expenditures within any of the funding categories, but instead identifies general eligible uses and the decision-making authorities and processes for project selection. The four funding categories are:

50% LOCAL PROJECTS

Half of the revenue is allocated by formula to the seven jurisdictions in Merced County: the cities of Atwater, Dos Palos, Gustine, Livingston, Los Banos, and Merced, and the County of Merced. The governing bodies of the local jurisdictions have complete authority over how these funds are spent so as long as the funds are spent on transportation purposes. The Expenditure Plan requires that each jurisdiction spend at least 20% of their local measure funding on alternative modes projects such as bicycle and pedestrian projects or other alternatives to single-occupant vehicle use.

44% REGIONAL PROJECTS

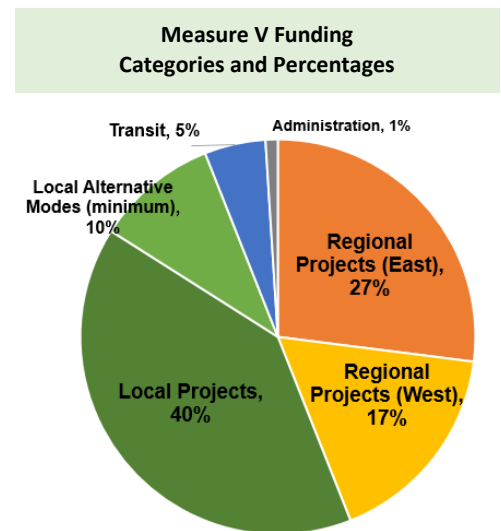
Forty-four percent of the revenue is allocated to regional projects. Per the Expenditure Plan, 27% of the annual revenue must be spent on projects east of the San Joaquin River, and 17% must be spent on projects west of the San Joaquin River. The Plan does not identify specific regional projects to be funded by the measure, however, it does delegate the authority for recommending regional project expenditures to the East Side Regional Projects Committee and the West Side Regional Projects Committee. The composition of those committees and the regional project selection process is discussed further in the “Implementation Plan Development” section of this document.

5% TRANSIT

Five percent of the revenue is directed to support increased transit services in Merced County. The Governing Board of the Merced County Association of Governments is the decision-maker for allocating these funds. The goal of this funding category is to expand or enhance public transit services and programs.

1% ADMINISTRATION

One percent of the revenue is provided to Merced County Association of Governments as the Local Transportation Authority for administration, including activities such as the development of the Implementation Plan, contracting for annual independent audits, and preparing an annual report.



Purpose of Implementation Plan

MCAG is required by the Expenditure Plan to develop and adopt an Implementation Plan update at least once every two years. The Expenditure Plan states:

At a minimum of once every two years, MCAG will prepare and adopt a Transportation Measure Implementation Plan. This will include a financial plan consistent with the Regional Transportation Improvement Program (RTIP) and the State Transportation Improvement Program (STIP).

- *MCAG staff working with member agencies and affected stakeholders will develop the Draft Implementation Plan and will update it every two years.*
- *The MCAG Governing Board receives the Draft Implementation Plan and its updates and schedules public hearings to review the Plan.*
- *The MCAG Governing Board adopts the Implementation Plan.*

As described in the Introduction, the MCAG Governing Board does not have decision-making authority over Local Projects expenditures as that authority is prescribed in the Expenditure Plan to local governing bodies. The Expenditure Plan also provides MCAG as the Local Transportation Authority with the authority to utilize the 1% of funding for administration purposes. Therefore, this Implementation Plan does not program expenditures for either of those accounts. Instead, the focus of this document is to address the two funding accounts for which the MCAG Governing Board holds decision-making authority related to expenditures – Regional Projects and Transit.

The Implementation Plan programs Measure V funding to regional projects in Merced County. It is the primary financial document that provides an analysis of Measure revenue and programs project expenditures over a specific period of time as authorized by the MCAG Governing Board.

The MCAG Governing Board also holds decision-making authority in the use of the 5% for transit purposes. This document will provide a summary of actions taken by the MCAG Governing Board related to providing revenue to current and future projects and programs aimed at accomplishing this goal.

