

MEASURE X ANNUAL PROGRAM COMPLIANCE REPORT

FISCAL YEAR 2020-2021

The **City of Salinas** hereby presents its fiscal year 2020-21 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 support this compliance report: Independent Audit of Financial Statements (Attachment 1); Five Year Capital Improvement Program (Attachment 2); and Pavement Management Program Report Letter (Attachment 3).



Bardin Road Safe Routes to School Improvements, CIP No. 9218 (Sign Along Alisal Street)

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Measure X Fiscal Year 2020-2021 Balance Sheet

City of Salinas Schedule of Revenue, Expenditures and Changes in Fund Balances
For the Year Ending June 30, 2021

	Measure X Special Revenue Fund	Measure X Bond Proceeds Fund	Total Measure X
Fund Balance at the Beginning of the Year	\$8,615,137.20	\$28,937,353.38	\$37,552,490.58
Beginning Balance Adjustment	\$0.00	\$0.00	\$0.00
Adjusted Beginning Balance	\$8,615,137.20	\$28,937,353.38	\$37,552,490.58
Revenues	\$0.00	\$0.00	\$0.00
Measure X Revenue	\$3,449,948.70	\$0.00	\$3,449,948.70
Interest	-\$2,047.58	\$0.00	-\$2,047.58
Total Revenue & Interest	\$3,447,901.12	\$0.00	\$3,447,901.12
Transfers In - PY CIP Funding Correction	\$0.00	\$0.00	\$0.00
Total Revenues	\$3,447,901.12	\$0.00	\$3,447,901.12
Expenditures (Measure X Sales Tax Spent in FY 2020-21)			
CIP No.	Project Name		
9030	Street Maintenance Equipment Replacement	\$0.00	\$71,886.50
9071	Williams Rd UD/Street/Streetscape & Median Island	\$204,692.67	\$0.00
9080	San Juan Grade Road Improvements	\$0.00	\$27,479.47
9090	Downtown Complete Streets	\$453,983.74	\$1,353,811.99
9094	Priority Traffic Signals	\$0.00	\$13,710.17
9103	Geographic Information Systems	\$9,678.25	\$0.00
9110	Street Maint Vehicle Replacement	\$150,000.00	\$0.00
9117	Sanborn Rd/US 101 Impvts- Ag Ind Center	\$23,045.44	\$248,746.80
9163	Traffic Calming Improvements	\$169,628.17	\$0.00
9188	Pedestrian Crossing Enhancement	\$0.00	\$114.60
9200	Vision Zero Action Plan	\$5,866.75	\$0.00
9216	ADA Pedestrian Ramp	\$12,287.46	\$28,913.85
9218	Bardin Rd Safe Route to School	\$427,723.57	\$713,117.54
9219	E Alvin/Linwood/Maryal Routes	\$0.00	\$483,934.19
9220	E Laurel Dr Sidewalk & Lights	\$42,678.40	\$2,116,210.17
9230	Vibrancy Plan Infrastructure	\$0.00	\$7,544,052.64
9237	Street Tree Trimming	\$248,353.31	\$0.00
9253	ADA Traffic Signal Upgrades	\$0.00	\$17,280.06
9262	North Main St Intersection	\$73,361.43	\$38,178.23
9267	Streetlight Installation	\$4,331.48	\$0.00
9391	School Safety Enhancements	\$0.00	\$9,900.75
9438	Annual City Sts Rehab Program (MVF Tax 7360)	\$0.00	\$21,238.99
9510	E Boronda Rd Traffic Congestion Relief	\$213,538.15	\$0.00
9607	Bicycle Lane Installations	\$0.00	\$383.34
9654	Traffic Signal Installation	\$0.00	\$546,302.20
9720	Sidewalk & Drainage Repairs	\$0.00	\$1,010,128.84
9981	Slurry Seal Improvements	\$9,403.65	\$2,061,788.57
Total Measure X Sales Tax Spent in FY 2020-21		\$2,048,572.47	\$16,307,178.90
Transfers Out - PY CIP Funding Correction	-\$6,254.87	-\$113,948.00	-\$120,202.87
Bond Proceeds	\$0.00	\$0.00	\$0.00
Transfer Out for Debt Service	\$2,338,575.00	\$0.00	\$2,338,575.00
Total Expenditures	\$4,380,892.60	\$16,193,230.90	\$20,574,123.50
Fund Balance at the End of the Year	\$7,682,145.72	\$12,744,122.48	\$20,426,268.20

Fiscal Year 2020-2021 Measure X Funded Projects

Project: Street Maintenance Equipment Replacement, CIP No. 9030

Description: Replacement of a 2021 Cimline M2 Cracksealer to use throughout the City of Salinas to keep the roads sealed from water intrusion causing further street damage.

