

# MONTEREY COUNTY

## PUBLIC WORKS, FACILITIES & PARKS



Randell Ishii, MS, PE, TE, PTOE, Director

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### MEMORANDUM

**Date:** December 23, 2020

**To:** Mike Zeller, Principal Transportation Planner  
Transportation Agency for Monterey County (TAMC)

**From:** Randy Ishii, MS, PE, TE, PTOE; Director of Public Works, Facilities, and Parks  
Monterey County Department of Public Works, Facilities, and Parks

*Randell Y. Ishii* Digitally signed by Randell Y. Ishii,  
MS, PE, TE, PTOE; Director  
Date: 2020.12.23 18:07:55 -0800

**Subject:** Measure X Master Programs Funding Agreement – Annual Report for December 31, 2020

Pursuant to “Article IV: Reporting Requirements” of the *Measure X Master Programs Funding Agreement*, please find the attached documents to confirm compliance with the tax sharing agreement. This submittal is for the annual report due December 31, 2020.

Please do not hesitate to contact me at (831) 784-5647, or other Public Works or Finance staff at (831) 755-4800, should you have any questions.

Attachments: Attachment A – Annual Program Compliance Report  
Attachment B – Annual Independent Audit  
Attachment C – Measure X Five Year CIP  
Attachment D – Pavement Management Report  
Attachment E – Maintenance of Effort Report (Note: Integrated into Annual Independent Audit, not a separate report)

**ANNUAL PROGRAM COMPLIANCE REPORT - MEASURE X  
COUNTY OF MONTEREY  
FISCAL YEAR 2019-20**

<b>REVENUE</b>	
Carryover from Previous Year	\$ 10,066,839
Measure X Revenue	\$ 7,284,754
1st Quarter 2018-19	\$ 2,100,489
2nd Quarter 2018-19	\$ 2,030,533
3rd Quarter 2018-19	\$ 1,327,683
4th Quarter 2018-19	\$ 1,826,049
Earning on Interest	\$ 274,679
<b>TOTAL REVENUE</b>	<b>\$ 17,626,272</b>
<b>EXPENDITURES</b>	
JOLON ROAD BRIDGE RAIL REPLACEMENT	\$ 115,707
SYSTEMIC SAFETY ANALYSIS	\$ 7,756
ARROYO SECO ROAD OVERLAY PROJECT	\$ 1,305,308
RIVER ROAD OVERLAY CHULAR RIVER TO 1.1 LIMEKILN RD	\$ 830,017
SAN JUAN GRADE ROAD RESURFACING	\$ 448
LAS LOMAS DRAINAGE	\$ 341,412
BLANCO RD OVERLAY	\$ (428)
NACIMIENTO LAKE DRIVE BRIDGE	\$ 109,931
BRADLEY ROAD BRIDGE SCOUR REPAIR	\$ 142,740
GONZALES RIVER ROAD BRIDGE SUPERSTRUCTURE REPLACEMENT	\$ 4,455
HARTNELL ROAD BRIDGET	\$ 101,147
MONTE ROAD BRIDGE 135	\$ 7,161
CASTROVILLE BICYCLE/PEDESTRIAN PATH AND RAILROAD CROSSING	\$ 17,752
MONTEREY BAY SANCTUARY SCENIC TRAIL - MOSS LANDING SEGMENT	\$ 236,351
CATHEDRAL OAKS DRIVE REPAIR	\$ 154,182
HALL ROAD SILL	\$ 82,531
HALL LAS LOMAS	\$ 47,082
PESCADERO ROAD REPAIR	\$ 94,670
SAN JUAN AROMAS ROAD	\$ 19,643
HALL ROAD PINI	\$ 52,045
AROMAS ROAD MP.05	\$ 28,727
ECHO VALLEY ROAD DRAINAGE REPAIR	\$ 747
STORM, DEBRIS	\$ (3,295)
<b>TOTAL EXPENDITURES</b>	<b>\$ 3,696,089</b>
<b>FUND BALANCE, END OF PERIOD</b>	
	<b>\$ 13,930,183</b>