Plan Update History

Implementation Plan adoptions and updates have occurred as follows:

1. The first Plan was adopted September 2018. It covered the first two fiscal years: 2017/18 and 2018/19.
2. Update adopted September 2019. It covers 8 fiscal years on the East Side (through 2024/25) and 12 fiscal years on the West Side (through 2028/29).
3. An amendment adopted November 2020. It adds \$500,000 to the Highway 33/Highway 140 Roundabout Project and \$350,000 to the Henry Miller Avenue Project, Phase 1.
4. An update adopted in December 2021.

Transit Funding

Five percent of Measure V revenue is allocated to Transit to enhance or expand public transit programs and services in Merced County. In April 2017, the MCAG Governing Board acted to allocate \$150,000 annually to the Transit Joint Powers Authority for Merced County to operate a free fare program for seniors, veterans and ADA eligible passengers on the countywide fixed route transit service provided by The Bus. In March 2019 this was increased to \$225,000 per year. In July 2021 this program was expanded to include paratransit, dial-a-ride and micro transit, and the allocation was increased to \$320,000.

This funding is expended on a reimbursement basis. Any programmed funding that is not expended through reimbursement of actual ridership in the fiscal year will remain in the overall Measure V Transit funding account and will be considered unprogrammed at the beginning of the next fiscal year.

The remainder of the transit funding revenue is unprogrammed.

Regional Projects – Plan Development Process

REGIONAL PROJECT COMMITTEES

The Transportation Expenditure Plan required the formation of the East Side Regional Projects Committee and the West Side Regional Projects Committee for the purpose of making recommendations to the MCAG Governing Board for regional projects expenditures. Formed in May 2017, the West Side Regional Projects Committee is comprised of five elected officials: one council person from the cities of Gustine, Los Banos and Dos Palos, and the County Supervisors whose districts are located either completely or partially on the west side of the San Joaquin River. The East Side Regional Projects Committee is comprised of eight elected officials: one council person from the cities of Livingston, Atwater and Merced, and the County Supervisors whose districts are either completely or partially located on the east side of the San Joaquin River.

2018 IMPLEMENTATION PLAN

For the first Implementation Plan, meetings of the East Side and West Side Regional Projects Committees were held from August 2017 through May 2018. Committee members brainstormed potential candidate regional projects, developed evaluation criteria used in a project information form, and prioritized projects.

Both committees recommended a “pay-as-you-go approach” and two-year outlook for the first Implementation Plan. Both committees also recommended a 20% set aside of projected revenue within each regional account for future leveraging opportunities.

At their May 2018 meetings both Committees recommended projects for funding to the MCAG Governing Board, which adopted their recommendations. The Implementation Plan draft was released for public comment and two public hearings were held. The Plan was adopted in September 2018.

2019 IMPLEMENTATION PLAN UPDATE

This draft update was developed from October 2018 through the Fall of 2019, starting with Governing Board direction to issue a five-to-ten-year call for projects. Following that, the East and West Regional Projects Committees had several meetings to discuss candidate projects and funding strategies, starting in January 2019.

In May, the West Side Regional Projects Committee recommended a schedule of set-aside percentages and projects for funding through FY 2028/29. In June, the East Side Regional Projects Committee recommended a schedule of projects for funding through FY 2024/25. The Governing Board adopted their recommendations in July. See Appendix A for the East and West recommended project funding schedules.

The draft Implementation Plan Update was released for public comment and two public hearings were held in August. The 2019 Implementation Plan was adopted in September 2019.

2021 IMPLEMENTATION PLAN UPDATE

In April 2021 the Governing Board approved Measure V Regional Project Policies and directed staff to issue a Call for Projects. The call was issued in April and applications were due August 31. The East and West Side Regional Projects Committees met in October to review project applications and requests for amendments.

On October 28 and 29, 2021, respectively, the West Side and East Side Regional Projects Committees recommended project programming schedules, including recommendations for a “Set-Aside/Reserve for Leveraging and/or Revolving Loan Fund” (West) and a “Contingency Reserve” (both). The recommendations were subsequently approved by the Governing Board at its November 18, 2021, meeting.