Phase: Procurement.

Amount of Measure X funds spent on the project: \$71,886.50 from Measure X Bond Proceeds Fund.

Amount of other funds leveraged: None.

Benefits: This equipment is used throughout the City of Salinas to keep the roads sealed from water intrusion causing further street damage. In addition, the selected engine on the unit will be a Tier IV final ensuring that the City meets the most current diesel emission standards. The new unit is up to 40% quieter than the industry standards due to the engine housing. This will reduce employee fatigue from the constant engine drone. The replaced unit is a 1999 model.

Before and after photos: All photos are with the new equipment at E Alisal St. Unfortunately, we do not have any photos with the old equipment.



Before Photo of Old Crack Seal Machine



After Photo of New Crack Seal Machine

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 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: Design (90% PS&E).

Amount of Measure X funds spent on the project: \$204,692.67 from Measure X Special Revenue Fund.

Amount of other funds leveraged: None.

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



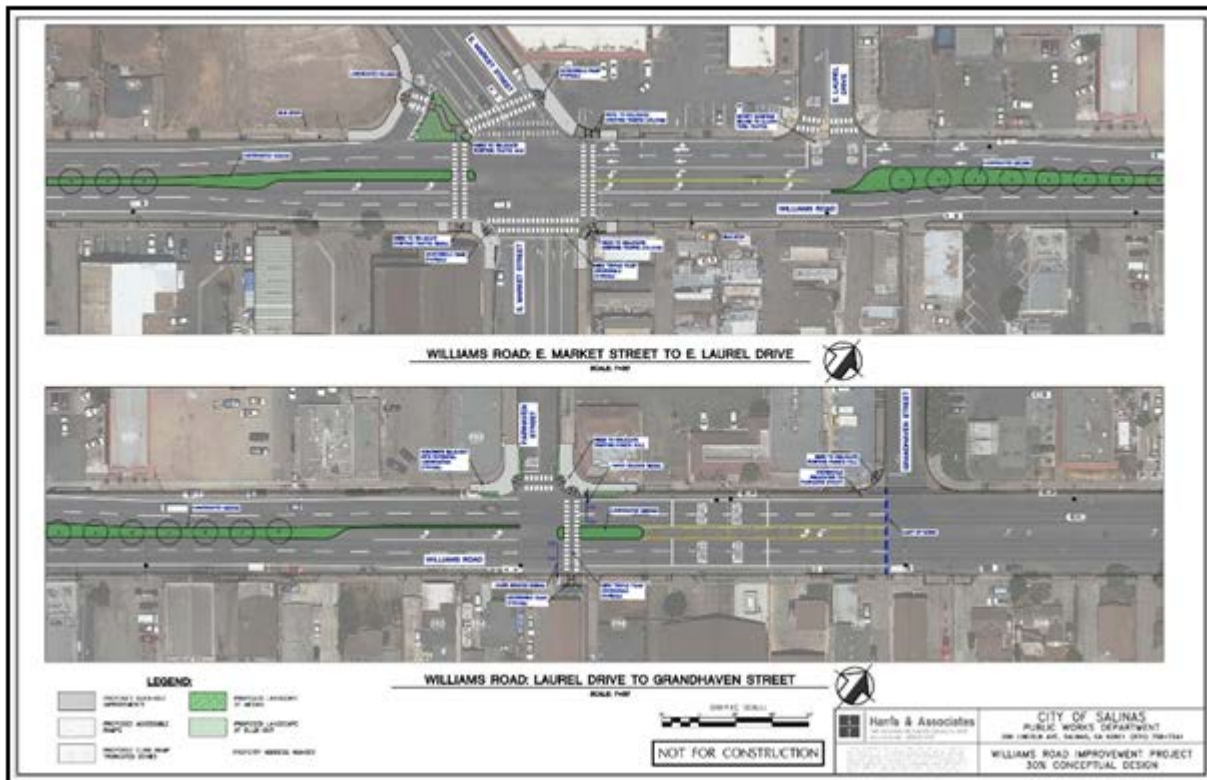
Williams Road EB (between E Alisal St/John St & E Market St)



