

# MEASURE X ANNUAL PROGRAM COMPLIANCE REPORT

## FISCAL YEAR 2018-2019

The **City of Salinas** hereby presents its fiscal year 2018-19 expenditures from Measure X funds starting with a balance sheet and following with a description of the projects funded said fiscal year, including explanation on how these funds were used/applied. In addition, the following attachments support this compliance report.

ATTACHMENT 1: INDEPENDENT AUDIT OF FINANCIAL STATEMENTS

ATTACHMENT 2: FIVE YEAR CAPITAL IMPROVEMENT PROGRAM

ATTACHMENT 3: PAVEMENT MANAGEMENT PROGRAM REPORT LETTER



## Measure X Fiscal Year 2018-2019 Balance Sheet

City of Salinas Schedule of Revenue, Expenditures and Changes in Fund Balances  
For the Year Ending June 30, 2019

	<b>Measure X Special Revenue Fund</b>	<b>Measure X Bond Proceeds Fund</b>	<b>Total Measure X</b>
<b>Fund Balance at the Beginning of the Year</b>	3,923,833.00	(4,196,293.00)	(272,460.00)
<b>Revenues</b>			
Measure X Revenue	4,639,064.00	-	4,639,064.00
Interest	83,094.00	-	83,094.00
<b>Total Revenue</b>	4,722,158.00	-	4,722,158.00
<b>Expenditures</b>			
<b>Measure X Sales Tax Spent in FY 2018-19</b>			
<b>CIP No. Project Name</b>			
9003 Street Safety Education		215.00	215.00
9006 Lincoln Ave Storm Drain Improvement		86,766.00	86,766.00
9071 Williams Rd Street/Streetscape	66,849.00		66,849.00
9080 San Juan Grade Road Improvements		104,556.00	
9089 N Sanborn Rd Improvements		225,360.00	
9090 Downtown Complete Streets		136.00	
9117 Sanborn Rd/US 101 Impvts		725,000.00	
9163 Traffic Calming Improvements	62,072.00	158,081.00	220,153.00
9216 ADA Pedestrian Ramp	129.00		129.00
9218 Bardin Rd Safe Route to School		86,099.00	
9220 E Laurel Dr Sidewalk & Lights		465,689.00	465,689.00
9223 T/S Boronda & Sanborn Rd	21,040.00		21,040.00
9227 T/S Constitution & Las Casitas	59,655.00	2,235.00	61,890.00
9230 Vibrancy Plan Infrastructure		620,348.00	
9238 T/S Alisal & Murphy	37,346.00		37,346.00
9267 Streetlight Installation	3,464.00		3,464.00
9268 T/S E Laurel and St Edwards		585,915.00	
9277 Bardin Road & Sanitary Sewer	79,452.00		79,452.00
9358 T/S Williams Rd & Garner Avenue	26,799.00		26,799.00
9438 Annual City Sts Rehab Program		86,556.00	
9654 Traffic Signal Installation		79,167.00	
9720 Sidewalk & Drainage Repairs		49,843.00	49,843.00
9976 Circle Drive		6,574.00	
<b>Total Measure X Sales Tax Spent in FY 2018-19</b>	356,806.00	3,282,540.00	1,119,635.00
<b>Bond Proceeds</b>	-	41,456,285.00	41,456,285.00
<b>Transfer Out for Debt Service</b>	1,450,582.00	767,549.00	2,218,131.00
<b>Fund Balance at the End of the Year</b>	6,838,603.00	33,209,903.00	42,568,217.00

**Figure 1**

## FISCAL YEAR 2018-2019 MEASURE X FUNDED PROJECTS

### Project: Street Safety Education, CIP No. 9003

**Description:** Public Works developed a safety education campaign that has yet to be funded. Staff will use this budget to leverage State and Federal funds to fund a safety education campaign.

**Phase:** The program is seeking funding for implementation. There is continuing work with partners to coordinate safety messages. Measure X funding was re-directed before any substantial actions were completed. Current usage was for staff time to submit a grant application to the Office of Traffic Safety.

**Amount of Measure X funds spent on the project:** \$215.00 from Measure X Bond Proceeds Fund

**Amount of other funds leveraged:** None

**Benefits:** There are 3 components of traffic safety: Engineering, Enforcement and Education. The Public Works Department's work on design of public facilities and the Police Department efforts on traffic enforcement addresses the first two components. The City does not have a robust traffic safety Education component. The Public Works department developed a street safety campaign with other jurisdictions: Streets Smarts. While staff continues to work with partners on this initiative, there has been no funding to implement a citywide education program. The program also funds the development of the City Vision Zero policy. Measure X funding was redirected away from this program.

**Before and after photos:** On-going program currently unfunded. Below shows general Vision Zero Policy Strategies and sample of street safety messaging sought by staff.

**What a Commitment to Vision Zero Means**  
Vision Zero is not a slogan, not a badge, not even just a program. It is a fundamentally different way to approach traffic safety. Communities that want to succeed at Vision Zero need to acknowledge that business as usual is not enough and that systemic changes are needed to make meaningful progress. Effective communities will recognize and commit to core Vision Zero principles and strategies.

**Committing to Vision Zero will take the following strategies:**

- Building and sustaining leadership, collaboration, and accountability – especially among a diverse group of stakeholders to include transportation professionals, policymakers, public health officials, police, and community members;
- Collecting, analyzing, and using data to understand trends and potential disproportionate impacts of traffic deaths on certain populations;
- Prioritizing equity and community engagement;
- Managing speed to safe levels; and
- Setting a timeline to achieve zero traffic deaths and serious injuries, which brings urgency and accountability, and ensuring transparency on progress and challenges.

**Key among Vision Zero priorities are managing speed, centering equity, and engaging the community.**

**Managing Speed**  
Speeding kills more than 10,000 people each year in the U.S. – on par with drunk driving – yet, the act of speeding does not carry the same social consequences as drunk driving. Vision Zero calls on communities to prioritize safe speeds through safe street design, automated speed enforcement (or safety cameras), and setting safe speed limits.

**Centering Equity**  
Safe mobility is a basic right, and Vision Zero is based on the premise that all people have the right to move about safely. Vision Zero communities should invest in proven safety strategies with a focus on ensuring equity. This includes identifying communities or populations that are disproportionately impacted by traffic deaths and serious injuries, and prioritizing roadway safety investments in these areas. It also means that if police are involved in Vision Zero, the community should make a public commitment to fair and equitable enforcement and ensure transparency and accountability on this commitment.

**Engaging Communities**  
When it comes to experience and knowledge of how a neighborhood works, no one knows better than the people who live there. Assessing which needs are greatest requires complementing a data-driven approach with robust community engagement. The Vision Zero framework recommends working with and supporting community-based organizations who have established trust and relationships with residents.

City of Salinas  
**IF YOU SEE KIDS  
SLOW DOWN.**

Street Smarts



**Project: Lincoln Avenue Storm Drain Improvements, CIP No. 9006**

**Description:** Relocate City utilities to the Lincoln Avenue extension as part of the Salinas Intermodal Transportation Center (ITC). Expenditures were used to pay for the design of storm drain at the Lincoln Avenue extension and at West Market Street, and includes Caltrans permit coordination, utility relocation coordination, environmental survey, and construction staking and testing for the new storm drain alignment.

**Phase:** Construction began June 2019

**Amount of Measure X funds spent on the project:** \$86,766.00 from Measure X Bond Proceeds Fund

**Amount of other funds leveraged:** \$256,000 Sewer funds were transferred from CIP 9007.

**Benefits:** In coordination with TAMC’s Rail Station Package 1 project, the City is replacing and relocating aging segments of storm drain for the anticipated and improved Salinas Intermodal Transportation Center which is extending Lincoln Avenue and abandoning Station Place.

**Before and after photos:** See before photos below. After photos are not available as the project is currently in construction.



*Demolition of existing structures north of Lincoln Avenue and west of Station Place*





*Station Place at Lincoln Avenue*



*West side of Station Place*





*Future Lincoln Avenue extension*



*ITC Construction, view from Lincoln Avenue*



*ITC Construction, view from Lincoln Avenue*

**Project: Williams Road Underground/Street/Streetscape Improvements, CIP No. 9071**

**Description:** With the utility undergrounding of Williams Road (Bardin Road to Alisal Road), the roadway will need to be reconstructed to include; traffic signal at Garner; streetscape improvements; SS and SD underground improvements; Road reconstruction and median island improvements; and, ADA improvements. The funding was used for staff time and for consultant services provided by Harris & Associates.

**Phase:** Planning

**Amount of Measure X funds spent on the project:** \$66,849.00 from Measure X Special Revenue Fund

**Amount of other funds leveraged:** \$18,000 Gas tax (FY 19-20); \$4,450,000 Gas tax (FY 20-21) & \$4,430,000 Gas tax (FY 21-22)

**Benefits:** Williams Road is a high pedestrian, high traffic area in a mixed commercial/high density residential area with two private church schools, mobile home parks, and a fire station fronting this road. The road has a high crown that causes vehicles to scrape bottoms when entering/exiting driveways. This project aims to improve the pedestrian and road safety, traffic flow, and aesthetics for this corridor.

**Before and after photos:** Before and conceptual photos are provided below. After photos are not available as the project is currently undergoing the design process.