The RPC recommendations are included in Appendix A.

Regional Projects – Financial Plan

Measure V generated \$84 million in its first 4.25 years, through June 30, 2021. This is an average of \$20 million per year. 44% is allocated to Regional Projects; 27% of the annual total is directed to regional projects located to the east of the San Joaquin River, and 17% of the annual total is directed to regional projects located to the west of the San Joaquin River. The following lists summarize the projected revenue and programmed expenditures including set-asides and reserves, for the East and West Regional Project Funds accounts through 2029/30. Note that Measure V is a 30-year measure and the last 17 years remain available for programming.

EAST SIDE REGIONAL PROJECTS FUNDS

13 Fiscal Years: FY 2017/18 through 2029/30

- Projected Revenue = \$75,164,870
- Projected Interest Earned = \$1,966,511
- Project Programming = \$48,157,069

- Contingency Reserve = \$2,620,426
- Unprogrammed through June 30, 2030 = \$26,353,886

WEST SIDE REGIONAL PROJECTS FUNDS

13 Fiscal Years: FY 2017/18 through 2029/30

- Projected Revenue = \$47,326,029
- Projected Interest Earned = \$552,096
- Project Programming = \$37,012,000
- Set-Aside for Leveraging and/or Revolving Loan Fund = \$3,000,000
- Contingency Reserve = \$1,649,898
- Unprogrammed through June 30, 2030 = \$6,216,277

Regional Projects – Set-Asides and Reserves

WEST SIDE REGIONAL PROJECTS

Leveraging Set-Aside and Revolving Load Fund

the set-aside for leveraging be expanded to also operate as a revolving loan fund for advancing requests. This would be capped at \$3 million, which is about one year of West Side revenue. This fund would be available for leveraging opportunities as before and would also be available to advance funds for a project if it is ready for funding sooner than the schedule indicates. The fund would later be replenished with funds from the programmed year. Staff is proposing this change as a means to maintaining leveraging opportunities and also prioritizing project delivery with the opportunity to advance projects ready for construction.

Contingency Reserve

A contingency reserve of 5% of actual revenue be created beginning FY 21/22. This is permitted per the policy adopted in April 2021 by the MCAG Governing Board. The purpose of this reserve would be to help cover revenue shortfalls in years where actual funding is less than projected funding such as may occur in a recession. Note MCAG continues to use conservative projections.

EAST SIDE REGIONAL PROJECTS

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Regional Projects – Programmed Expenditures

EAST SIDE REGIONAL PROJECTS - \$48,157,069

Winton Way Reconstruction Project, Phases 1 and 2

\$2,660,000 towards the reconstruction of Winton Way in Atwater beginning at Broadway Avenue to include ADA sidewalks and relocated crosswalks. The total cost of the project is estimated at \$3,385,000.

\$1,000,000 was programmed in the 2018 Plan. \$2,660,000 was added in the 2019 Update.

Highway 99 Winton Parkway On-Ramp Widening Project

\$840,000 for the environmental, design and construction phases to widen Winton Parkway in Livingston to include a dedicated turn lane for the State Highway 99 southbound on-ramp. The total cost of the project is estimated at \$1,240,000. The City of Livingston has committed Local Transportation Funds, SB 1 funds and Measure V Local Project funds to complete this project. This project was programmed in the 2018 Plan.

Bellevue Road Rehabilitation and Realignment

\$200,000 for a project study report. This is a multi-jurisdiction project of the City of Atwater and the County of Merced. It would realign and reconstruct a portion of Bellevue Road between Grove Ave. and Parade Street immediately west of the City of Atwater. This project was programmed in the 2021 update.

Hammatt and Campbell Intersection Improvements

\$1,000,000 for the environmental, design and construction phases to improve the intersection of Hammatt Ave. and Campbell Blvd. in Livingston. The total cost of the project is estimated at \$1,500,000. This project was programmed in the 2019 Update.