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



Williams Road @ E. Alisal Street East Bound facing East



Williams Road @ E. Alisal Street East Bound facing West



Williams Road @ E. Alisal Street West Bound facing East



Williams Road @ E. Alisal Street West Bound facing West



Williams Road @ Quilla Street East Bound facing East



Williams Road @ Quilla Street East Bound facing West



Williams Road @ Quilla Street West Bound facing East



Williams Road @ Quilla Street West Bound facing West



Williams Road @ E. Market Street East Bound facing West



Williams Road @ E. Market Street East Bound facing East



Williams Road @ E. Market Street West Bound facing West



Williams Road @ E. Market Street West Bound facing East



Williams Road @ Grandhaven Street West Bound facing West



Williams Road @ Grandhaven Street West Bound facing East



Williams Road @ Grandhaven Street East Bound facing West



Williams Road @ Grandhaven Street East Bound facing East

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

Description: Improvements to San Juan Grade Road 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; and construction of new sidewalk between Northridge Way and Van Buren Avenue. Additive Alternatives include similar roadway repairs along Work Street from Alisal Street to Work Circle.

Phase: Design (95% PS&E)

Amount of Measure X funds spent on the project: \$27,479.47 from Measure X Bond Proceeds Fund.

Amount of other funds leveraged: None

Benefits: The repair and resurfacing of streets extends the life of the streets by decreasing deterioration and improving the PCI.

Before and after photos: Before photos are provided below. After photos are not available as the project is currently still in its design phase.



San Juan Grade Road @ 120' N/O Northridge Drive facing South



San Juan Grade Road @ 120' N/O Northridge Drive facing North



San Juan Grade Road @ Van Buren Avenue facing South



San Juan Grade Road @ Van Buren Avenue facing North



San Juan Grade Road @ ~1,500' North of Van Buren Avenue facing South



San Juan Grade Road @ ~1,500' North of Van Buren Avenue facing North



San Juan Grade Road @ Russell Road facing South



San Juan Grade Road @ Russell Road facing North

Project: Downtown Complete Streets, CIP No. 9090

Description: The Downtown Complete Streets project intends to make the corridor on West Alisal Street and Lincoln Avenue a more safe, efficient, and complete street. The first phase will include “road diet” reconfiguration of West Alisal Street from Blanco Road to Front Street, from 4 lanes to 2 lanes with a center two-way left turn lane and buffered bike lanes. The project includes signal modernization/coordination, City fiber optic communication, and ADA/crosswalk improvements.

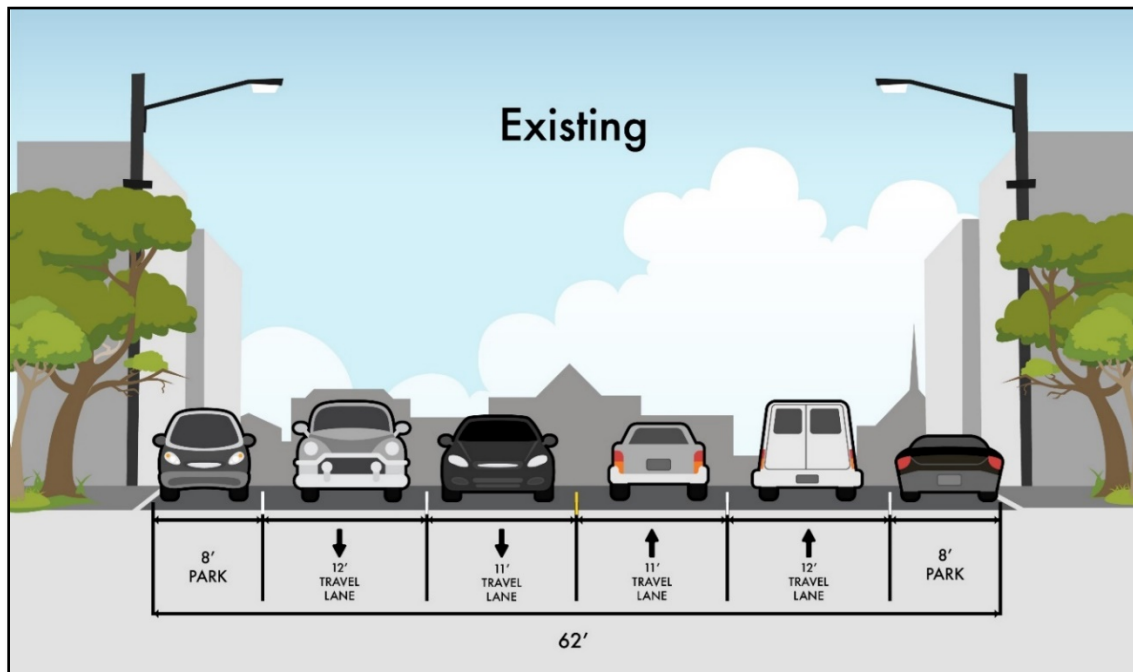
Phase: Construction.