## Project Report for Measure X Expenditures FY20

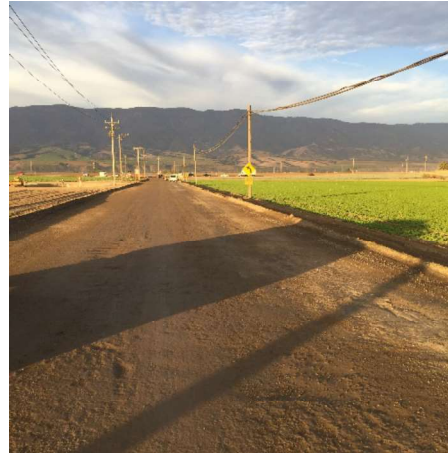
### 1. River Rd Reconstruction (Chualar River Rd to Limekiln Rd)

**\$830,017**

The project reconstructed River Road from Chualar River Road to Limekiln Road, near the community of Chualar. The existing pavement was recycled in place and was used as base for the new roadway, utilizing a “Green” technology known as Full-depth Reclamation. The roadway was then paved with hot-mix-asphalt. River Road is part of the Wine Corridor that stretches from Salinas down to Greenfield. This is part of the list of roads to be completed under the Measure X program. This project was also funded by TOT and SB 1.



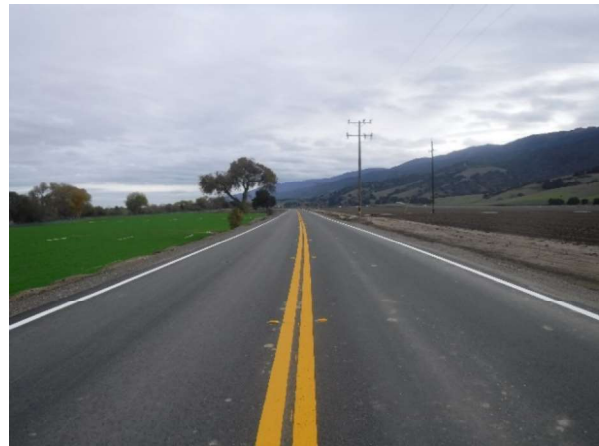
Before



FDR'd road



HMA operation



After

**2. Arroyo Seco Rd Reconstruction (Paraiso Springs Rd to US Highway 101)**

**\$1,305,308**

The project reconstructed Arroyo Seco Road from Paraiso Springs Road to US Highway 101 near Soledad. The existing pavement was recycled in place and was used as base for the new roadway, utilizing a “Green” technology known as Full-depth Reclamation. The roadway was then paved with hot-mix-asphalt. This is part of the list of roads to be completed under the Measure X program. This project was also funded by TOT and SB 1.



Before



FDR operation



HMA operation



After

### 3. Winter Storm Slope Repairs, Various Locations

**\$230,028**

The project repaired failures at various locations, mainly along Hall Road; that occurred during the 2017 winter storm. The repair involved stabilizing the slopes with rock-slope-protection and constructing a traffic concrete barrier to retain possible future erosions. The project was funded by FHWA (88.53%) and Measure X provided for the local match (11.47%).



Slipout encroaching onto road



Excavation



Rebar & form operation



Barrier to retain future erosion

**4. Cathedral Oak Rd & Pescadero Rd Winter Storm Repair**

**\$248,852**

The project repaired pavement failures, approximately 400 feet in length, on Cathedral Oak Road and Pescadero Road; that occurred during the 2017 winter storm. The work involved repairing failed pavement sections and paving the area with hot-mix-asphalt. The project was funded by FEMA and Cal OES, and Measure X provided for the local match.



Cathedral Oak Rd



After



Pescadero Rd



After

## 5. Nacimiento Lake Drive Bridge Replacement

**\$109,931**

The proposed project is located on Nacimiento Lake Drive approximately seven miles southwest of the community of Bradley in South County. The project will replace the existing seismically deficient one-lane Nacimiento Lake Drive Bridge with a new two-lane bridge. The existing will be replaced with a structure that meets current California Department of Transportation (Caltrans) seismic standards. Construction is anticipated to begin in Summer 2021. The project is primarily funded by FHWA HBP with Measure X as a local match.



Existing  
Nacimiento Lake Drive  
Bridge

## 6. Jolon Road Bridge Rail Replacement

**\$115,707**

The Jolon Road Bridge Rail Replacement Project consists, in general, of replacing the existing bridge rails, to meet current State standards. The total estimated project cost, including environmental, engineering, and construction, is \$915,000. The project is funded by the FHWA Highway Bridge Program (HBP) with Measure X providing the require local match.