Livingston Transit Center

\$1,900,000 for the environmental, design, right-of-way, and construction for a transit center on Main St at the railroad tracks in Livingston. The total cost of the project is estimated at \$3,500,000. This project was programmed in the 2019 Update, in FY 2024/25.

Highway 59 Black Rascal Bridge Project

\$6,034,580 for the project study, environmental, design, and construction phases to widen Black Rascal Bridge on State Highway 59 in Merced to a four-lane structure. The total project cost is estimated at \$6,034,580.

\$460,000 was programmed in the 2018 Plan. \$3,630,000 was added in the 2019 Update. \$1.9 million was added in the 2021 update, with construction anticipated in 2025/26.

Highway 59 Widening, Phase 1

\$6,500,000 for the project development and construction phases to widen State Highway 59 from 16th Street to Olive Avenue/Santa Fe Drive in Merced and construct new sidewalks. The total project cost is estimated at \$6,500,000.

\$764,580 was programmed in the 2018 Plan. \$5,180,000 was added in the 2019 Update. \$600,000 was added in the 2021 update, with construction anticipated in 2025/26.

Mission Avenue Widening

\$150,000 for a project study report. This project would reconstruct and widen a portion of Mission Ave. between Henry St. and G St. in the City of Merced. This project was programmed in the 2021 update.

Atwater-Merced Expressway, Phase 1B

\$25,657,697 for environmental, design, and right-of-way for the Atwater-Merced Expressway, Phase 1B project, from Green Sands Road to Santa Fe Ave. The total project cost is estimated at \$58,000,000.

This project was programmed in the 2019 Update, in Fiscal Years 2020/21 through 2024/25. \$14,677,697 was added in the 2021 update.

Bradbury Road Project

\$906,172 for the design and construction phases of the Bradbury Road rehabilitation project from State Highway 165 to State Highway 99 in Merced County. This project was programmed in the 2018 Plan and is complete.

Sandy Mush Road Phase 1

\$2,308,619 towards the design and construction phases of the Sandy Mush Road rehabilitation project from State Highway 59 to Nickel Road in Merced County. This project was programmed in the 2018 Plan and is complete.

WEST SIDE REGIONAL PROJECTS - \$37,012,000

Center Avenue North Project

\$786,000 towards the environmental, design and construction phases of the rehabilitation of the Center Avenue North project in Dos Palos. It includes Center Ave between Marguerite St and Loraine St, and Loraine St between Center Ave and Dos Palos Ave. The project includes complete street rehabilitation including a bike path, ADA ramps and new transit stop. The total project cost is estimated at \$936,000. The City of Dos Palos has committed local funding and will be pursuing grant opportunities to complete this project.

\$200,000 was programmed in the 2018 Plan. \$586,000 was added in the 2019 Update.

Blossom Street East Project

\$3,975,000 \$1,988,000 towards the environmental, design and construction/rehabilitation of East Blossom Street and portions of Lucerne Avenue, Leonard Avenue and Harris Avenue including ADA compliant sidewalks. The total project cost is estimated at \$6,575,000. The City of Dos Palos has committed local funding and will be pursuing other public and private funding opportunities to complete this project.

\$400,000 was programmed in the 2018 Plan. \$1,588,000 was added in the 2019 Update. \$1,987,000 was added in the 2021 update.

Highway 33/Highway 140 Roundabout Project

\$810,000 towards the construction of a new roundabout on State Highway 33/140 at the intersection of 4th Street and 6th Avenue in Gustine. The total project cost is estimated at \$3,300,000. Other funding sources being used to complete this project include a Congestion Mitigation Air Quality grant. This project was programmed in the 2018 Plan.

Eastside Storm Drainage Project

\$68,888 towards the construction of a renovated storm drainage system at Gustine Municipal Airport. The total project cost is estimated at \$763,388. Other funding sources being used to complete this project include the Federal Aviation Administration and Turlock Airport. This project was programmed in the 2018 Plan and is complete.