Amount of Measure X funds spent on the project: \$453,983.74 from Measure X Special Revenue Fund, and \$1,353,811.99 from Measure X Bond Proceeds Fund; a total of 1,807,795.73.

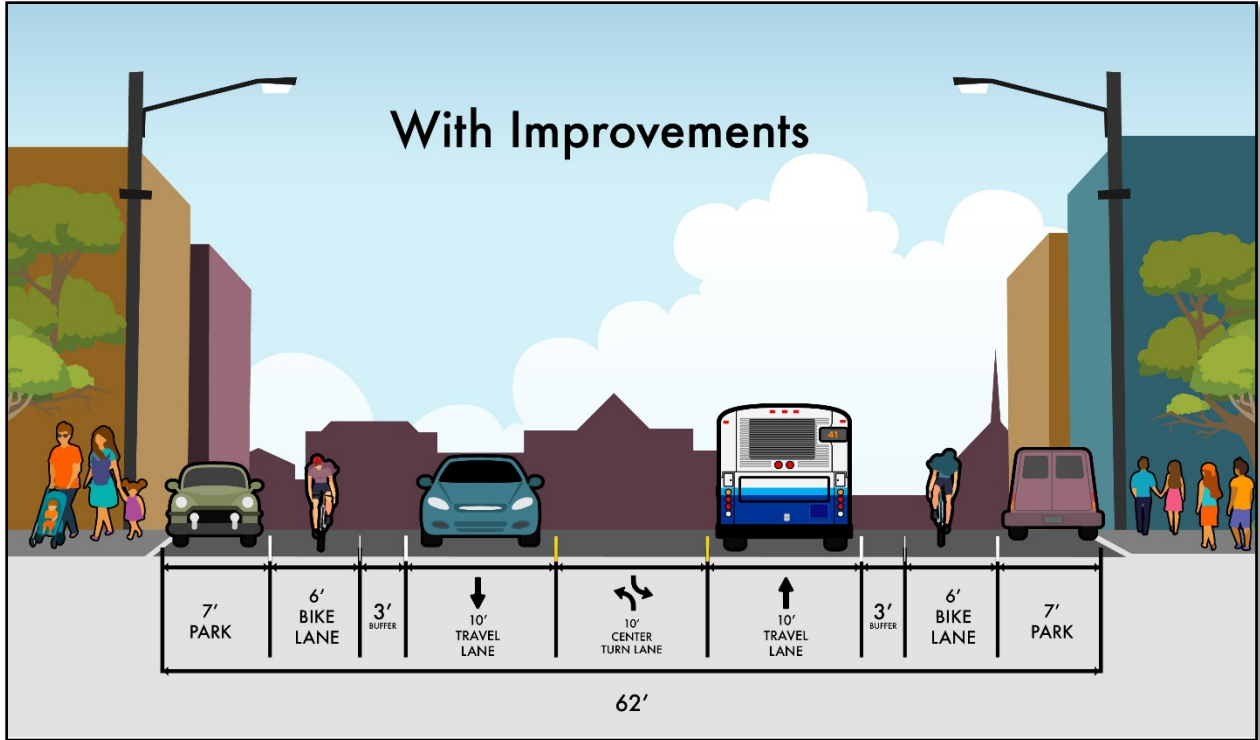
Amount of other funds leveraged: Funding is provided by a grant of \$2,970,000 from the Transportation Agency for Monterey County using Regional Surface Transportation Program (RSTP) fund; A federal HSIP grant of \$2,340,000; \$200,000 from Gas Tax; and \$1,147,000 from Measure G.

Benefits: The project seeks to reduce fatalities and serious injuries on West Alisal Street. The project will provide new and safe bicycle facilities where none existed previously. Signal modernization and coordinated timing will improve travel time reliability and reduce tail pipe emissions. Fiber optic communication for signal coordination and future City broadband. ADA compliant ramps and signals will provide accessibility for all roadway users.