*Williams Road Eastbound*

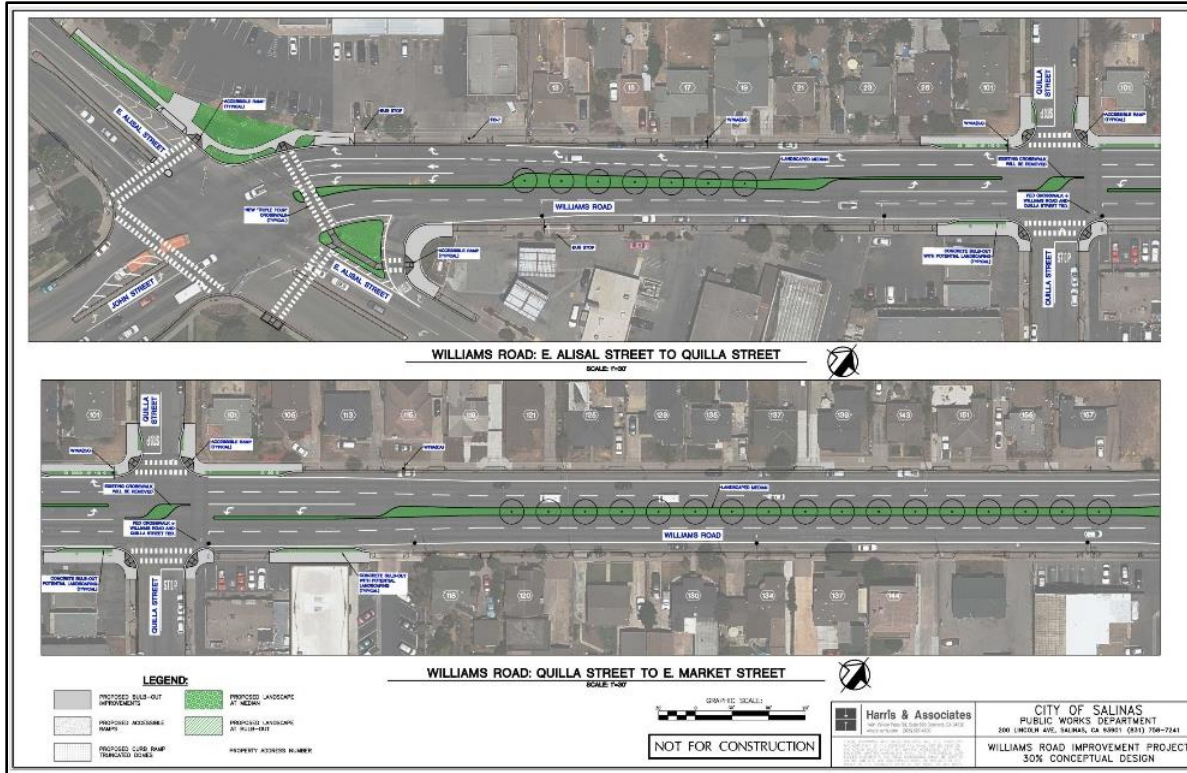




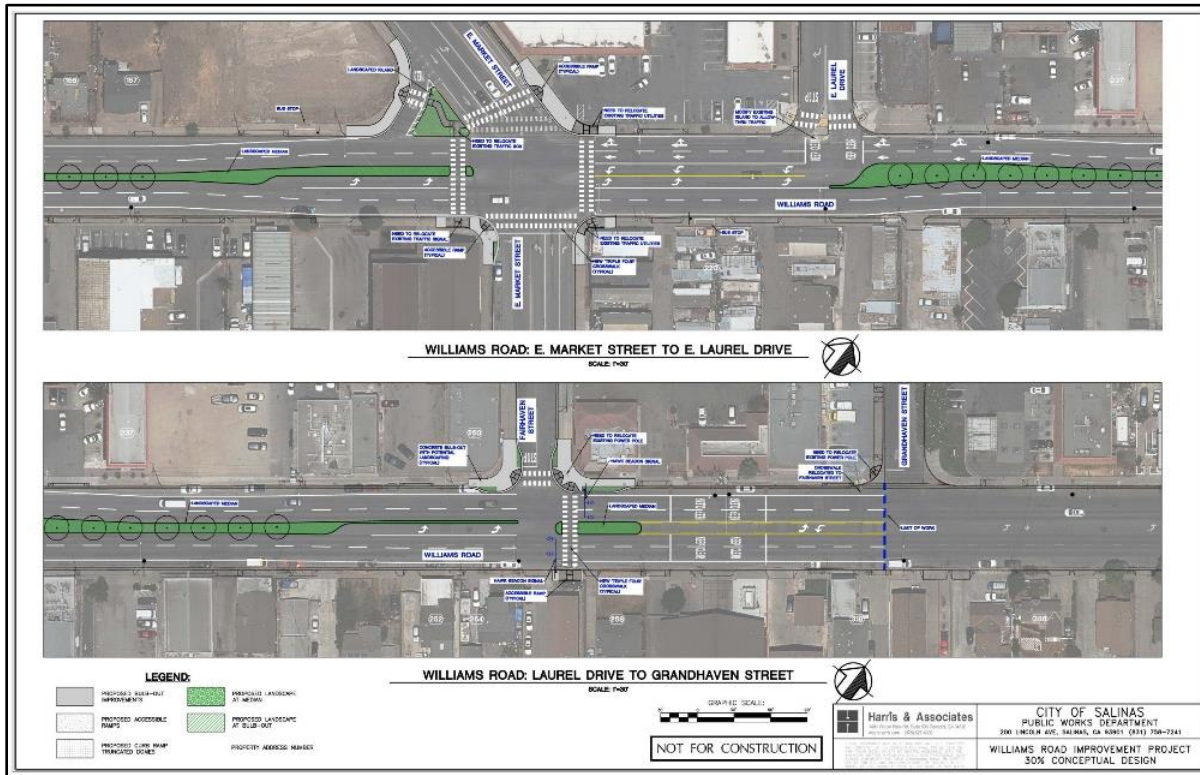
*Williams Road EB (between E Alisal St/John St & E Market St)*



*Conceptual Rendering of Williams Road @ East Laurel Drive*



Conceptual Plan of Williams Road Improvements (Alisal/John St to Grandhaven St), Sheet 1



Conceptual Plan of Williams Road Improvements (Alisal/John St to Grandhaven St), Sheet 2



**Project: San Juan Grade Road Improvements, CIP No. 9080**

**Description:** Road improvements to San Juan Grade Road to include road repairs and asphalt concrete overlay with pavement striping, markings, and signage as needed, including construction of two ADA pedestrian access ramps, between north of Northridge Way and south of Russell Road.

**Phase:** Design

**Amount of Measure X funds spent on the project:** \$104,556.00 from Measure X Bond Proceeds Fund

**Amount of other funds leveraged:** None

**Benefits:** The resurfacing of streets prolongs the life of the streets by decreasing deterioration and improves the PCI.

**Before and after photos:** Before photos are provided below. After photos are not available as the project is currently undergoing the design process.



*Before photos of San Juan Grade Road - Northbound*



*Before photos of San Juan Grade Road - Northbound*





*Before Photo of San Juan Grade Road Northbound*



*Before Photo of San Juan Grade Road Northbound*



*Before Photo of San Juan Grade Road Northbound*





*Before Photo of San Juan Grade Road Northbound*



*Before Photo of San Juan Grade Road Northbound*



*Before Photo of San Juan Grade Road Northbound*



**Project: North Sanborn Road Improvements, CIP No. 9089**

**Description:** North Sanborn Road Corridor improvements (from Alisal St to Freedom Pkwy) to improve signal coordination; install pedestrian countdown signal heads and provide protected left-turn phases at 10 intersections and install ADA pedestrian tamps at all signalized intersection.

**Phase:** Construction

**Amount of Measure X funds spent on the project:** \$225,360.00 from Measure X Bond Proceeds Fund

**Amount of other funds leveraged:** Funding for this project included \$1,685,200 in Highway Safety Improvement Program (HSIP) grant funds, \$157,300 from Regional Surface Transportation Program (RSTP) grant funds and \$228,000 in Measure X Bond funds for a total project funding of \$2,070,500.

**Benefits:** The project seeks to reduce fatalities and serious injuries on public roads.

**Before and after photos:** Before and after photos are provided below.



*Before and after photo of ADA Pedestrian Ramp at N Sanborn Rd and Freedom Pkwy*



*(Before) New Traffic Signal at N Sanborn Rd at Freedom Pkwy (Protected Left-Turn)*





*(After) New Traffic Signal with Protected Left-Turns at N Sanborn Rd and Freedom Pkwy*

**Project: Downtown Complete Streets, CIP No. 9090**

**Description:** Reconfigure a segment of West Alisal Street and Lincoln Avenue to accommodate multi-modal travel. The project implements recommended improvements of the Salinas Vibrancy Plan and the Regional Multi-Modal Corridor. Project Awarded for Construction in October 2019. Construction to start early in 2020.

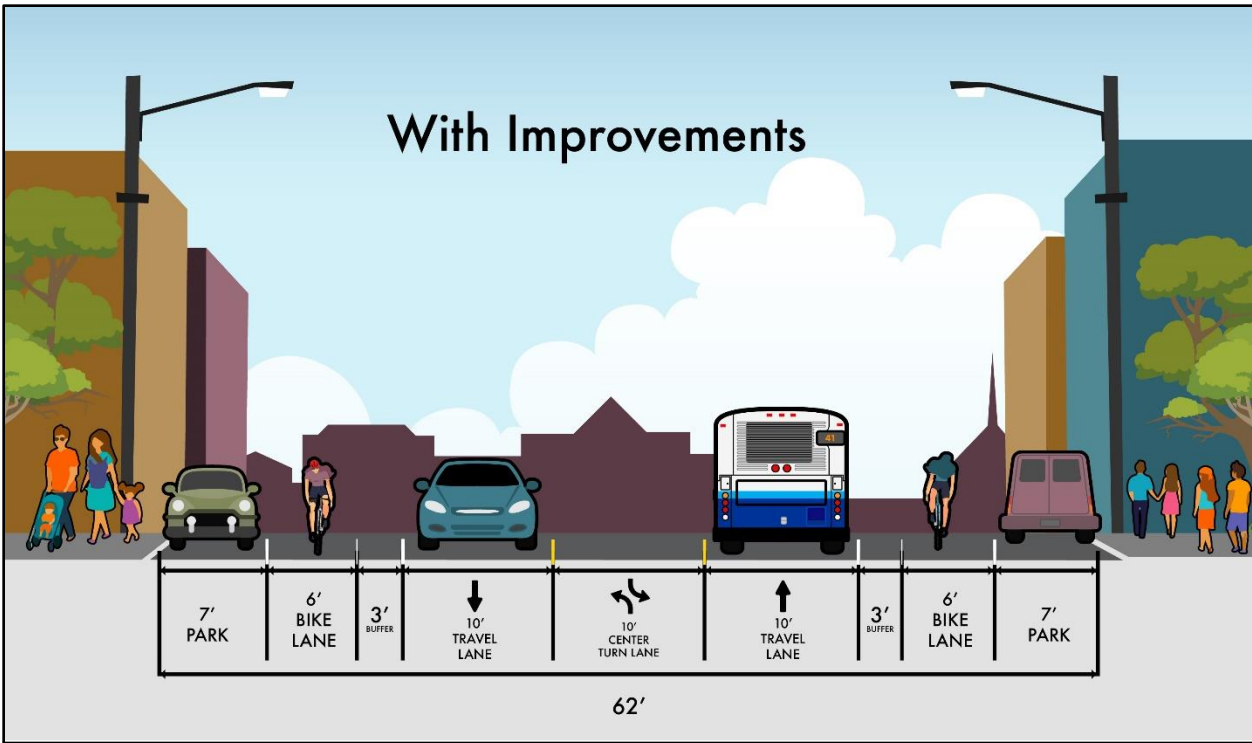
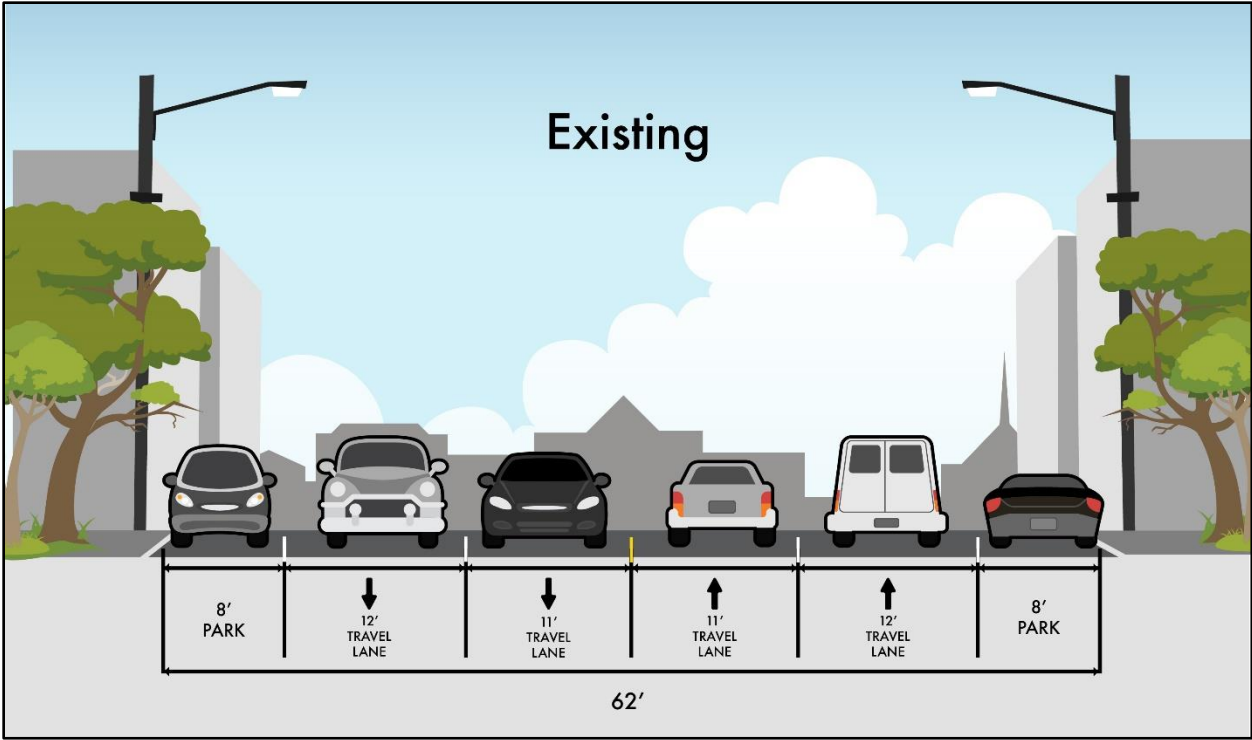
**Phase:** Design (PSE)

**Amount of Measure X funds spent on the project:** \$136.00 from Measure X Bond Proceeds Fund

**Amount of other funds leveraged:** Funding is provided by a grant of \$2,970,000 from the Transportation Agency for Monterey County using Regional Surface Transportation Program (RSTP) fund; A federal HSIP grant of \$2,340,000; \$200,000 from Gas Tax; and \$707,000 from Measure G.

**Benefits:** The project, seeks to reduce fatalities and serious injuries on public roads.

**Before and after photos:** Before and conceptual photos are provided below. After photos are not available as the project is currently in design.








**BEFORE**



**AFTER**





**Project: Sanborn Road/US 101 Improvements Ag Industrial Center, CIP No. 9117**

**Description:** Elvee Drive extension to Work street, extend right turn lane onto Work from Sanborn Road, Traffic Signal at Fairview and Sanborn Road, TS modification at Elvee and Sanborn for right in-right out, Installation of span bridge at Rec ditch; sidewalk, street lights, landscape; Reconstruction of Elvee Drive, Modify RT lane on Sanborn at Work St. This project is not complete. Measure X funds were used for staff time and the construction contractor.