Airport Security Project

\$75,000 towards the installation of new safety perimeter fencing and security gates at Gustine Municipal Airport. The total project cost is estimated at \$115,000. Other funding sources being used to complete this project include the Local Partnership Program. This project was programmed in the 2018 Plan and is complete.

Highway 33/Highway 140 Signalization Project

\$2,375,000 towards the environmental, design, right-of-way, and construction of a signalized intersection at 4th Street and Highway 140 in Gustine. The total project cost is estimated at \$2,375,000. The funding is programmed beginning in 2021/22. This project was programmed in the 2019 Update and \$175,000 was added in the 2021 update.

Pioneer Road Widening Project

\$8,650,000 towards the environmental, design, and right-of-way of the Pioneer Road Widening in and near Los Banos. The total project cost is estimated at \$45,000,000. The funding is programmed beginning in 2019/20, through 2025/26. This project was programmed in the 2019 Update.

Pacheco Boulevard (SR 152) Regional Path

\$2,321,000 towards the project development, right-of-way, and construction phases for a class 1 bike path along the northside of State Highway 152 between the City of Los Banos and Merced College Los Banos Campus (from Merced College easterly to Badger Flat Road). The total project cost is estimated at \$2,321,000.

\$600,000 was programmed in the 2018 Plan. \$1,621,000 was added in the 2019 Update. \$100,000 was added in the 2021 update.

Henry Miller Avenue Project, Phases 1 and 2

\$11,326,000 towards the design and construction phases of the rehabilitation of Henry Miller Road from State Highway 165 to Turner Island Road (Phase 1a), Highway 33 to Highway 165 (Phase 1b), and Highway 33 to Turner Island Road (Phase 2). The total project cost is estimated at \$11,326,000. Phase 1 at \$2,426,112 was programmed in the 2018 Plan and \$350,000 was added in 2020 for a total of \$2,776,112 for Phase 1a, which is complete. Phase 2 at \$5,025,000 was added in the 2019 Update, with construction in 2028/29. \$3,525,000 was added in the 2021 update.

Ingomar Grade Reconstruction

\$2,025,000 towards the design and construction phases of the rehabilitation of Ingomar Grade Road from Fahey Road to Badger Flat Road in Merced County. The total project cost is estimated at \$2,025,000. This project was programmed in the 2019 Update, with construction in 2024/25. Construction year was moved to 2027/28 in the 2021 update.

Appendix A

Regional Project Committees Recommendations

Projects and Schedule of Funding by Fiscal Year

East Side: October 29, 2021

West Side: October 28, 2021

Measure V East Regional Projects Committee Meeting - October 29, 2021

RPC RECOMMENDED PROGRAMMING SCHEDULE

Notes: this scenario is based on the direction provided at the October 13 meeting for follow-up work by jurisdiction and MCAG staff.

grey projects with expenditures
 green requested funds
 yellow shifts in programmed year
 blue actuals (closeout)