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



Outreach Material: Before Cross-Section



Outreach Material: After Cross-Section



Outreach Material: Before Photo



Outreach Material: Before Photo and After Rendering



Before Photo: Complete Streets Open House with Dan Burden and Blue Zones



Before Photo: West Alisal Street near Homestead Avenue



Construction Photo: Pavement Markings and Striping Installation



Construction Photo: Final Striping Installation, with Measure X Sign Displayed



Construction Photo: New Striping and Signal Work at Alisal Street and Main Street



Construction Photo: New Signal Pole Foundation

Project: Priority Traffic Signals, CIP No. 9094

Description: The City Traffic Signal Prioritization Program routinely evaluates unsignalized intersections to determine if an intersection warrants additional control and allow City Council to set priorities. The Traffic Signal Priority program includes traffic signal projects at Alvin Drive and Linwood Drive (currently under construction), Constitution Boulevard at Las Casitas Drive (ready for construction), Alisal Street at Murphy Street (ready for construction), Williams Road at Garner Avenue (in design); and a roundabout at Boronda Road and Sanborn Road (in planning phase).

Phase: Construction/Construction-Ready/Design/Planning

Amount of Measure X funds spent on the project: \$13,710.17 from Measure X Bond Proceeds.

Amount of other funds leveraged: \$494,000 in Traffic Fee Ordinance for the Boronda Road and Sanborn Road intersection

Benefits: The Traffic Signal Priority Program provides a data driven method for determining when additional traffic control should be installed and prioritized at unsignalized intersections. Additionally, traffic control provides safety improvements and intersection capacity to improve City circulation.

Before and after photos:



Image: East Alisal Street and Murphy Street Outreach Conceptual Exhibit



Construction Photo: Nearly Complete Signal at Alvin and Linwood with measure x signage



Construction Photo: New controller cabinet at Alvin Dr and Linwood Dr

Project: Geographic Information Systems, CIP No. 9103

Description: ESRI Portal Enterprise Jumpstart - the purpose of the training and engagement was to migrate the City's Enterprise GIS software to the Portal version. The work included systems architecture design, software customization, data restructure, database migration, training, and implementation. As part of the City's efforts to continue to Data Driven Decisions, the City's GIS program has played an important role in data collection, data storage, data analysis, planning, and data visualization for community outreach.

Phase: Completed

Amount of Measure X funds spent on the project: \$0 from Measure X Special Revenue Fund.

Amount of other funds leveraged: None.

Benefits: The new GIS Enterprise system supports the efforts for the Pavement Management System, traffic routing analysis, Safe Routes to School, Traffic Calming Improvements, Road Construction and Closures, Downtown Complete Streets, and Vision Zero.

Description: Unmanned Aerial Vehicle Surveying - The purpose of the Unmanned Aerial Vehicle (UAS) program is to provide cost effective method for construction monitoring, traffic flow inspection and/or analysis and traffic safety monitoring.

Phase: Continuous

Amount of Measure X funds spent on the project: \$4,029.37 from Measure X Special Revenue Fund.

Amount of other funds leveraged: None.

Benefits:

Pedestrian Safety: The goal of this project is to ensure that travelers of all ages and abilities can move safely and efficiently along and across safe routes, including other schools in the area. For instance, the Laurel boardwalk project was surveyed and both still images and video were provided. In conjunction with GIS data, UAS survey data is used for the planning and design phase, such as existing bike lanes, pedestrian crossings, ADA pedestrian ramps, street lighting and underlying sanitary sewer mainline locations, and many more.

Traffic Calming Improvements: The Traffic Calming Story Map is used for community outreach and to provide the public with updated information and status for various Traffic Calming projects within the City. The Downtown Complete Streets Story Map is used in a similar manner as part of the overall project management.

Description: Training - The purpose of the software and technical training is to upskill staff to operate in the new City's Enterprise GIS platform and Portal. The work included systems

architecture design, software customization, data restructure, database migration and implementation. As part of the City's efforts to continue to Data Driven Decisions, the City's GIS program has played an important role in data collection, data storage, data analysis, planning, and data visualization for community outreach.

Phase: Continuous

Amount of Measure X funds spent on the project: \$4082.88 from Measure X Special Revenue Fund.

Amount of other funds leveraged: \$4,636.00 General Fund

Benefits:

The Pavement Management System, for example, requires revisions and updates to the road centerline files, which are maintained in the City's GIS. This data is utilized by Street Saver and uploaded into the system when changes occur to a street.