Existing  
Jolon Road Bridge Rail



## 7. Gonzales River Road Bridge Superstructure Replacement

\$4,455

The project proposes to replace the Gonzales River Road bridge over the Salinas River. The existing bridge is a multi-span bridge that is 1660 feet long and 20 feet wide. The proposed bridge will be 1661 feet and 44 feet wide using the existing substructure that was retrofitted in 2002. The last two spans on the westerly side of the bridge will also need to be replaced to accommodate the 100-year flood flows. The bridge approaches will need to be realigned and widened to match to the new bridge. The project is funded by FHWA HBMP (88.53%) and Measure X provided the local match (11.47%). The project is in the preliminary engineering and environmental documentation phase.



Existing Superstructure  
Gonzales River Road  
Bridge



Existing Substructure  
2002 retrofit

**8. Monterey Bay Sanctuary Scenic Trail - Moss Landing Segment**

**\$236,351**

The project proposes to construct a Class 1 bicycle/pedestrian path along State Route One between Moss Landing Road and the North Harbor of Moss Landing. As part of the project a new 386-foot long bridge, parallel to the State Highway One bridge, will be constructed to cross the Elkhorn Slough. The project is in permitting phase and performing additional investigation at the northern harbor abutment. Construction of the project is anticipated to begin in Summer 2022. The Project is funded by a variety of Federal, State and Local funds, including Measure X.



Southern limit of path



Northern limit of path

## 9. Las Lomas Drainage

**\$341,412**

The Las Lomas Community has dealt with periodic localized flooding along Las Lomas Drive for years. The Project consists of the installation of new storm drainage infrastructure, pavement reconstruction, and utility relocations to allow space for the new storm drain system. Given the complexity of the Project, the project was divided in sections. The first section was completed in 2016 and consisted of replacing the large diameter culvert under Hall Road. The current phase is from Sill Road to Thomas Road. The Construction contract has since been awarded with construction anticipated to resume in Spring 2021. The project is funded by County General funds and Measure X funds. The Measure X will be used to fully fund all the project sections.



Flooding during the winter of 2016

**10. Hartnell Road Bridge Replacement**

**\$101,147**

The project is to replace the existing Hartnell Road bridge with a new bridge structure that is to meet current California Department of Transportation (Caltrans) seismic standards. The project is in the final stages of the right-of-way phase. The total project cost, including engineering, environmental, and construction is approximately \$3.1 million. The project is funded primarily with FHWA and Measure X funds as local match.



Existing  
Hartnell Road Bridge

**11. Bradley Road Bridge Scour Repair**

**\$142,740**

The project is to remediate the existing scour at the bridge piers of Bradley Road Bridge. The project is currently in the Project Approval & Environmental Documentation (PA&ED) phase. The current project estimate, including engineering, environmental, and construction is \$3.8 million. It is funded by FHWA HBP funds with Measure X as local match.



Existing Piers  
Bradley Road Bridge

**12. Systemic Safety Analysis Report Program****\$7,756**

The county was a recipient of a State grant (\$90,000) to prepare a collision analysis and identify treatments for high collision location through Monterey County. The analysis looked at high accident location at signalized intersection, unsignalized intersection and rural roadways. The Measure X funds provided the 10% local match to the State funding.

**COUNTY OF MONTEREY**

**MEASURE X ACTIVITY**  
**FINANCIAL STATEMENTS**

**WITH INDEPENDENT AUDITORS' REPORT**

June 30, 2020



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AUDIT, TAX, AND  
CONSULTING

**COUNTY OF MONTEREY**  
**MEASURE X ACTIVITY**  
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## INDEPENDENT AUDITORS' REPORT

Board of Supervisors  
County of Monterey, California

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the Measure X activity of the County of Monterey (County), as of and for the year ended June 30, 2020, and the related notes to the financial statements, as listed in the table of contents.

### ***Management's Responsibility for the Financial Statements***

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### ***Auditor's Responsibility***

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

### ***Opinion***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Measure X Activity, as of June 30, 2020, and the respective changes in financial position thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.



**Emphasis of Matter**

As discussed in Note 1, the financial statements present only the Measure X Activities and do not purport to, and do not, present fairly the financial position of the County of Monterey, as of June 30, 2020 or the changes in its financial position for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated December 17, 2020 on our consideration of the County's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the County's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the County's internal control over financial reporting and compliance.