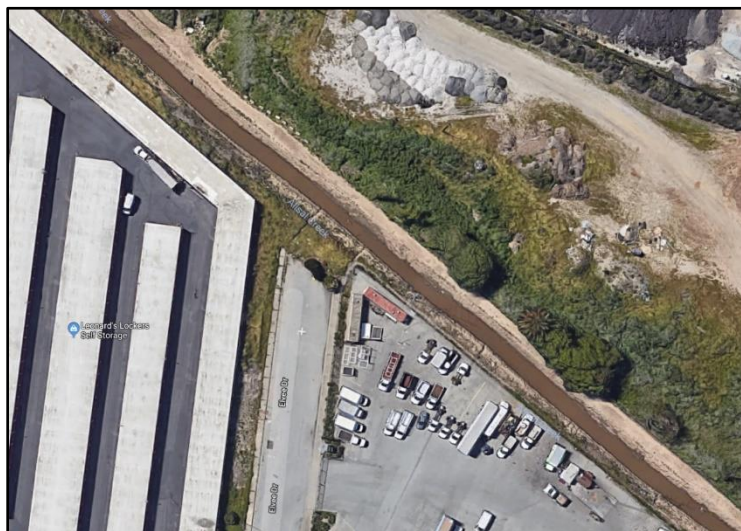
**Phase:** Construction is 98% complete

**Amount of Measure X funds spent on the project:** \$725,000.00 from Measure X Bond Proceeds Fund

**Amount of other funds leveraged:** Traffic Impact Fees and Bond Grant/RSTP funding were leveraged. This project is funded with \$2.7 million of Local Traffic Impact Fee Funds; \$1.7 million of Trade Corridor Improvement Funds; \$1.0 million of RSTP funds; \$520,000 of Storm Water Development Fees from CIP 9735; and \$1.75M in Measure G funds for a total of \$7.67 Million budget.

**Benefits:** The project is designed to improve operational traffic and circulation conditions at the Sanborn Road/U.S. Highway 101 interchange. As part of the traffic impact analysis conducted for the Salinas Ag-Industrial Center Program Environmental Impact Report in 2009, a range of existing circulation network operational deficiencies were identified. This project includes several of the network improvements that were added to the City's Transportation Improvement Program (TIP) in response to the prior traffic impact analyses. Once constructed, its operation will result in positive impacts on traffic operations and traffic safety in the vicinity of the Sanborn Road/U.S. Highway 101 interchange and will improve the movement of agriculture goods and all efforts that relate to the harvesting, packaging and shipping of the agriculture businesses in south Salinas.

**Before and After photos:** Before and after photos are provided below.



*Aerial view of Elvee Drive terminus without bridge*



*Construction of bridge at Elvee Drive*



*Elvee Drive near bridge construction*



*Elvee Drive near bridge construction*





*Elvee Drive*

**Project: Traffic Calming Improvements, CIP No. 9163**

**Description:** This project implements the City-wide traffic calming policy for residential streets throughout Salinas adopted in 2009. The benefits are extremely sought after by residents of the several neighborhoods, including Riker Street (from Blanco Rd to Acacia St), Curtis St, Ambrose Dr, Chaparral St and Cherokee Dr. The Institute of Transportation Engineers defines “traffic calming” as “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.” Growth in traffic volumes in Salinas has increased the frequency and severity of traffic-related issues on residential neighborhood streets. In 2009, the City of Salinas adopted a Neighborhood Traffic Management Program (NTMP) to address neighborhood traffic concerns. Each residential traffic calming neighborhood project is unique and is evaluated individually. Residents of each traffic calming neighborhood project meet to provide input and vote on a City Staff recommended neighborhood traffic calming plan. Funds were used for staff and the construction contractors.

**Phase:** Various phases for each project. Construction of traffic calming devices completed on Riker Street, Curtis Street and Ambrose Drive. Plan development work with the community continued at Chaparral Street, Cherokee Drive and Nacional Street. Construction is anticipated in FY 19-20 for these neighborhoods.

**Amount of Measure X funds spent on the project:** \$62,072.00 from Measure X Special Revenue Fund and 158,081.00 from Measure X Bond Proceeds Fund

**Amount of other funds leveraged:** None

**Benefits:** Excessive vehicle speeds and/or excessive traffic volumes on neighborhood streets can diminish the residential quality of life. The different traffic calming tools prescribed in the Neighborhood Traffic Calming Program and their appropriate applications provide a response to the negative effects of speeding and traffic volumes on residential neighborhood streets.

**Before and after photos:** Before and after photos are provided below:



*Riker Street at Orange Drive- Before*



*Riker Street at Orange Drive Traffic Circle*



*W Curtis Street – Before*





*West Curtis Street- After with Traffic Calming (speed cushions)*



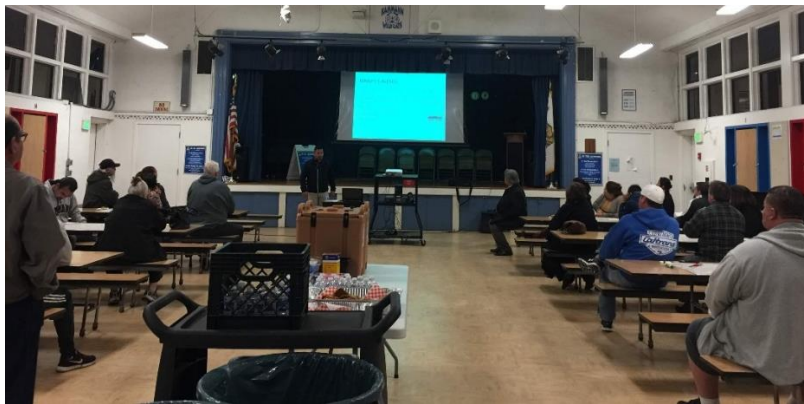
*Ambrose Drive – Before*



*Ambrose Drive- After with Traffic Calming (speed cushions)*



*Chaparral Street Traffic Community Meeting (August & October 2018)*



*Cherokee Drive Traffic Calming Community Meeting (January and April 2019)*



*Nacional Street Traffic Calming Community Meeting (April & June 2019)*



**Title: ADA Pedestrian Ramp, CIP No. 9216**

**Description:** Furnish and install ADA pedestrian ramps at all curb returns and crosswalks at mid-block throughout the City. The priority will be based on the recommendation by staff and committee and approval by City Council. Funding was used for staff time.

**Phase:** Planning-for On-Call Job Order Contracts

**Amount of Measure X funds spent on the project:** \$129.00 from Measure X Special Revenue Fund

**Amount of other funds leveraged:** None

**Benefits:** 86% of the City's curb returns and crosswalks are deficient in meeting ADA compliance this hinders persons with disabilities to become independent and mobile within the City limits. This funding has allowed the City to design and install ADA pedestrian ramps in conjunction with the sidewalk improvement project program. The City will continue to fund annually for installation of ADA pedestrian ramps. Funds were used for staff time to research ADA requirements to provide curb ramps when streets, roads, or highways are altered through resurfacing.

**Before and after photos** are not available as there was no installation of ADA pedestrian ramps under this CIP in fiscal year 2018-2019.

**Project: Bardin Road Safe Routes to School, CIP No. 9218**

**Description:** Safety and road improvements to reduce the number of travel lanes, from 4 to 2, along Bardin Rd between Williams Rd and Alisal St/Alisal Rd and include a two-way left-turn lane and bike lanes. Modify control intersections of Alisal St/Alisal Rd at Bardin Rd and at Sconberg Parkway to include dual roundabout network. Enhance bike facilities along Alisal St between Tampa St and Bardin Rd; reconstruct Bardin Rd (Williams to Sycamore); repair SS & SD.

**Phase:** Design-PS&E 98 % complete; CTC meeting for Construction Allocation scheduled for April 2020

**Amount of Measure X funds spent on the project:** \$86,099.00 from Measure X Bond Proceeds Fund

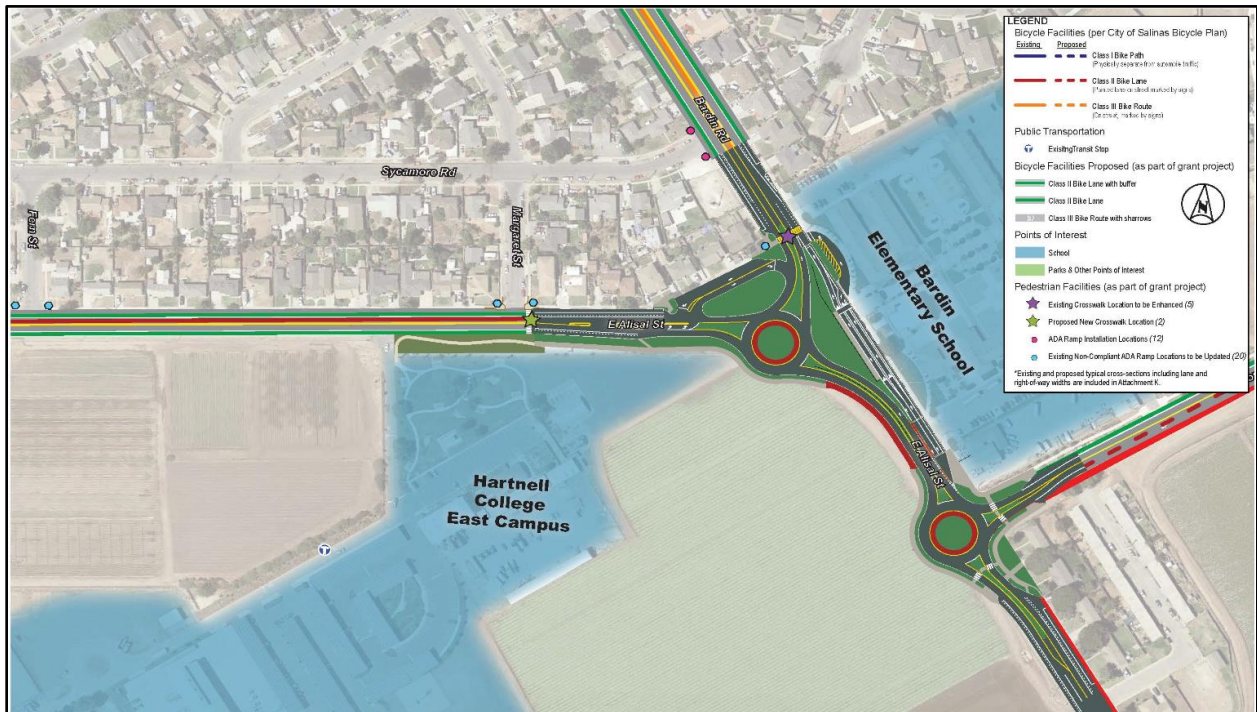
**Amount of other funds leveraged:** \$3,600,000 ATP, cycle 2, and \$400,000 Sewer Funds

**Benefits:** This project will improve the City's infrastructure and the quality of life of its residents. Completion of the project will result in a traffic junction (two roundabouts) that channels through traffic around the school and provides two lanes of right-of-way for parents to safely drop off and pick up their children. It also provides new safe pedestrian and bicycle access from all directions.

**Before and after photos:** Before and conceptual photos are provided below. After photos are not available as the project is currently in design.



*Aerial view of Bardin Road/Alisal St/Alisal Road intersection*



*Conceptual Layout of Proposed Improvements at Bardin Road/Alisal St/Alisal Road*





*Before photo of Alisal Road near Sconberg Parkway*



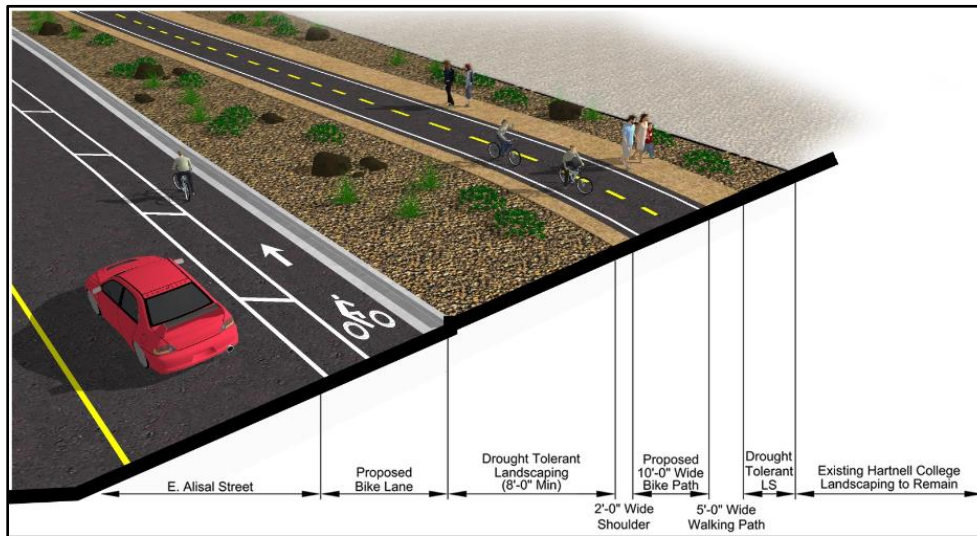
*Concept photo of Alisal Road near Sconberg Parkway*



*Before and conceptual photo of Sconberg Parkway near Alisal Road*



*Before photo of Alisal St and Hartnell College East Campus*



*Concept of Alisal St and Hartnell College East Campus*

**Project: East Laurel Drive Sidewalk & Lights, CIP No. 9220**

**Description:** The concept for this project includes new sidewalk along East Laurel Drive from North Sanborn Road to Constitution Boulevard and on Constitution Blvd. from East Laurel Drive to 350-feet west of Manchester Circle where no sidewalk currently exists. The project includes the installation of streetlights along Laurel Drive and pedestrian lights along the existing pedestrian and bike path. Measure X funds were used for staff time and contract for the consultant Kimley-Horn and Associates, Inc.