Road Construction and Closures Application. A desktop app that provides a tool for multi-staff coordination and communication. Used for road closures (construction) and emergency services routing awareness.

Traffic Calming Improvements and Downtown Complete Streets: The Traffic Calming Story Map is used for community outreach and to provide the public with updated information and status for various Traffic Calming projects within the City. The Downtown Complete Streets Story Map is used in a similar manner as part of the overall project management.

Vision Zero: Traffic Surveys and Collision data are made available via GIS as part of the public outreach and solicitation for input. High Collision Corridors, High Collision Intersections, Emphasis Areas-Bicycle Involved Collisions and Pedestrian Involved Collisions are converted from tabular format and visualized in GIS.

Special Curb Markings: This data and system is used during the planning phase for Street Enhancements, Engineering and Design, mitigation, or acquisition. Understanding potential parking disruption allows Project Managers to mitigate parking for affected areas.

Measure X Reporting: Much of the data used for Measure X reporting is kept in the GIS system but also used for analysis, planning, program, and asset management for Measure X projects

Description: System and Data ETL Software - The purpose of the software annual maintenance is the maintenance and migration of 3rd party data into the City's Enterprise GIS system. The export, transform and load (ETL) software automates the process of converting text, AutoCAD drawings, database, and tabular data. The software and process are required as part of project design, planning, and budgetary estimates. The system software is where much of the traffic related geospatial data is stored and converted to database format, used for analysis and mapping.

Phase: Continuous

Amount of Measure X funds spent on the project: \$1,566.00 from Measure X Special Revenue Fund.

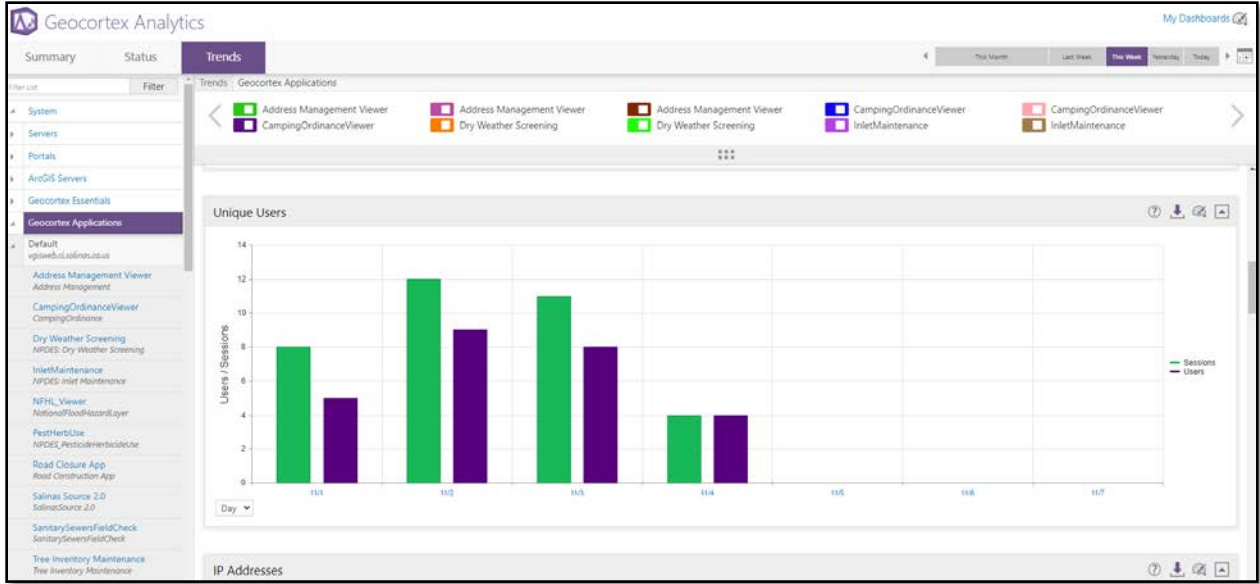
Amount of other funds leveraged: \$32,375.37 General Fund

Benefits:

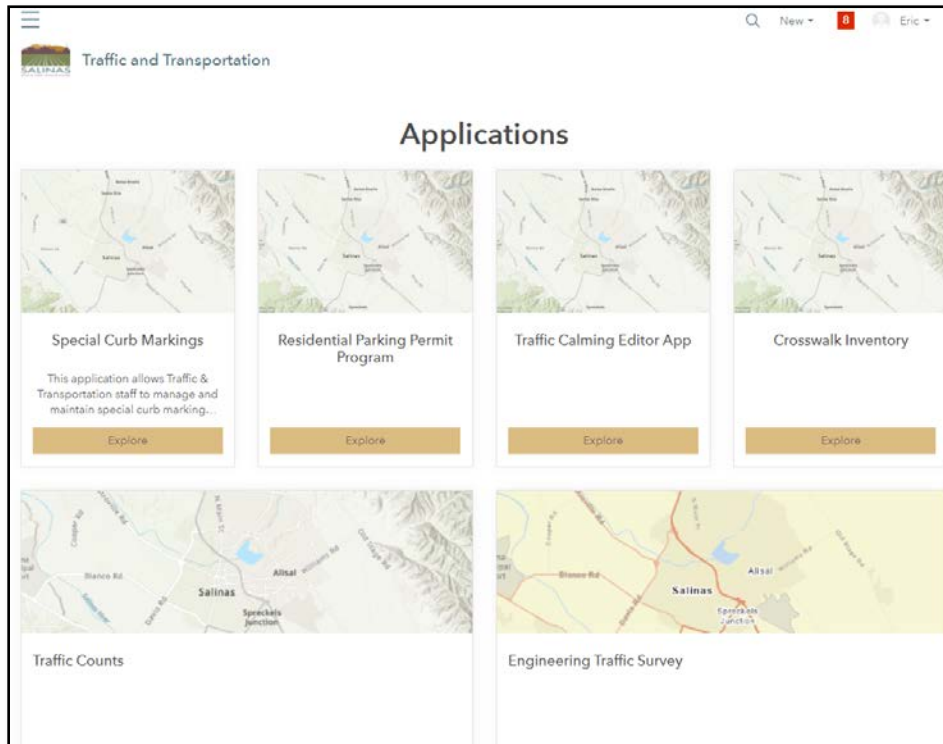
The new GIS Enterprise system supports the efforts for the Pavement Management System, traffic routing analysis, Safe Routes to School, Traffic Calming Improvements, Road Construction and Closures, Downtown Complete Streets, and Vision Zero.



Laurel Boardwalk construction



Mobile and Desktop App Monitoring Dashboard



Web Portal for Traffic Desktop and Mobile Apps

Project: Street Maintenance Vehicle Replacement, CIP No. 9110

Description: The Street Maintenance Division has been renewing the older fleet to meet their maintenance needs as well as meet the needs for CARB compliance. Fleet Maintenance in coordination with the Street Maintenance Division had a meeting to discuss the needs of the new truck. We concluded that the truck meets both the needs of the Street Maintenance Division as well as the requirements of the Fleet Maintenance Shop. The Public Works Fleet, in conjunction with the Street Maintenance Division, selected the Peterbilt chassis for reliability and fleet consistency ensuring that we have quick repair and maintenance turnaround as well as user consistency in an emergency. There are other manufacturers on the market, but fleet consistency needs to be a consideration. This truck will be replacing a 1984 International dump.

Phase: Complete.

Amount of Measure X funds spent on the projects: \$150,000 from Measure X Special Revenue Fund.

Amount of other funds leveraged: None.

Benefits: This new purchase will help the Streets Maintenance Division by reducing time, maintenance costs, operational costs and increase the overall efficiency of the asphalt operation by reducing the number of trips needed to replace a section of street due to its larger capacity; the new truck also has more capacity and cleaner emissions.

Before and After photos:



Before photo of old dump truck.



After photo of replacement dump truck.

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

Description: Widening of Elvee Drive, construction of a new 49-ft single span precast prestressed bridge over the reclamation ditch along with various signal upgrades, new sidewalk, new streetlighting, pavement striping, signing, and landscaping. The project is designed to improve operational traffic and circulation conditions at the Sanborn Road/US HWY 101 interchange and on local streets such as Sanborn Road, Elvee Drive, Work Street and Fairview Drive. While new construction of roadway and of the bridge connecting Elvee Drive between Work Street and Sanborn Road resulted in less than 10% of a mile (433 feet), the primary focus of this project was to address road safety and operations to reduce traffic collisions and related injuries and fatalities as well as reduce traffic delays. Construction of this project was completed late in 2019. Overall construction completion of the project resulted in cumulative delays due to numerous challenges which included relocating major utility conflicts among other environmental mitigations. Measure X funds used this reporting fiscal year include staff's time for the closeout of the project and construction overhead costs due to said cumulative construction delays.