**CliftonLarsonAllen LLP**

Roseville, California  
December 17, 2020

**County of Monterey**  
MEASURE X ACTIVITY  
BALANCE SHEET  
JUNE 30, 2020

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**ASSETS**

Cash and investments	\$ 13,930,183
Fund Balance:	
Restricted	<u>13,930,183</u>
Total Fund Balance	<u>13,930,183</u>
Total Liabilities and Fund Balance	<u><u>\$ 13,930,183</u></u>

*See accompanying Notes to the Financial Statements*

**County of Monterey**

MEASURE X ACTIVITY

STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE

FOR THE YEAR ENDED JUNE 30, 2020

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**REVENUES**

Transportation Safety and Investment Plan Account revenue	\$ 7,284,754
Use of money and property	<u>274,679</u>
Total revenues	<u>7,559,433</u>

**EXPENDITURES**

Streets and roads maintenance	<u>3,696,089</u>
Excess (deficiency) of revenues over expenditures	3,863,344
Fund balance, beginning of fiscal year	<u>10,066,839</u>
Fund balance, end of fiscal year	<u>\$ 13,930,183</u>

*See accompanying Notes to the Financial Statements*

## **NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES**

The financial statements of the Measure X activity of the County of Monterey are prepared in accordance with accounting principles generally accepted in the United States of America as applied to governmental units (GAAP). The Activities' reporting entity applies all relevant Governmental Accounting Standards Board (GASB) pronouncements.

### Reporting Entity

The County of Monterey receives Measure X funding from the Transportation Agency for Monterey County for the purpose of street and road infrastructure improvements. The financial statements present only the Measure X Activity of the County of Monterey and do not purport to, and do not present, the County's financial position and changes in financial position. The County of Monterey's basic financial statements are available from the Auditor-Controller at [www.co.monterey.ca.us/auditor](http://www.co.monterey.ca.us/auditor).

### Basis of Accounting

The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. The Measure X Activity of the County of Monterey is presented as a governmental fund type. Governmental funds are accounted for using a current financial resources measurement focus. The application of this measurement focus provides that, in general, only current assets and current liabilities are present on the balance sheet. Operating statements of these funds present revenues and expenditures.

The modified accrual basis of accounting is used for all funds. Under the modified accrual basis of accounting, revenues are recognized when they become susceptible to accrual (i.e., both measurable and available). Measurable means that the amount of the transaction can be determined. Available means the funds are collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. For this purpose, the County considers revenues to be available if they are collected within 60 days of the end of the current fiscal period.

Expenditures of governmental funds are generally recognized when the related fund liability is incurred.

## **NOTE 2 – CASH DEPOSITS**

The County follows the practice of pooling cash and investments for all funds under its direct daily control. Interest earned on pooled cash and investments is allocated periodically to the various funds based on average cash balances. Detailed disclosure regarding the County's investments of cash is included in the notes to financial statements of the County.

**NOTE 3 – MAINTENANCE OF EFFORT**

The Measure X Master Programs Funding Agreement between the County of Monterey and the Transportation Agency for Monterey County, as amended, required that the County must expend each fiscal year from its General fund for street and highway purposes an amount not less than the annual average of its expenditures from its general fund during the 2009-10, 2010-11, 2011-12 fiscal years, but not less than what was expended in 2016-17 (when Measure X was passed) as reported to the Controller pursuant to Streets and Highways Code section 2151 (“Maintenance of Effort”). This baseline amount will be indexed annually based upon the Engineering News Record construction index. The County General Fund provides an annual contribution to the Road Fund to meet the requirement. For purposes of this calculation, the General Fund annual contribution for the noted years will be used.

Maintenance of Effort: \$5,063,872

Total expenditures from the General fund for street and highway purposes for the fiscal year ended June 30, 2020 was \$5,246,812. The County was in compliance with the Maintenance of Effort requirement of the Measure X Master Programs Funding Agreement between the County of Monterey and the Transportation Agency for Monterey County.



## **INDEPENDENT AUDITORS' COMPLIANCE REPORT WITH TAMC ORDINANCE NO. 2016-01 TRANSPORTATION SAFETY AND INVESTMENT PLAN**

Board of Supervisors  
County of Monterey, California

We have audited the financial statements of the Measure X Activity of the County of Monterey's (the County) compliance with the types of compliance requirements described in the Transportation Agency for Monterey County's (TAMC) Ordinance No. 2016-01 and in the Measure X Master Programs Funding Agreement between TAMC and the County of Monterey applicable for the fiscal year ended June 30, 2020.