**Phase:** Environmental MND and Design – PS&E 98% complete

**Amount of Measure X funds spent on the project:** \$465,689.00 from Measure X Bond Proceeds Fund



**Amount of other funds leveraged:** RSTR \$900,000 and \$200,000 contribution from Monterey County Public Works department

**Benefits:** The new sidewalk will allow the surrounding residents to walk safely from East Salinas to the Soccer Fields, Natividad Hospital, Monterey County offices and north Salinas. The new trail lighting from St. Edwards up to the trails where Gabilan and Natividad Creek bridges begin will allow safer recreational walking and biking during all hours. Installation of Street lighting on East Laurel Drive from Natividad Road to North Sanborn Road will illuminate the area that currently does not have any lighting. Illumination in this area will allow for better visibility for vehicles, bikers and pedestrians. Traffic Signal safety modifications and ADA improvements at the East Laurel/Constitution Blvd intersection will enhance the safety at this intersection. All recommendations from the ITS Berkeley Monterey County and City of Salinas Complete Streets safety assessment will be implemented.

**Before and after photos:** Before and conceptual photos are provided below. After photos are not available as the project is currently undergoing the plans, specifications and estimate process.



*E Laurel Dr Westbound at Sanborn Rd. & at St Edwards Ave - No Sidewalk*



*Conceptual View of Proposed Boardwalk on North Side of Laurel Drive*





**Project: T/S Boronda Road & Sanborn Road, CIP No. 9223**

**Description:** Traffic Staff compiles a list of candidate intersections for traffic signals throughout the years. The intersections were studied to see if they met one of the eleven traffic signal warrants specified in the California Manual of Uniform Traffic Control Devices (CA-MUTCD). The City Council approved the 2017 Traffic Signal Priority List with direction to complete priority signal projects within 2 years. A signal at the intersection of Boronda Road and Sanborn Road was priority 3. The funding was used for staff time. An Intersection Control Evaluation (ICE) recommended a mini roundabout at the intersection as an interim improvement instead of a traffic signal. Staff is therefore seeking grant funding for the project. Measure X fund re-directed to other priority signal locations.

**Phase:** Planning

**Amount of Measure X funds spent on the project:** \$21,040.00 from Measure X Bond Proceeds Fund

**Amount of other funds leveraged:** None

**Benefits:** The recommended roundabout will provide level of service (LOS) A for both current and 2028 design years. A roundabout would provide the desired right of way controls that a traffic signal would provide. At this location, the ICE finds that a roundabout was found to be the best performing alternative when comparing to predicted life-cycle cost for safety and operations and Maintenance. The estimated initial cost of the roundabout option is approximately twice the cost of a traffic signal. Therefore, additional funding from grants is required.

**Before and after photos:** Before and conceptual photos are provided below. After photos are not available as the project is currently undergoing the plans, specifications and estimate process.



*N Sanborn Rd and Boronda Road Intersection (Existing)*





*N Sanborn Rd and Boronda Rd with Mini-Roundabout (conceptual)*

**Project: T/S Constitution Boulevard & Las Casitas Drive, CIP No. 9227**

**Description:** Traffic Staff compiled a list of candidate intersections for traffic signals throughout the years. The intersections were studied to see if they met one of the eleven traffic signal warrants specified in the California Manual of Uniform Traffic Control Devices (CA-MUTCD). The City Council approved the 2017 Traffic Signal Priority List with direction to complete priority signal projects within 2 years. A traffic signal at the intersection of Constitution Blvd. and Las Casitas was priority 4. Council also requested staff to evaluate alternate traffic controls at this intersection. The funding was used for staff time and consultant to conduct an intersection control evaluation (ICE) that concluded a signal was recommended for this intersection. The signal is currently in design.

**Phase:** Planning

**Amount of Measure X funds spent on the project:** \$59,655.50 from Measure X Special Revenue Fund and \$2,235.00 from Measure X Bond Proceeds Fund

**Amount of other funds leveraged:** None

**Benefits:** Traffic signal control intersections by assigning right-of-way to conflicting movements of traffic at an intersection. Traffic signals can increase the capacity of an intersections and improve the safety of both pedestrian and vehicular traffic. Traffic signals may reduce certain types of accidents, particularly right-angle “broadside” collisions.

**Before and after photos:** Before and conceptual photos are provided below. After photos are not available as the project is currently in planning.



*Constitution Blvd at Las Casitas Dr (conceptual)*

**Project: Vibrancy Plan Infrastructure (Main Street Streetscape), CIP No. 9230**

**Description:** Vibrancy Plan implementation calls for the development of several new infrastructure projects and a potential resource to fund these projects is the Enhanced Infrastructure Finance District. The Main Street Master Plan is part of one of the first steps in implementing the Downtown Vibrancy Plan. The Main Street Master Plan has been developed to further refine the framework and guidance specific to Main Street. Measure X funds were used for staff time and consultant fees provided by Kimley-Horn & Associates, Inc.



**Phase:** Bids were opened in December 2019 and Construction work is anticipated to commence in Spring 2020

**Amount of Measure X funds spent on the project:** \$620,348 from Measure X Bond Proceeds Fund

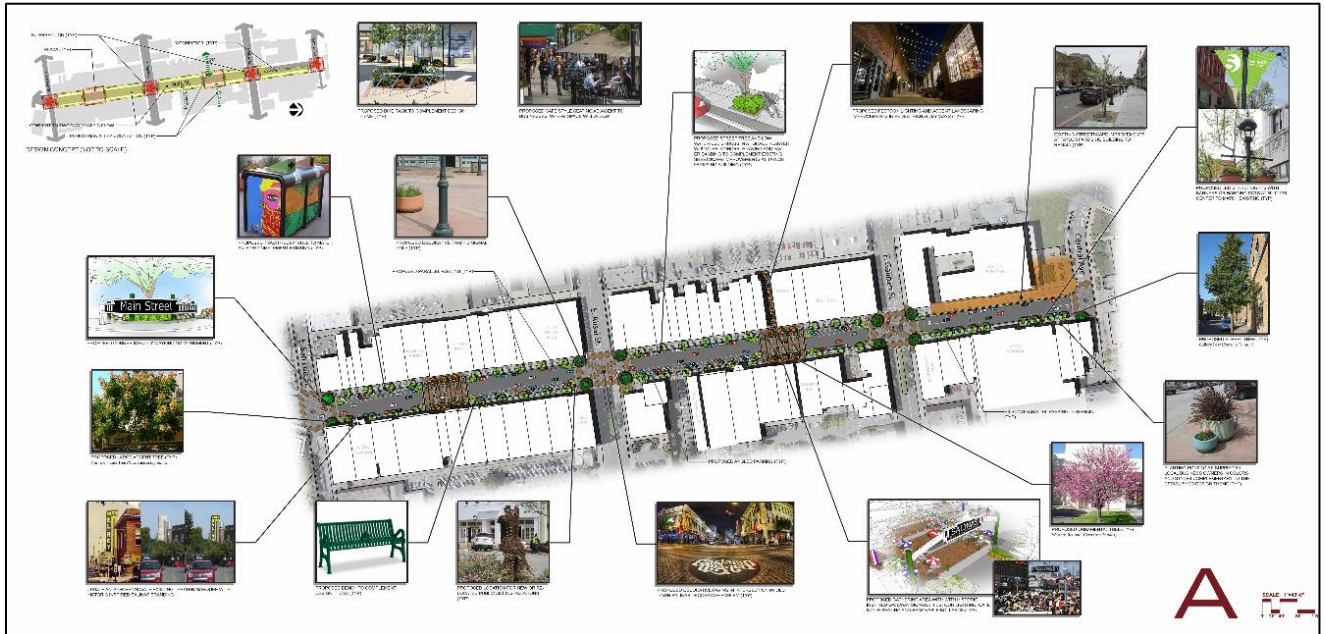
**Amount of other funds leveraged:** \$229,000 Measure G (city funds) Previous Years

**Benefits:** The project will improve safety and increase mobility and access for all pedestrians, including seniors and persons with disabilities, by reconstructing sidewalks to be wider; reducing visual barriers; improving grades to be ADA compliant; improving lighting; enhancing crosswalks and installing accessible pedestrian signals with exclusive pedestrian signal operations and countdowns; integrating wayfinding devices and signage; installing bollards and other vehicular barriers to protect high pedestrian areas. Road reconstruction to improve pavement condition index, stormwater control and matching the improved sidewalk grades. Reduce collision potential through traffic calming features, including narrower lanes and horizontal and vertical deflection roadway alignment. Encourage safe cycling through the improved traffic circulation, increased visibility, and enhanced bicycle facilities. Improve vehicular circulation by converting the existing one-way traffic flow to two-way and modernizing signal equipment to efficiently move traffic. Encourage walking and improve visitor access to downtown businesses to support a healthy and vibrant downtown community. Improve the treatment and volume reduction of storm water runoff.

**Before and after photos:** Before and conceptual photos are provided below. After photos are not available as the project is anticipated to begin construction in Spring 2020.



*Downtown Salinas – Main Street Existing*



*Downtown Salinas – Main Street Master Plan Conceptual*

## Main Street Master Plan Traffic and Transportation

- Two-Way Traffic Conversion
- Pedestrian-Friendly Environment
- Bicycle Mobility
- Intersections Operations
- Blended Angled and Parallel Parking



*Main Street Master Plan – proposed improvements*



**Project: T/S East Alisal Street & Murphy Street, CIP No. 9238**

**Description:** The construction of the New Public Safety building will require a signal at the East Alisal at Murphy Street Intersection. This intersection becomes the main entrance to the City's new Public Safety Building. The project includes a new traffic signal at the intersection as well as decorative street lighting on Murphy Street and raised median improvements to control access within the influence area of the traffic signal and provide stormwater features. Funds were used for staff time.

**Phase:** Planning

**Amount of Measure X funds spent on the project:** \$37,346.00 from Measure X Special Revenue Fund

**Amount of other funds leveraged:** None

**Benefits:** Traffic signals control intersections by assigning right-of-way to conflicting movements of traffic at an intersection. Traffic signals can increase the capacity of an intersections and improve the safety of both pedestrian and vehicular traffic. Traffic signals may reduce certain types of accidents, particularly right-angle “broadside” collisions. The new traffic signal will have access to a City fiber-optic line and will be capable of communicating with other traffic signals to improve the efficiency of the Alisal Street corridor.

**Before and after photos:** See before photo provided below. After photos are not available as the project is in planning.



*Alisal/Murphy intersection with new Public Safety Building in the background. A new signal is proposed to begin construction by Summer 2020*

**Project: Streetlight Installation, CIP No. 9267**

**Description:** The Street Light Improvement Project Phase 13 is part of the East Salinas Street Light Project. Phase 13 will include a rehabilitation that will improve streets with insufficient lighting on the east side of the City of Salinas. Work will include, but is not limited to the removal and replacement of streetlights on PG&E poles and installation of new streetlights; and, street lights with underground service connections on Roosevelt Street, Kern Street, King Street, North Madeira Avenue, North Wood Street, and Ragsdale Court. Easements may need to be obtained should there not be enough City right of way for streetlight installation on Ragsdale Court. The design phase will also include the request of PG&E service points and preparation of easements. This project is still in the planning phase. The funding was used for staff time to draw the Base Map.