Revenue	Actual 17/18 - 20/21	Actual Revenues FY 17/18 to FY 20/21				Projected Revenues FY 21/22 onward									Total
		17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	
Total Measure V Revenue		\$20,666,382	\$19,860,159	\$19,934,147	\$23,822,070	\$20,000,000	\$20,320,000	\$20,746,720	\$21,182,401	\$21,669,596	\$22,211,336	\$22,433,450	\$22,657,784	\$22,884,362	\$278,388,408
East Side Regional Projects Fund (27% of total)		\$5,579,923	\$5,362,243	\$5,382,220	\$6,431,959	\$5,400,000	\$5,486,400	\$5,601,614	\$5,719,248	\$5,850,791	\$5,997,061	\$6,057,031	\$6,117,602	\$6,178,778	\$75,164,870
Growth from previous year			-3.9%	0.4%	19.5%	-16.0%	1.6%	2.1%	2.1%	2.3%	2.5%	1.0%	1.0%	1.0%	
Jurisdiction	Project	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	Total
Atwater	Winton Way		\$1,000,000	\$1,660,000											\$2,660,000
Atwater	Bellevue Road Rehab/Realign					\$200,000									\$200,000
Livingston	Hwy. 99 Winton Parkway On-Ramp		\$840,000												\$840,000
Livingston	Hammett & Campbell intersection					\$500,000	\$500,000								\$1,000,000
Livingston	Transit Center								\$1,900,000						\$1,900,000
Merced	Hwy. 59 Black Rascal Bridge				\$66,161	\$683,839	\$500,000	\$500,000		\$4,284,580					\$6,034,580
Merced	Hwy. 59 Widening, Phase 1				\$158,389	\$591,611	\$500,000	\$1,000,000		\$4,250,000					\$6,500,000
Merced	Mission Ave. Widening					\$150,000									\$150,000
County	Bradbury Rd Rehabilitation		\$8,316	\$897,856											\$906,172
County	Sandy Mush Rd Rehabilitation		\$30,210	\$2,278,409											\$2,308,619
County	AME Phase 1B				\$970,143	\$2,967,555	\$1,900,000	\$5,650,000	\$14,170,000						\$25,657,697
Total Project Programming by FY		\$0	\$1,878,526	\$4,836,265	\$1,194,692	\$5,093,005	\$3,400,000	\$7,150,000	\$16,070,000	\$8,534,580	\$0	\$0	\$0	\$0	\$48,157,069
Interest Earned (Actual / Estimate)			\$187,940	\$232,844	\$121,109	\$163,837	\$191,339	\$177,769	\$76,039	\$39,961	\$100,332	\$161,905	\$224,700	\$288,735	\$1,966,511
Balances by FY and Cumulative		17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	Total
Balance by FY		\$5,579,923	\$3,671,657	\$778,799	\$5,358,376	\$470,832	\$2,277,739	(\$1,370,617)	(\$10,274,713)	(\$2,643,828)	\$6,097,392	\$6,218,937	\$6,342,302	\$6,467,513	\$28,974,312
OPTION 1 - Cumulative Balance (without Contingency)		\$5,579,923	\$9,251,580	\$10,030,378	\$15,388,754	\$15,859,586	\$18,137,325	\$16,766,708	\$6,491,996	\$3,848,168	\$9,945,561	\$16,164,497	\$22,506,799	\$28,974,312	
Contingency Reserve (for revenue shortfalls)						\$270,000	\$274,320	\$280,081	\$285,962	\$292,540	\$299,853	\$302,852	\$305,880	\$308,939	\$2,620,426
5% of actual revenue, beginning in FY 21/22															
OPTION 2 - Cumulative Balance (with Contingency)						\$15,589,586	\$17,593,005	\$15,942,308	\$5,381,633	\$2,445,266	\$8,242,805	\$14,158,890	\$20,195,312	\$26,353,886	

Measure V West Regional Projects Committee Meeting - October 28, 2021

RPC RECOMMENDED PROGRAMMING SCHEDULE

Notes: this scenario is based on the discussion at the October 14 meeting, with the following goals:

- * Preserving leveraging opportunities
- * Prioritizing project delivery, including opportunities to advance funding
- * Conservative revenue forecast, and contingency for recession or downturn

pink bold italic are notes indicating shifts, changes from applications' requests and policy changes

grey	projects with expenditures
green	requested funds
blue	Approved by West RPC on October 14, 2021
yellow	shifts in programmed year