### **Management's Responsibility**

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to the Measure X Activity.

### **Auditor's Responsibility**

Our responsibility is to express an opinion on the County's compliance based on our audit in accordance with the compliance requirements described in the Transportation Agency for Monterey County's (TAMC) Ordinance No. 2016-01 and in the Measure X Master Programs Funding Agreement (the Agreement) between TAMC and the County of Monterey. The Measure X Master Programs Funding Agreement requires that the independent auditor shall perform at least the following tasks: (1) determine whether the recipient expended all Measure X funds received in compliance with Measure X, the Measure X Investment Plan, and the Policies & Project Descriptions, as they may be adopted or amended by TAMC from time to time, and the Agreement, (2) determine whether the Measure X revenues received and expended were accounted for and tracked in its own separate budget and fund titled "Transportation Safety & Investment Plan Account" and were not comingled with any other funds and that the accounting system provides adequate internal controls and audit trails to facilitate an annual compliance audit for each fund type and the respective usage and application of said funds, and (3) determine whether the County met the Maintenance of Effort requirements imposed by Measure X and State law. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America, the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the compliance requirements referred to above that could have a direct and material effect on the state laws and regulations applicable to the County occurred. An audit includes examining, on a test basis, evidence about the County's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance. However, our audit does not provide a legal determination of the County's compliance

**Opinion on Compliance with the Measure X Activity**

In our opinion, the funds allocated to and received by the County of Monterey for Measure X Activity, complied, in all material respects, with the compliance requirements referred to above that are applicable in accordance to the compliance requirements described in the Transportation Agency for Monterey County's (TAMC) Ordinance No. 2016-01 and in the Measure X Master Programs Funding Agreement between TAMC and the County of Monterey for the fiscal year ended June 30, 2020.

This report is intended solely for the information and use of Board of Supervisors, management of the Transportation Agency of Monterey County and for filing with the appropriate regulatory agencies and is not intended to be and should not be used by anyone other than these specified parties.

*CliftonLarsonAllen LLP*

**CliftonLarsonAllen LLP**

Roseville, California  
December 17, 2020



**INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL  
OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS  
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED  
IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

Board of Supervisors  
County of Monterey, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Measure X Activity of the County of Monterey as of and for the fiscal year ended June 30, 2020, and the related notes to the financial statements, and have issued our report thereon dated December 17, 2020.

**Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the County's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the County's internal control. Accordingly, we do not express an opinion on the effectiveness of the County's internal control.

A *deficiency* in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

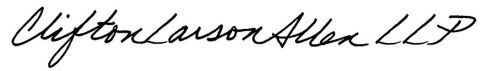


**Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Measure X Activity's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

**Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

**CliftonLarsonAllen LLP**

Roseville, California  
December 17, 2020

**COUNTY OF MONTEREY**  
**MEASURE X**  
**5 - YEAR PROJECT LIST**  
**FOR YEARS 2021 - 2025**

Attachment C

**FY2020-21**

Project & Location	Description & Phase	Cost (in \$1,000's)	Measure X (in \$1,000's)	PCI
River Rd (from SR-68 to Las Palmas Pkwy)	Rehabilitation - Construction	\$ 4,537	\$ 2,250	38
River Rd (from Limekiln Rd to Gonzales River Rd Bridge)	Resurfacing/Rehab - Construction	\$ 6,183	\$ 2,500	31
Las Lomas Drainage	Drainage - Construction	\$ 2,110	\$ 939	N/A
Blackie Rd Safety Impr Env Mitigation	Environmental Mitigation	\$ 240	\$ 240	85
Jolon Rd Bridge Rail Replacement	Bridge Rail Replacement - Construction	\$ 17	\$ 2	N/A
Robinson Cyn Rd Bridge Scour	Bridge Scour Mitigation - Engineering	\$ 286	\$ 59	N/A
Gonzales River Rd Bridge Replacement	Bridge Superstructure Replac - Engineering	\$ 1,283	\$ 20	N/A
Hartnell Rd Bridge Replacement	Bridge Replacement - Engineering	\$ 2,171	\$ 5	N/A
Monterey Bay Sanctuary Scenic Trail	Bicycle-Pedestrian Path & Bridge	\$ 772	\$ 265	N/A
Toro Rd Storm Damage Repair	Storm Damage - Engineering	\$ 229	\$ 63	N/A
Viejo Rd Storm Damage Repair	Storm Damage - Engineering	\$ 329	\$ 64	N/A
Echo Valley Rd Storm Damage Repair	Storm Damage - Engineering	\$ 500	\$ 49	N/A
Palo Colorad Rd Storm Damage Repair (MP4/7)	Storm Damage - Engineering	\$ 510	\$ 30	5
Community Street Repair	Resurfacing - Construction	\$ 1,000	\$ 500	25
G-12 Pajaro to Prunedale Corridor Study - Segment 1	Operation - Engineering	\$ 38	\$ 38	51
G-12 Pajaro to Prunedale Corridor Study - Segment 6	Operation - Engineering	\$ 81	\$ 81	53
<b>Total:</b>		<b>\$ 20,286</b>	<b>\$ 7,105</b>	