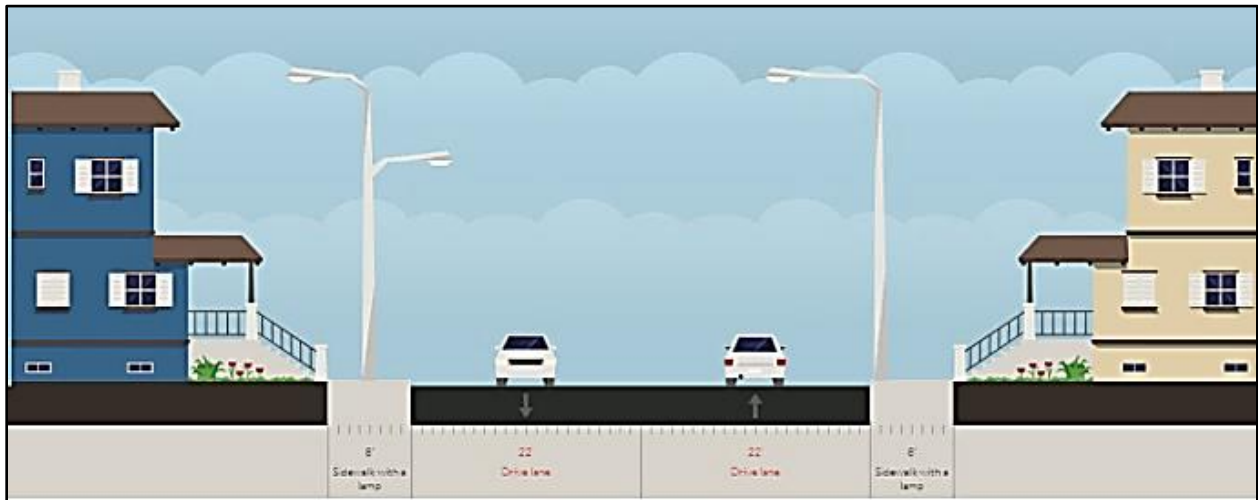
**Phase:** Planning

**Amount of Measure X funds spent on the project:** \$3,464.00 from Measure X Special Revenue Fund

**Amount of other funds leveraged:** None

**Benefits:** With the assistance of our GIS and Police department data, we were able to identify the locations where the highest density of crime occurs in the City limits. The three categories that were looked at were vehicle theft, robbery, and burglary. Studies show that crime rates decrease once streets are illuminated properly. Through field review, it was determined that the area with the highest crime rates had the lowest illumination. The project will include the installation of city standard streetlights (LEDs) throughout the above-mentioned streets to reduce criminal activity and improve traffic safety.

**Before and after photos:** Please see conceptual photo for streetlight installation. After photos are not available as the project is in planning.



*Concept for Street Light Installation.*



**Project: T/S East Laurel Drive & Saint Edwards Avenue, CIP No. 9268**

**Description:** Install traffic signal at East Laurel and St. Edwards Street with lighting, pedestrian ramps, crosswalks, bike lanes, new bus shelters and minor landscaping.

**Phase:** Completed

**Amount of Measure X funds spent on the project:** \$585,915.00 from Measure X Bond Proceeds Fund

**Amount of other funds leveraged:** The project was designed in FY 17-18 using both Measure G (\$220,000) & Measure X

**Benefits:** Traffic signals can increase the capacity of an intersection and improve the safety of both pedestrian and vehicular traffic. Traffic signals may reduce certain types of accidents, particularly right-angle “broadside” collisions. ADA ramps, crosswalks, and bike lanes provide a safer space for pedestrians.

**Before and after photos:** Before and after photos are provided below.



*E. Laurel Dr. at St. Edwards Dr. before traffic signal installation.*



*E. Laurel Dr. at St. Edwards Dr. after traffic signal installation.*



*St. Edwards Dr. at E. Laurel Dr. before traffic signal installation.*





*St. Edwards Dr. at E. Laurel Dr. after traffic signal installation.*



*St. Edwards Dr. at E. Laurel Dr. after traffic signal installation.*



*E. Laurel Dr. at St. Edwards Dr. after traffic signal installation*



**Project: Bardin Road Reconstruction and Sanitary Sewer, CIP No. 9277**

**Description:** Design and reconstruct Bardin Road (Williams to Sycamore). The Bardin Safe Routes to School Project will include the installation of bulb-outs, a road diet on Bardin Road, new crosswalks with Rapid Flashing Beacons, buffered bike lanes, ADA pedestrian Ramps, street lights and pedestrian lighting, meandering sidewalks, curb and gutter improvements, a full road reconstruction, traffic signal modifications and loop replacement at Williams Road/Bardin Road, and two roundabouts at East Alisal Street/Bardin Road and Sconberg Parkway/Alisal Road. The new road with safety features on crosswalks, new lighting at crosswalks, new bike lanes and pedestrian ramps will create a safer and better community. Measure X funds were used for staff time and consultant fees.

**Phase:** Design - 95% PS&E

**Amount of Measure X funds spent on the project:** \$79,452.00 from Measure X Special Revenue Fund

**Amount of other funds leveraged:** \$400,000 Sewer funds

**Benefits:** The City’s Pavement Management System program has identified Bardin Road as a priority project for road reconstruction based on the road’s current Pavement Condition Index. With the reconstruction of this road, the City will design a road diet, install safe pedestrian crossings, bulb outs, and a bike lane with bike buffers. The project is earmarked for construction in the Fall in 2020, and will provide traffic calming and pedestrian safety for the neighborhood and the City at large.

**Before and after photos:** See before photos provided below. After photos are not available as the project is in planning.



*Before photo of Bardin Rd at Williams Rd*





Google

*Before photo of Bardin Rd at Cross Ave*



*Before photo of Bardin Rd at Toro Ave*





*Before photo of Bardin Rd at Dennis Ave*



*Before photo of Bardin Rd at Countryside Dr*



*Before photo of Bardin Rd at Afton Rd*





*Before photo of Bardin Rd at Argentine Dr*



*Before photo of Bardin Rd at Sycamore Rd*

**Project: T/S Williams Road & Garner Avenue, CIP No. 9358**

**Description:** Project provides for a traffic intersection control evaluation (ICE) and later construct a traffic signal at Williams Road and Garner Avenue if warranted. The funding was used for staff time.

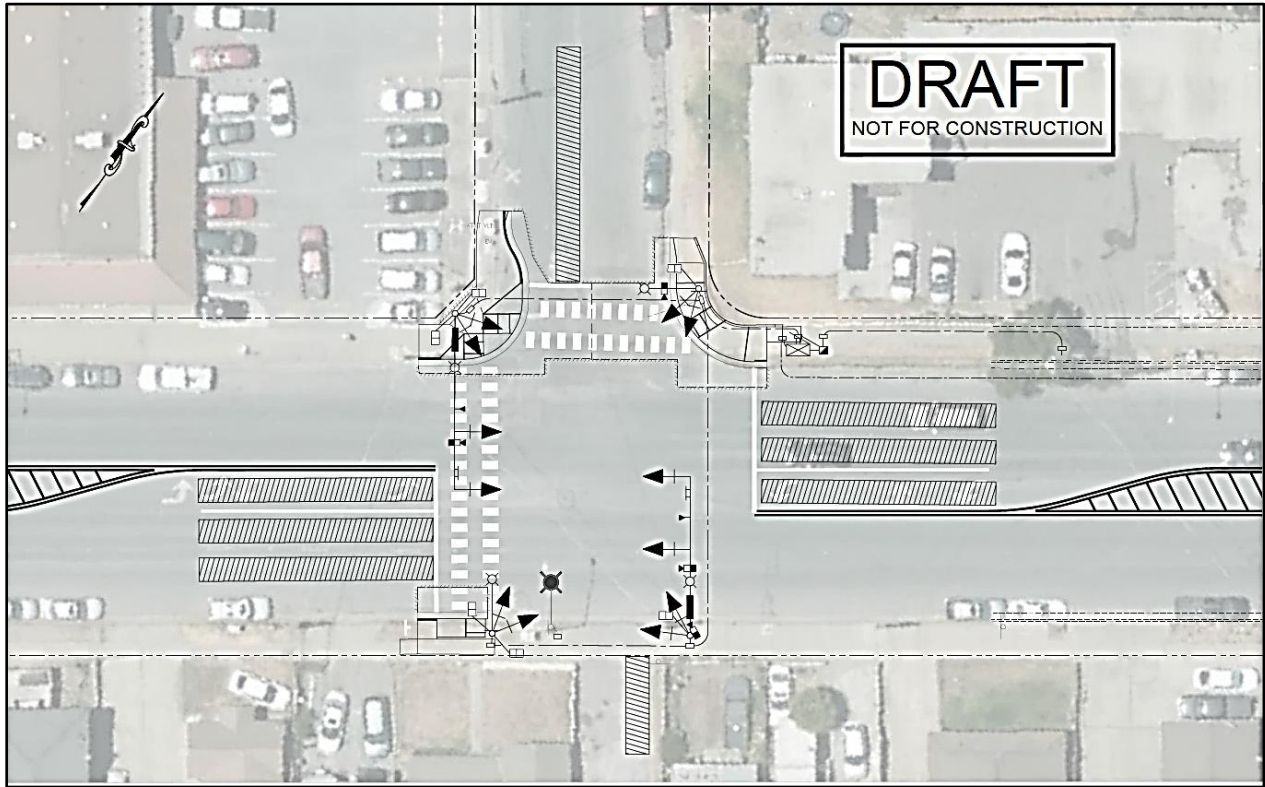
**Phase:** Planning

**Amount of Measure X funds spent on the project:** \$26,799.00 from Measure X Special Revenue Fund

**Amount of other funds leveraged:** None

**Benefits:** Traffic signals control intersections by assigning right-of-way to conflicting movements of traffic at an intersection. Traffic signals can increase the capacity of an intersections and improve the safety of both pedestrian and vehicular traffic. Traffic signals may reduce certain types of accidents, particularly right-angle “broadside” collisions.

**Before and after photos:** Conceptual photo is provided below. After photos are not available as the project is currently in planning.



**Project: Annual City Streets Rehabilitation Program (MVF Tax 7360), CIP No. 9438**

**Description:** The City has an ongoing pavement maintenance program to patch, repair, crack-seal, and overlay City streets. Measure X funds were used for Maintenance staff completing numerous pavement repairs, including John Street (Phase 2).

**Phase:** Ongoing construction

**Amount of Measure X funds spent on the project:** \$86,556.00 from Measure X Bond Proceeds Fund

**Amount of other funds leveraged:** \$467,165 Gas Tax

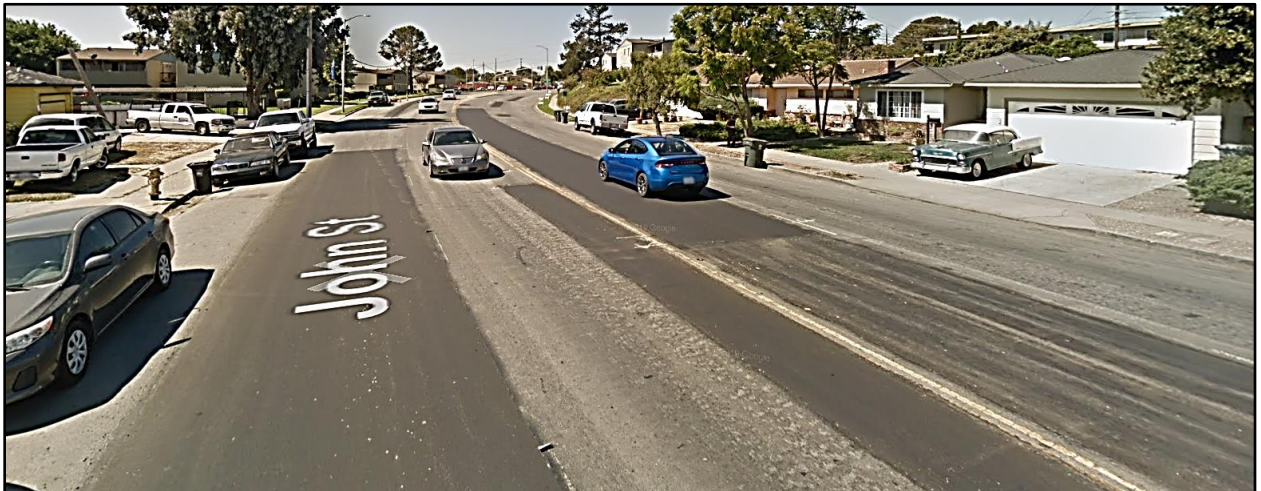
**Benefits:** The resurfacing of streets prolongs the life of the streets by decreasing deterioration and improves the PCI.