Revenue	Actual 17/18 - 20/21	Actual Revenues FY 17/18 to FY 20/21				Projected Revenues FY 21/22 onward									Total
		17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	
Total MeasureV Revenue		\$20,666,382	\$19,860,159	\$19,934,147	\$23,822,070	\$20,000,000	\$20,320,000	\$20,746,720	\$21,182,401	\$21,669,596	\$22,211,336	\$22,433,450	\$22,657,784	\$22,884,362	\$278,388,408
West Side Regional Projects Fund (17% of total)		\$3,513,285	\$3,376,227	\$3,388,805	\$4,049,752	\$3,400,000	\$3,454,400	\$3,526,942	\$3,601,008	\$3,683,831	\$3,775,927	\$3,813,686	\$3,851,823	\$3,890,342	\$47,326,029
Growth from previous year			-3.9%	0.4%	19.5%	-16.0%	1.6%	2.1%	2.1%	2.3%	2.5%	1.0%	1.0%	1.0%	
Jurisdiction	Project	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	Total
Dos Palos	Blossom St. East Area		<i>----> move 400k to 22/23</i>				\$500,000	\$500,000	\$1,387,000	\$1,588,000					\$3,975,000
Dos Palos	Center Ave. North Area	64% expended	\$200,000	\$586,000											\$786,000
Gustine	Airport Security	100% expended	\$75,000												\$75,000
Gustine	Eastside Storm Drainage	100% expended	\$69,000												\$69,000
Gustine	Hwy. 33/140 Roundabout	21% expended	\$810,000			<i>blue items below = approved by RPC, Oct. 14</i>									\$810,000
Gustine	Hwy. 33/140 Signalization					\$225,000	<i><- 50k moved up</i>	\$350,000		\$200,000	\$1,600,000				\$2,375,000
Los Banos	Hwy. 152 Pacheco Blvd. Regional Path	1% expended	\$600,000		\$298,000	\$100,000	<i>to 23/24 -></i>	\$1,323,000							\$2,321,000
Los Banos	Pioneer Rd. Widening			\$150,000		\$300,000	\$2,500,000	\$1,400,000	1,900,000	\$2,400,000					\$8,650,000
County	Henry Miller Ave. Rehabilitation	91% expended	\$2,776,000			\$3,525,000		<i>from 22/23</i>	<i>from 23/24</i>	<i>from 23/24</i>	<i>from 24/25</i>		\$5,025,000		\$11,326,000
County	Ingomar Grade Reconstruction											\$2,025,000			\$2,025,000
County	Hwy. 33 Centinella Dr. Turn Lane					\$100,000							<i>from 24/25</i>		\$100,000
County	Whitworth Rd. Rehabilitation					\$4,500,000	<i>reduced from \$5m</i>								\$4,500,000
Total Project Programming by FY		\$0	\$4,530,000	\$736,000	\$298,000	\$8,750,000	\$3,000,000	\$3,573,000	\$3,287,000	\$4,188,000	\$1,600,000	\$2,025,000	\$5,025,000	\$0	\$37,012,000
Set-Aside for Leveraging Opportunities															
	20% of Actual Revenue from FY 17/18 to 20/21	\$702,657	\$675,245	\$677,761	\$809,950	<i>(\$2,865,614)</i>									<i>(\$0)</i>
Set-Aside / Reserve for Leveraging and/or Revolving Loan Fund (Advancing projects)					\$2,865,614	\$134,386									\$3,000,000
<i>Starting Balance \$2.8 million at end 20/21, and add up to 20% of actual revenue capped at \$3 million (approx. 1 year of revenue)</i>															
Contingency Reserve (for revenue shortfalls)															
	5% of actual revenue, beginning in FY 21/22					\$170,000	\$172,720	\$176,347	\$180,050	\$184,192	\$188,796	\$190,684	\$192,591	\$194,517	\$1,649,898
Interest Earned(Actual / Estimate)		\$22,035	\$96,263	\$123,653	\$58,985	\$12,501	\$15,442	\$13,218	\$19,558	\$22,674	\$27,546	\$43,526	\$29,868	\$66,826	\$552,096
Balances by FY and Cumulative		17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	Total
	Balance by FY	\$2,832,663	<i>(\$1,732,755)</i>	\$2,098,697	\$3,000,786	<i>(\$5,641,885)</i>	\$297,122	<i>(\$209,186)</i>	\$153,516	<i>(\$665,686)</i>	\$2,014,677	\$1,641,528	<i>(\$1,335,900)</i>	\$3,762,651	\$6,216,227
	Cumulative Balance	\$2,832,663	\$1,099,908	\$3,198,605	\$6,199,391	\$557,506	\$854,628	\$645,442	\$798,958	\$133,272	\$2,147,948	\$3,789,476	\$2,453,577	\$6,216,227	