**FY2021-22**

Project & Location	Description & Phase	Cost (in \$1,000's)	Measure X (in \$1,000's)	PCI
Cooper Rd (from Nashua Rd to State Route 183)	Resurfacing/Rehab - Engineering	\$ 500	\$ 238	24
Murphy Rd (San Juan Rd to Santa Cruz Co. Line)	Reconstruction - Engineering	\$ 250	\$ 100	30
Hunter Ln (State Route 68 to Harkins Rd)	Reconstruction - Engineering	\$ 425	\$ 163	11
Old Stage Rd (from Alisal Rd to Iverson Rd)	Reconstruction - Engineering	\$ 450	\$ 150	26
Monterey Bay Sanctuary Scenic Trail	Bicycle-Pedestrian Path & Bridge	\$ 1,975	\$ 88	N/A
Las Lomas Drainage	Drainage - Construction	\$ 1,991	\$ 1,552	N/A
Toro Rd Storm Damage Repair	Storm Damage - Construction	\$ 504	\$ 58	N/A
Viejo Rd Storm Damage Repair	Storm Damage - Engineering	\$ 536	\$ 180	N/A
Palo Colorad Rd Storm Damage Repair (MP4/7)	Storm Damage - Engineering	\$ 510	\$ 37	5
Community Street Repair	Resurfacing - Construction	\$ 1,500	\$ 1,500	25
<b>Total:</b>		<b>\$ 8,641</b>	<b>\$ 4,066</b>	

**FY2022-23**

Project & Location	Description & Phase	Cost (in \$1,000's)	Measure X (in \$1,000's)	PCI
Cooper Rd (from Nashua Rd to State Route 183)	Resurfacing/Rehab - Construction	\$ 3,800	\$ 1,888	24
Murphy Rd (San Juan Rd to Santa Cruz Co. Line)	Reconstruction - Construction	\$ 1,250	\$ 600	30
Hunter Ln (State Route 68 to Harkins Rd)	Reconstruction - Construction	\$ 2,375	\$ 1,138	11
Old Stage Rd (from Alisal Rd to Iverson Rd)	Resurfacing/Rehab - Engineering	\$ 350	\$ 100	26
Inter-Garrison Rd (from Schoonover Rd to Sherman Blvd)	Resurfacing/Rehab - Engineering	\$ 300	\$ 100	33
Arroyo Seco Rd (from Cedar Ave to 0.7 mi n/o Thorne Rd)	Reconstruction - Engineering	\$ 350	\$ 125	40
Elkhorn Rd (from Hall Rd to Kirby Rd)	Resurfacing/Rehab - Engineering	\$ 500	\$ 250	35
Monterey Bay Sanctuary Scenic Trail	Bicycle-Pedestrian Path & Bridge	\$ 4,665	\$ 663	N/A
Palo Colorad Rd Storm Damage Repair (MP4/7)	Storm Damage - Engineering	\$ 510	\$ 37	5
Community Street Repair	Resurfacing - Construction	\$ 1,500	\$ 1,500	25
<b>Total:</b>		<b>\$ 15,600</b>	<b>\$ 6,401</b>	