**Before and after photos:** Before and after photos are provided below.





*Before photo of John St at approximately 600 feet northeast of Sanborn Rd*



*After photo of John St at approximately 600 feet northeast of Sanborn Rd*



*Before photo of John St near McGowan Dr*





*Before photo of John St Near McGowan Dr east bound*



*After photo of John St near McGowan Dr*



*Before photo of John St near crosswalk at Los Padres Elementary School*





*Before photo of John St at Los Padres Elementary School crosswalk*



*After photo of John St at Los Padres Elementary School crosswalk*



*Before photo of John St near John Cir - eastbound*





*Before photo of John St near John Cir – westbound*



*After photo of John St near John Cir*



*Before photo of John St between Williams Rd and John Cir*





*After photo of John St between Williams Rd and John Cir*

**Project: Traffic Signal Installation, CIP No. 9654**

**Description:** The Traffic and Transportation division installs and upgrades traffic signals, including opticon controls for emergency response at signalized intersections when warranted. Existing signals are being updated to include new APS, video detection, leading pedestrian phases, LED lamps, battery back-up systems, and communication upgrades.

**Phase:** This is an ongoing program that includes upgrades of traffic signal system to keep the City signal system connected and communicating with the traffic signal operations center (TOC). The project also funds replacement of major signal equipment (cabinets, signal poles, battery back-up systems) when damaged or when at the end of useful life.

**Amount of Measure X funds spent on the project:** \$79,167.00 from Measure X Bond Proceeds Fund

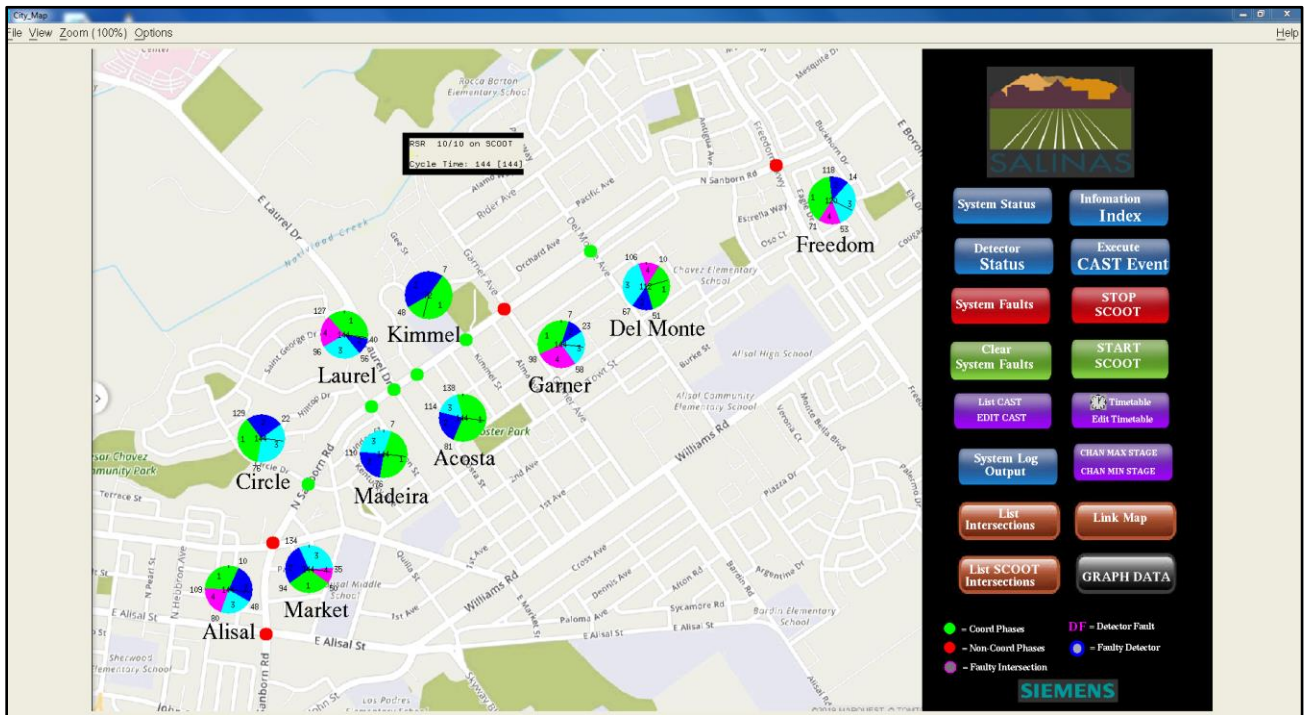
**Amount of other funds leveraged:** SB1-\$480,000

**Benefits:** Travel time reductions result in optimal signal timing settings. Coordinated signals also provide proven improvements in safety and travel time along the City's busy arterial streets. The operation of signals through an operations center will allow better monitoring and adjustments that support operational efficiency. Improvements also provides better traffic information that is used to further improve traffic efficiency. A traffic signal is not just a traffic control device but a tool to help improve travel.

**Before and after photos:** Please see below photos regarding this CIP.



*Traffic Signal Operations Monitored from City TOC.*



*Monitoring Adaptive Corridor Signal control cycle lengths.*

**Project: Sidewalk & Drainage Repairs, CIP No. 9720**

**Description:** This project provides for the repair of damaged curbs, gutters, sidewalks, and driveway approaches throughout the City damaged by City trees within the street right-of-way. The City selected Central Ave. from Salinas St. to Davis Rd. Funding was used from the City maintenance crew rehabilitating sidewalks, curbs and gutters adjacent to 105 addresses, including concrete pours of 19,340 square feet for sidewalk and 1,775 linear foot for curb and gutter. Funding was also used for staff time in developing specifications and bidding for the On-Call Job Order Contract for Sidewalk Improvements.



**Phase:** The improvements on Central Avenue are complete. The On-Call Job Order Contract for Sidewalk Improvements has been awarded to continue rehabilitating sidewalks.

**Amount of Measure X funds spent on the project:** \$49,843.00 from Measure X Bond Proceeds Fund

**Amount of other funds leveraged:** \$300,000 Gas Tax

**Benefits:** The severity of the sidewalk conditions at Central Avenue were some of the worst sidewalks that exist in the City limits. The City removed and replaced all damaged sidewalk, curb & gutter, and trees to meet ADA standards and to beautify the neighborhood. The work for Central Avenue was supplemental for the extra work including replacement of damaged sidewalk and driveways from Granite Construction. The On-Call Job Order Contract for Sidewalk Improvements approved by Council on July 2<sup>nd</sup>, 2019 will allow the city to award contracts to repair sidewalk in the City right-of-way; improve efficiency and economy in many Public Works projects by allowing contractors to bid with unit prices for multiple projects rather than bidding for every project, specifically; enable staff to quickly assign a contractor to work as funding becomes available without having to develop plans/specifications and bid projects on a project-by-project basis to selected contractors.

**Before and after photos:** Before and after photos are provided below.



*Before photos of Central Ave JOC Sidewalk Repair*



*After photos of Central Avenue JOC Sidewalk Repair*

**Project: Circle Drive, CIP No. 9976**

**Description:** Project provides for street pavement repair as required on Circle Drive between North Sanborn Road and Saint Edwards Avenue. Circle Dr. was partially overlaid and sealed along the joints and the cracks of the non-overlaid areas. The funding was used for staff time and the purchase of materials for the patch & repair. Circle Dr. was slurried in May 2019 as part of the Slurry Seal Improvements project.

**Phase:** Complete

**Amount of Measure X funds spent on the project:** \$6,574.00 from Measure X Bond Proceeds Fund

**Amount of other funds leveraged:** None.

**Benefits:** The resurfacing of Circle Dr. prolongs the life of the street by decreasing deterioration.

**Before and after photos:** Before and after photos are provided below.



*Before photo of Circle Dr / After photo of patch and repair along Circle Dr*





*Circle Drive – before slurry seal*



*Circle Drive – after slurry seal*



*Circle Drive – after crack seal*



*Circle Drive – after crack seal*



ATTACHMENT 1

INDEPENDENT AUDIT OF FINANCIAL STATEMENTS

**CITY OF SALINAS**

**MEASURE X TRANSPORTATION SAFETY  
AND INVESTMENT PLAN FUND**

**FINANCIAL STATEMENTS**  
**with**  
**INDEPENDENT AUDITORS' REPORT**

**JUNE 30, 2019**

**McGILLOWAY, RAY, BROWN & KAUFMAN**  
**ACCOUNTANTS & CONSULTANTS**



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## INDEPENDENT AUDITORS' REPORT

To the Honorable Mayor and  
Members of the City Council  
City of Salinas  
Salinas, California

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

We have audited the accompanying financial statements for the City of Salinas' Measure X Transportation Safety and Investment Plan Fund (City's Measure X Fund), as of and for the fiscal year ended June 30, 2019, and the related notes to the financial statements, as listed in the table of contents.

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

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.

### **Auditors' Responsibility**

Our responsibility is to express an opinion 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 opinion.

Gerald C. Ray, CPA | Patricia M. Kaufman, CPA, CGMA | Jesus Montemayor, CPA | Smriti Shrestha, CPA

Sarita C. Shannon, CPA | Whitney Ernest, CPA | Devvyn MacBeth, CPA | Deanna Thomas, CPA | Sukhdev Singh, CPA |  
Laura Armbruster, CPA | Rose Maxwell, CPA



## **Opinion**

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the City of Salinas' Measure X Transportation Safety and Investment Plan Fund, as of June 30, 2019, and the changes in financial position for the fiscal 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 Transportation Safety and Investment Plan Fund and do not purport to, and do not present fairly the financial position of the City of Salinas, as of June 30, 2019, the changes in its financial position, or, where applicable, its cash flows for the 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 Matters**

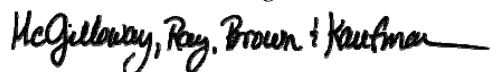
### *Other Information*

Our audit was conducted for the purpose of forming an opinion on the Measure X fund financial statements that collectively comprise the City of Salinas' Measure X Transportation Safety and Investment Plan Fund financial statements. The accompanying supplemental schedule – Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget and Actual on page 7 is presented for purposes of additional analysis and is not a required part of the basic financial statements.

The Schedule of Revenues, Expenditures and Changes in Fund Balance Budget and actual are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the City's Measure X Fund financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplemental schedule – Schedule of Revenues, Expenditures and Changes in Fund Balance – Budget and Actual is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

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

In accordance with *Government Auditing Standards*, we have also issued our report dated December 20, 2019, on our consideration of the City of Salinas' Measure X Transportation Safety and Investment Plan Fund's internal control over financial reporting and on our tests of its compliance with the requirements described in the TAMC's Ordinance No. 2016-01 and in the Agreement between TAMC and the City and other matters for the fiscal year ended June 30, 2019. The purpose of that report is solely to report our opinion on compliance and to describe the scope of our testing of internal control over financial reporting and the results of that testing, and not to provide an opinion on the effectiveness of the City of Salinas' Measure X Fund's internal control over financial reporting. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City of Salinas' Measure X Fund's compliance.



McGilloway, Ray, Brown & Kaufman  
Salinas, California  
December 20, 2019

**MEASURE X TRANSPORTATION SAFETY AND INVESTMENT PLAN  
FUND FINANCIAL STATEMENTS**



**CITY OF SALINAS**  
**MEASURE X TRANSPORTATION SAFETY AND INVESTMENT PLAN FUND**  
**BALANCE SHEET**  
**JUNE 30, 2019**

<b>ASSETS</b>	
Cash and investments	\$ 4,632,315
Interest receivables	23,612
Due from Transportation Agency for Monterey County	<u>2,208,071</u>
Total assets	<u><u>\$ 6,863,998</u></u>
<b>LIABILITIES</b>	
Due to other funds	<u>\$ 25,395</u>
Total liabilities	<u>25,395</u>
<b>FUND BALANCE</b>	
Restricted	<u>6,838,603</u>
Total fund balances	<u>6,838,603</u>
Total liabilities and fund balances	<u><u>\$ 6,863,998</u></u>

The accompanying notes are an integral part of these financial statements

**CITY OF SALINAS**  
**MEASURE X TRANSPORTATION SAFETY AND INVESTMENT PLAN FUND**  
**STATEMENT OF REVENUES, EXPENDITURES AND**  
**CHANGES IN FUND BALANCE**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2019**

<b>REVENUES</b>	
Transportation Safety and Investment Plan Revenue	\$ 4,639,064
Interest	83,094
Total revenues	<u>4,722,158</u>
 <b>EXPENDITURES</b>	
Streets and road maintenance	<u>-</u>
Total expenditures	<u>-</u>
 <b>EXCESS OF REVENUES OVER EXPENDITURES</b>	
	<u>4,722,158</u>
 <b>OTHER FINANCING SOURCES (USES)</b>	
Transfers out	<u>(1,807,388)</u>
Total other financing sources (uses)	<u>(1,807,388)</u>
 <b>NET CHANGE IN FUND BALANCE</b>	
	2,914,770
<b>FUND BALANCE, BEGINNING OF YEAR</b>	
	<u>3,923,833</u>
<b>FUND BALANCE, END OF YEAR</b>	
	<u><u>\$ 6,838,603</u></u>

Note: Transfers out were used to fund streets, road maintenance projects, and Measure X bond interest payments.



CITY OF SALINAS  
MEASURE X TRANSPORTATION SAFETY AND INVESTMENT PLAN FUND  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2019

**Note 1 - Summary of Significant Accounting Policies Applicable to the Transportation Safety and Investment Plan Fund**

***A. Reporting Entity***

The City of Salinas (the City) receives Measure X funding from the Transportation Agency for Monterey County for the purposes of street and road infrastructure improvements. The financial statements present only the City's Transportation Safety and Investment Plan Account Fund and do not purport to, and do not present the City's financial position and changes in financial position. The City's basic financial statements are available from the City's website at: <https://www.cityofsalinas.org> and can be obtained directly from the City's Finance Department at: 200 Lincoln Ave., Salinas CA 93901.

The Transportation Safety and Investment Plan Fund from the Transportation Agency for Monterey County was approved on November 8, 2016. The revenue from the sales tax measure will be used to fund transportation safety and mobility projects in Monterey County. Expenditures are restricted to road improvements, pothole repairs, street and road maintenance, traffic deduction and regional safety, mobility and walkability.

The Transportation Safety and Investment Plan Fund financial statements and related accounting policies of the City conform with generally accepted accounting principles applicable to governments in the United States of America. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles.

***B. Basis of Accounting***

The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. The Transportation Safety and Investment Plan Fund of the City is a governmental fund type. Governmental funds are reported using the current financial resources measurement focus. This focus is on the determination of, and changes in financial resources, and generally only current assets and current liabilities are included in the balance sheet. These funds use the modified accrual basis of accounting, whereby revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the fiscal period. For this purpose, the City considers revenues as available if they are collected within sixty days of the end of the current fiscal period. Expenditures are generally recorded when a liability is incurred.

**Note 2 – Cash and Investments**

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

CITY OF SALINAS  
 MEASURE X TRANSPORTATION SAFETY AND INVESTMENT PLAN FUND  
 NOTES TO THE FINANCIAL STATEMENTS  
 JUNE 30, 2019

**Note 3 – Maintenance of Effort**

The Measure X Master Programs Funding Agreement between the City and the Transportation Agency for Monterey County required that the City 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 preceding three fiscal years 2009-10, 2010-11, and 2011-12, but not less than what was expended in 2016-17 as reported to the Controller pursuant to Streets and Highways Code Section 2151 (“Maintenance of Effort”). Exemptions from this calculation include one-time capital expenses, and expiration of any voter-approved fund sources, the three-year average baseline would be recalculated in the next annual verification period without said expired fund sources. Revenues from a fee imposed or contribution first received by a local jurisdiction on or after January 1, 2016 which are used on or after July 1, 2016, by that local jurisdiction for maintenance or improvement purposes on its streets and highways shall be considered as general fund expenditures for the purposes of compliance with the provisions of this Section in the fiscal year in which such expenditures are made. The following eligible expenditures were made:

Fiscal year ended June 30:	
2010	\$ 2,566,632
2011	2,012,218
2012	2,022,712
Total	<u>\$ 6,601,562</u>
Three year average	\$ 2,200,521
2016-17	\$ 4,429,476
Current year eligible expenditures	\$ 4,970,973
Compliant (Yes or No)	Yes

Total expenditures from the general fund for street and highway purposes for the fiscal year ended June 30, 2019 was \$4,970,973. The City was in compliance with the Maintenance of Effort requirement of the Measure X Master Programs Funding Agreement between the City of Salinas and the Transportation Agency for Monterey County.



**SUPPLEMENTAL SCHEDULE**

**CITY OF SALINAS**  
**MEASURE X TRANSPORTATION SAFETY AND INVESTMENT PLAN FUND**  
**SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE**  
**BUDGET AND ACTUAL**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2019**

	<b>Original Budget</b>	<b>Final Amended Budget</b>	<b>Actual</b>	<b>Variance with Final Budget</b>
<b>REVENUES</b>				
Transportation Safety and Investment Plan Revenue	\$ 5,780,000	\$ 5,780,000	\$ 4,639,064	\$ (1,140,936)
Interest	10,000	10,000	83,094	73,094
Total revenues	<u>5,790,000</u>	<u>5,790,000</u>	<u>4,722,158</u>	<u>(1,067,842)</u>
<b>EXPENDITURES</b>				
Streets and road maintenance	-	-	-	-
Total expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>EXCESS OF REVENUES OVER EXPENDITURES</b>	<u>5,790,000</u>	<u>5,790,000</u>	<u>4,722,158</u>	<u>(1,067,842)</u>
<b>OTHER FINANCING SOURCES (USES)</b>				
Transfers out	(2,200,000)	(4,573,418)	(1,807,388)	2,766,030
Total other financing sources (uses)	<u>(2,200,000)</u>	<u>(4,573,418)</u>	<u>(1,807,388)</u>	<u>2,766,030</u>
<b>NET CHANGE IN FUND BALANCE</b>	3,590,000	1,216,582	2,914,770	1,698,188
<b>FUND BALANCE (DEFICIT), BEGINNING OF YEAR</b>	<u>3,923,833</u>	<u>3,923,833</u>	<u>3,923,833</u>	<u>-</u>
<b>FUND BALANCE, END OF YEAR</b>	<u><u>\$ 7,513,833</u></u>	<u><u>\$ 5,140,415</u></u>	<u><u>\$ 6,838,603</u></u>	<u><u>\$ 1,698,188</u></u>

Note: Transfers out were used to fund streets, road maintenance projects, and Measure X bond interest payments.





McGilloway | Ray  
Brown | Kaufman  
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831-373-3337  
Fax 831-373-3437

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

To the Honorable Mayor and  
Members of the City Council  
City of Salinas  
Salinas, California

We have audited the financial statements of the City of Salinas (the City) Transportation Safety and Investment Plan Fund compliance with the types of compliance requirements described in the Transportation Agency's for Monterey County's (TAMC) Ordinance No. 2016-01 and the Measure X Master Programs Funding Agreement (the Agreement) between TAMC and the City, applicable for the fiscal year ended June 30, 2019.

**Management's Responsibility**

Management is responsible for compliance with the requirements of laws, regulations contracts, and grants applicable to the Transportation Safety and Investment Plan Fund.

**Auditors' Responsibility**

Our responsibility is to express an opinion on the City's compliance based on our audit in accordance with the compliance requirements described in the TAMC Ordinance No. 2016-01 and in the Agreement. The 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 and 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 and Investment Plan Fund" 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 City 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 required 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 City occurred. An audit includes examining, on a test basis, evidence about the City's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

Gerald C. Ray, CPA | Patricia M. Kaufman, CPA, CGMA | Jesus Montemayor, CPA | Smriti Shrestha, CPA

Sarita C. Shannon, CPA | Whitney Ernest, CPA | Devvyn MacBeth, CPA | Deanna Thomas, CPA | Sukhdev Singh, CPA |  
Laura Armbruster, CPA | Rose Maxwell, CPA

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 City's compliance.

**Opinion on Compliance and Other Matters with the City's Transportation Safety and Investment Plan Fund**

In our opinion, the funds allocated to and received by the City of Salinas' Transportation Safety and Investment Plan Fund, complied, in all material respects, with the compliance requirements referred to above that are applicable in accordance to the compliance requirements described in the TAMC's Ordinance No. 2016-01 and in the Agreement between TAMC and the City for the fiscal year ended June 30, 2019.

**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 City's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Audit Standards* in considering the City's internal control and compliance. Accordingly, this information is not suitable for any other purpose.



McGilloway, Ray, Brown & Kaufman  
Salinas, California  
December 20, 2019





McGilloway | Ray  
Brown | Kaufman  
ACCOUNTANTS AND CONSULTANTS

2511 Garden Road  
Suite A180  
Monterey, CA 93940  
831-373-3337  
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379 West Market Street  
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831-424-2737  
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3478 Buskirk Avenue  
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Pleasant Hill, CA 94523  
831-373-3337  
Fax 831-373-3437

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*

To the Honorable Mayor and  
Members of the City Council  
City of Salinas  
Salinas, 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 City of Salinas' Measure X Transportation Safety and Investment Plan Fund (the City's Measure X Fund), as of and for the year ended June 30, 2019, and the related notes to the financial statements, which collectively comprise the City of Salinas' Measure X Transportation Safety and Investment Plan Fund's financial statements, and have issued our report thereon dated December 20, 2019.

### **Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the City's Measure X Fund'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 City's Measure X Fund's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's Measure X Fund'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.

Gerald C. Ray, CPA | Patricia M. Kaufman, CPA, CGMA | Jesus Montemayor, CPA | Smriti Shrestha, CPA

Sarita C. Shannon, CPA | Whitney Ernest, CPA | Devvyn MacBeth, CPA | Deanna Thomas, CPA | Sukhdev Singh, CPA |  
Laura Armbruster, CPA | Rose Maxwell, CPA

## **Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the City's Transportation Safety and Investment Plan Fund 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 City'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.



McGilloway, Ray, Brown & Kaufman  
Salinas, California  
December 20, 2019



ATTACHMENT 2

FIVE YEAR CAPITAL IMPROVEMENT PROGRAM

**CITY OF SALINAS MEASURE X FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FOR YEARS 2019-2024**

<b>Project No.</b>	<b>Name / Description</b>	<b>FY '19/'20</b>	<b>FY '20/'21</b>	<b>FY '21/'22</b>	<b>FY '22/'23</b>	<b>FY '23/'24</b>	<b>Total</b>
9030	Street Maintenance Equipment Replacement						
<b>Total Cost</b>	Replacement of a milling machine, paving machine and trailer to work on	\$875,000	-	-	-	-	\$875,000
<b>Measure X</b>	City-wide street maintenance. This equipment is used to perform major street	-	-	-	-	-	\$0
<b>Measure X Bond</b>	reparis to bring enhance street performance. The current equipment is 20	\$875,000	-	-	-	-	\$875,000
	years old and is at the end of its useful life. The parts are very difficult to						
	procure since they typically come from overseas. This also proves very costly						
	as well. This puts big strain on equipment up-time.						
PCI		N/A	N/A	N/A	N/A	N/A	-
Phase	PURCHASE IN PROGRESS		-	-	-	-	-
9034	Alisal Airport Multi-Use Trail						
<b>Total Cost</b>	Installation of Multi-Use trail - 10' AC two-way bike trail with 5' wide DG	-	\$1,065,000	\$5,500,000	-	-	\$6,565,000
<b>Measure X</b>	walkway with trail lighting and fencing along E. Alisal (Hartnell College	-	\$265,000	-	-	-	\$265,000
<b>Measure X Bond</b>	driveway to Skyway (Alisal to Airport), Airport Blvd(Skyway to HWY).Trail	-	-	-	-	-	\$0
	into golf course, rec ditch and school area. Sharrows on Moffett + Carol.						
PCI		N/A	N/A	N/A	N/A	N/A	
Phase			PLANNING				
9051	Street Lights Master Plan						
<b>Total Cost</b>	Salinas City-wide street light master plan to produce and implement a 10-year	-	\$105,000	-	-	-	\$105,000
<b>Measure X</b>	plan.	-	\$105,000	-	-	-	\$105,000
<b>Measure X Bond</b>		-	-	-	-	-	0
PCI		N/A	N/A	N/A	N/A	N/A	
Phase		PLANNING					
9071	Williams Rd UD/Street/Streetscape & Median Island						
<b>Total Cost</b>	With the utility undergrounding of Williams Road (Bardin to Alisal) the	\$438,000	\$4,450,000	\$4,430,000	-	-	\$9,318,000
<b>Measure X</b>	roadway will need to be reconstructed to include: environmental study;	\$420,000	-	-	-	-	\$420,000
<b>Measure X Bond</b>	design; streetscape improvements; SS & SD improvements; road	-	-	-	-	-	\$0
	reconstruction and median island improvements; ADA improvements.						
PCI		31	31	31			
Phase		DESIGN	DESIGN	DESIGN	CONSTRUCTION		
9088	Mortensen, Mercer & Skyway Blvd Improvements						
<b>Total Cost</b>	Repairs and road rehabilitation at Mortensen Ave, Mercer Ave and Skyway	-	\$330,000	-	-	-	\$330,000
<b>Measure X</b>	Blvd.	-	\$330,000	-	-	-	\$330,000
<b>Measure X Bond</b>		-	-	-	-	-	\$0
PCI	MORTENSENA 020/MERCERWAY 10/SKYWAYBLVD 035/SKYWAYBLVD 205	11/15/21/39	11/15/21/39				
Phase		N/A	DESIGN	CONSTRUCTION			