**FY2023-24**

Project & Location	Description & Phase	Cost (in \$1,000's)	Measure X (in \$1,000's)	PCI
Old Stage Rd (from Alisal Rd to Iverson Rd)	Reconstruction - Construction	\$ 7,600	\$ 3,725	26
Inter-Garrison Rd (from Schoonover Rd to Sherman Blvd)	Resurfacing/Rehab - Construction	\$ 1,775	\$ 738	33
Arroyo Seco Rd (from Cedar Ave to 0.7 mi n/o Thorne Rd)	Reconstruction - Construction	\$ 2,050	\$ 975	40
Elkhorn Rd (from Hall Rd to Kirby Rd)	Resurfacing/Rehab - Construction	\$ 3,325	\$ 1,663	35
Jolon Rd (from US Hwy 101 to 3 mi n/o Nacimiento Lake Dr)	Resurfacing/Rehab - Engineering	\$ 550	\$ 250	41
Jolon Rd (from Central Ave to US Hwy NB onramp)	Resurfacing/Rehab - Engineering	\$ 90	\$ 20	46
Monterey Bay Sanctuary Scenic Trail	Bicycle-Pedestrian Path & Bridge	\$ 3,817	\$ 879	N/A
Palo Colorad Rd Storm Damage Repair (MP4/7)	Storm Damage - Engineering	\$ 1,045	\$ 823	5
Community Street Repair	Resurfacing - Construction	\$ 1,500	\$ 1,500	25
<b>Total:</b>		<b>\$ 21,752</b>	<b>\$ 10,573</b>	

**FY2024-25**

Project & Location	Description & Phase	Cost (in \$1,000's)	Measure X (in \$1,000's)	PCI
Jolon Rd (from US Hwy 101 to 3 mi n/o Nacimiento Lake Dr)	Resurfacing/Rehab - Construction	\$ 4,350	\$ 2,150	41
Jolon Rd (from Central Ave to US Hwy NB onramp)	Resurfacing/Rehab - Construction	\$ 590	\$ 270	46
Harris Rd (from Spreckles Blvd to Salinas City Limit)	Resurfacing/Rehab - Engineering	\$ 500	\$ 200	48
Hall Rd (from Las Lomas Dr to San Miguel Cyn Rd)	Resurfacing/Rehab - Engineering	\$ 500	\$ 200	46
Elkhorn Rd (from Hall Rd to Salinas Rd)	Resurfacing/Rehab - Engineering	\$ 500	\$ 200	46
Community Street Repair	Resurfacing - Construction	\$ 1,500	\$ 1,500	25
<b>Total:</b>		<b>\$ 7,940</b>	<b>\$ 4,520</b>	

# MONTEREY COUNTY

## PUBLIC WORKS, FACILITIES & PARKS



Randell Ishii, MS, PE, TE, PTOE, Director

1441 Schilling Place, South 2nd Floor  
Salinas, California 93901-4527

(831) 755-4800  
www.co.monterey.ca.us

Date: December 23, 2020

To: Todd Muck, Deputy Executive Director  
Transportation Agency for Monterey County  
55-B Plaza Circle  
Salinas, CA 93901

Re: Pavement Management Program Annual Report

The Monterey County confirms that it has a Pavement Program that conforms to the criteria established by the Transportation Agency for Monterey County and included in the Measure X Agreement with the Local Agency.

An approved Pavement Management Program must be in place to be eligible for Measure X funds.

The Pavement Management Program utilizes a software system developed by:

Metropolitan Transportation Commission StreetSaver,  
 Other [Fill in name of system] \_\_\_\_\_

The system was updated by TAMC's consultant, NCE, and contains, at minimum, the following elements:

- Inventory of all existing pavements under the local agency jurisdiction:
  - Centerline miles: 1,231 (paved and gravel), of which 1095 (paved)
    - Please note: an additional approx 26 miles came into the system, and pavement assessment is being programmed before the next audit
  - Total lane miles (or equivalent units): N/A, used centerline miles
  - The last update of the inventory was completed on: October 2018
- Average Pavement Condition Index (PCI): 46
- Identification of sections of roadways brought up to acceptable PCI levels for the current year:
  - River Rd (Chualar River Rd to Limekiln Rd): 97 PCI
  - Arroyo Seco Rd (Paraiso Springs Rd to US Hwy 101): 97 PCI
- Amount spent to rehabilitate or replace deficient sections for the current year: \$10.7 million (consists of TOT, Measure X, and SB-1 on pavement)

You may direct any questions regarding the system to Jonathan Pascua at (831) 755-8963, ([pascuajl@co.monterey.ca.us](mailto:pascuajl@co.monterey.ca.us)).

Sincerely,

DocuSigned by:

*Randy Ishii*

C09779208FE94F3...

Randell Ishii, MS, PE, TE, PTOE  
Director of Public Works, Facilities, & Parks