Project No.	Name / Description	FY '19/'20	FY '20/'21	FY '21/'22	FY '22/'23	FY '23/'24	Total
9094	Priority Traffic Signals						
<b>Total Cost</b>	City Council approved the Traffic Signal Priority List with direction to	\$650,000	-	-	-	-	\$650,000
<b>Measure X</b>	complete priority signal projects within 2 years. A traffic signal at the	<b>\$650,000</b>	-	-	-	-	<b>\$650,000</b>
<b>Measure X Bond</b>	intersection of Alvin Dr and Linwood Dr is the top priority. A new signal at	-	-	-	-	-	<b>\$0</b>
	Constitution Blvd/Las Casitas is another priority location. New traffic signals						
	at Alisal St/Murphy St and Williams Rd/Garner Ave are also included in this						
	CIP.						
PCI		N/A	N/A	N/A	N/A	N/A	
Phase		DESIGN	CONSTRUCTION		-	-	
9103	Geographic Information Systems (GIS)						
<b>Total Cost</b>	The purpose of GIS is to develop data and analytical services for the City's	\$35,000	\$35,000	\$85,000	\$35,000	\$60,000	\$250,000
<b>Measure X</b>	transportation safety, construction and maintenance programs. It supports the	<b>\$35,000</b>	<b>\$35,000</b>	<b>\$85,000</b>	<b>\$35,000</b>	<b>\$60,000</b>	<b>\$250,000</b>
<b>Measure X Bond</b>	replacement of equipment, software, data development and application	-	-	-	-	-	<b>\$0</b>
	development that are required for staff support. In addition, GIS provides						
	information and services to the public in readily available forms. Specific						
	examples include: the update of Aerial Imagery for project site planning and						
	design, annual software maintenance fees, development of new data or						
	correction of data related to the transportation network, development and						
	maintenance of the City's addressing range centerline database, maintenance						
	of traffic counts, crosswalks inventory, safe routes to school, transportation						
	signs, integration of construction and pothole maintenance data into Asset						
	Management applications, mobile applications for street enhancement data						
	collection and a multitude of other traffic, safety, construction and						
	maintenance work. The GIS system builds the backbone for the Streetsaver						
	Pavement Management System for the City.						
PCI		N/A	N/A	N/A	N/A	N/A	
Phase		ONGOING	ONGOING	ONGOING	ONGOING	ONGOING	
9163	Traffic Calming Improvements						
<b>Total Cost</b>	This project implements the City-wide traffic calming policy for residential	\$500,000	\$512,200	\$524,698	\$537,500	\$550,615	\$2,625,013
<b>Measure X</b>	streets throughout Salinas adopted in 2009 to address concerns with speed	<b>\$500,000</b>	<b>\$512,200</b>	<b>\$524,698</b>	<b>\$537,500</b>	<b>\$550,615</b>	<b>\$2,625,013</b>
<b>Measure X Bond</b>	and volume of traffic in residential areas. The benefits are extremely sought	-	-	-	-	-	<b>\$0</b>
	after by residents for public safety.						
PCI		N/A	N/A	N/A	N/A	N/A	
Phase		ONGOING DESIGN & CONSTRUCTION			ONGOING		
9216	ADA Pedestrian Ramp Installation						
<b>Total Cost</b>	Furnish and install ADA pedestrian ramps at all curb returns and crosswalks	\$100,000	\$140,000	\$140,000	\$140,000	\$100,000	\$620,000
<b>Measure X</b>	at mid-block throughout the City. The priority will be based on the	<b>\$63,000</b>	-	-	-	-	<b>\$63,000</b>
<b>Measure X Bond</b>	recommendation by staff and approval by City Council, as needed.	<b>\$37,000</b>	-	-	-	-	<b>\$37,000</b>
PCI		N/A	N/A	N/A	N/A	N/A	
Phase		ONGOING DESIGN & CONSTRUCTION.			ONGOING		

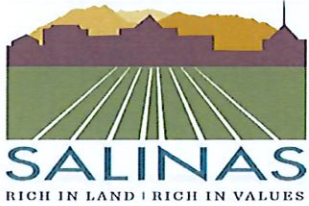
Project No.	Name / Description	FY '19/'20	FY '20/'21	FY '21/'22	FY '22/'23	FY '23/'24	Total
9218	Bardin Rd Safe Routes to School						
<b>Total Cost</b>	Safety and road improvements to reduce the number of travel lanes, from 4	\$3,600,000	-	-	-	-	\$3,600,000
<b>Measure X</b>	to 2, along Bardin Rd between Williams Rd and Alisal St/Alisal Rd and	-	-	-	-	-	\$0
<b>Measure X Bond</b>	include a two-way left turn lane and bike lanes. Modify control intersections	\$3,600,000	-	-	-	-	\$3,600,000
	of Alisal St/Alisal Rd at Bardin Rd and at Sconberg Parkway to include dual						
	roundabout network. Enhance bike facilities along Alisal St between Tampa						
	St and Bardin Rd; reconstruct Bardin Rd (Williams to Sycamore); repair SS						
	& SD.						
PCI	BARDINRD 15 & 25/EALISALST 010, 015, 020 & 030	21/42/40/33/24/29					
Phase		DESIGN-CONSTRUCTION		CONSTRUCTION		-	
9220	E Laurel Dr Sidewalk & Lights						
<b>Total Cost</b>	Install sidewalk and boardwalk on the north side of E Laurel Dr between	\$5,461,000	-	-	-	-	\$5,461,000
<b>Measure X</b>	Constitution Blvd and N Sanborn Rd and on the east side of Constitution	\$100,000	-	-	-	-	\$100,000
<b>Measure X Bond</b>	Blvd between E Laurel Dr and Manchester St. Install street lights on E Laurel	\$4,400,000	-	-	-	-	\$4,400,000
	Dr from Natividad Rd to N Sanborn Rd and trail lighting along the trail. The						
	City will be receiving \$961,000 in RSTP funds, which is available to request						
	from TAMC.						
PCI		N/A	N/A	N/A	N/A	N/A	
Phase		DESIGN/CONSTRUCTION		ON-GOING CONSTRUCTION			
9253	ADA Traffic Signal Upgrades						
<b>Total Cost</b>	Upgrade traffic signals to meet ADA standards with pushbuttons, audible	-	\$100,000	\$50,000	\$100,000	-	\$250,000
<b>Measure X</b>	signals and various ADA upgrades. Design and construct in alternating years.	-	\$100,000	\$50,000	\$100,000	-	\$250,000
<b>Measure X Bond</b>		-	-	-	-	-	\$0
PCI		N/A	N/A	N/A	N/A	N/A	
Phase		N/A	ON-GOING DESIGN AND CONSTRUCTION				
9438	Annual PMS City Sts Rehab Program						
<b>Total Cost</b>	The City has an ongoing pavement maintenance program to reseal City	\$500,000	\$3,441,300	\$3,441,300	\$841,300	\$841,300	\$9,065,200
<b>Measure X</b>	streets. The resurfacing of streets prolongs the life of the streets by decreasing	-	-	-	-	-	\$0
<b>Measure X Bond</b>	deterioration. City to utilize PMS program to identify priority streets and	\$400,000	\$2,600,000	\$2,600,000	-	-	\$5,600,000
	treatment.						
PCI		N/A	N/A	N/A	-	-	
Phase		N/A	N/A	N/A	-	-	
9510	E Boronda Rd Traffic Congestion Relief						
<b>Total Cost</b>	Construct roundabouts at McKinnon, El Dorado, Natividad and Independence	-	\$8,250,000	\$8,170,000	-	-	\$16,420,000
<b>Measure X</b>	Blvd. Construct two additional lanes; bike lanes, median islands; overlay or	-	\$8,200,000	\$8,170,000	-	-	\$16,370,000
<b>Measure X Bond</b>	rehab of existing lanes; landscape and irrigation; farmers ditch and retention	-	\$50,000	-	-	-	\$50,000
	basin; signage and striping; NPDES features from Dartmouth to east of						
	Independence, including widening of existing bridge over Gabilan Creek.						
PCI		N/A	N/A	N/A	-	-	
Phase		DESIGN	CONSTRUCTION	CONSTRUCTION			

Project No.	Name / Description	FY '19/'20	FY '20/'21	FY '21/'22	FY '22/'23	FY '23/'24	Total
9654	Traffic Signal Installations and Upgrades						
<b>Total Cost</b>	The Engineering & Transportation Department installs and upgrades traffic signals, including opticon controls for emergency response at signalized intersections when warranted. Existing signals are being updated to include new APS, video detection, leading pedestrian phases, LED Lamps, battery back-up systems, and communication upgrades.	\$480,000	\$760,000	\$760,000	\$760,000	\$760,000	\$3,520,000
<b>Measure X</b>		-	-	-	-	-	\$0
<b>Measure X Bond</b>		-	<b>\$490,000</b>	<b>\$490,000</b>	<b>\$490,000</b>	<b>\$490,000</b>	<b>\$1,960,000</b>
PCI		N/A	N/A	N/A	N/A	N/A	
Phase		ONGOING		ONGOING		ONGOING	
9720	Sidewalk & Drainage Repairs						
<b>Total Cost</b>	This project provides for the repair of damaged curb, gutter, sidewalk, and driveway approaches throughout the city which are damaged by City trees within the street right-of-way. The work will be performed through the On-Call Contractor list and in-house City personnel (Maintenance crew).	\$265,000	\$1,425,000	\$1,425,000	\$1,425,000	\$1,425,000	\$5,965,000
<b>Measure X</b>		-	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$4,000,000</b>
<b>Measure X Bond</b>		<b>\$265,000</b>	-	-	-	-	<b>\$265,000</b>
PCI		N/A	N/A	N/A	N/A	N/A	
Phase		ONGOING		ONGOING		ONGOING	
	<b>Measure X Transportation &amp; Safety Total</b>	<b>\$1,768,000</b>	<b>\$10,547,200</b>	<b>\$9,829,698</b>	<b>\$1,672,500</b>	<b>\$1,610,615</b>	<b>\$25,428,013</b>
	<b>Measure X Bond - Special Construction Assist-Bonds</b>	<b>\$9,577,000</b>	<b>\$3,140,000</b>	<b>\$3,090,000</b>	<b>\$490,000</b>	<b>\$490,000</b>	<b>\$16,787,000</b>



ATTACHMENT 3

PAVEMENT MANAGEMENT PROGRAM ANNUAL REPORT - LETTER



# City of Salinas

PUBLIC WORKS DEPARTMENT • 200 Lincoln Avenue • Salinas, California 93901

(831) 758-7241 • (831) 758-7935 (Fax) • [www.ci.salinas.ca.us](http://www.ci.salinas.ca.us)

Date: December 20, 2019  
To: Todd Muck  
Deputy Executive Director  
Transportation Agency for Monterey County  
55-B Plaza Circle  
Salinas, CA 93901

Re: Pavement Management Program Annual Report Letter

The City of Salinas confirms that it has a Pavement Management 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, **Version 51.719.5**


The system was updated by City staff and contains, at a minimum, the following elements:

- Inventory of all existing pavements under the local agency jurisdiction:  
Centerline miles: **292.05**  
Total lane miles (or equivalent units): **668.4**  
The last update of the inventory was completed on: **December 2019**
- Average Pavement Condition Index (PCI) **51**
- Identification of sections of roadways brought up to acceptable PCI levels for the current year:

<b>ELAURELDR 140WB</b>	<b>PCI 87</b>
<b>ELAURELDR 150EB</b>	<b>PCI 86</b>
<b>STEDWARDS 15</b>	<b>PCI 72</b>
- Amount spent to rehabilitate or replace deficient sections for the current year: **\$585,915.00**

Both the 2017 Pavement Condition Assessment Budget Options Report and Data Collection Report may be downloaded for review at <https://www.cityofsalinas.org/our-city-services/public-works/engineering>. The City will be preparing an RFQ to hire a consultant to assist the City in reviewing and updating the current pavement information for all roads and re-inspect the pavement condition of all the City's arterials and collectors. You may direct any questions regarding the system to Rodger Olds, City Engineer, at (831)758-7427.

Sincerely,

  
\_\_\_\_\_  
David Jacobs, P.E., L.S., Public Works Department Director  
(831)758-7390