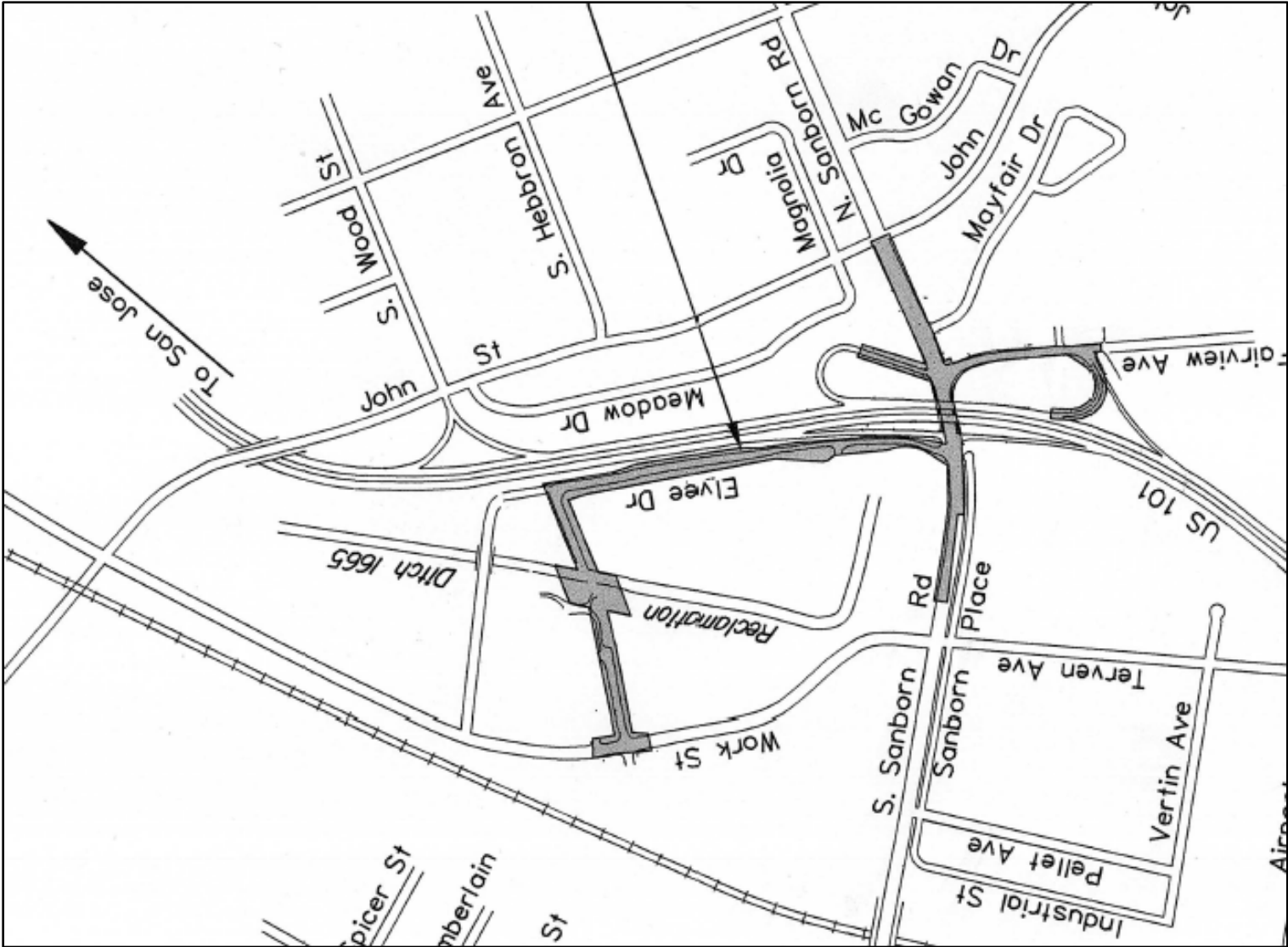
Phase: Construction is 100% complete.

Amount of Measure X funds spent on the project: \$23,045.44 from Measure X Special Revenue Fund, and \$248,746.80 from Measure X Bond Proceeds Fund; a total of \$271,792.24.

Amount of other funds leveraged: None.

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.

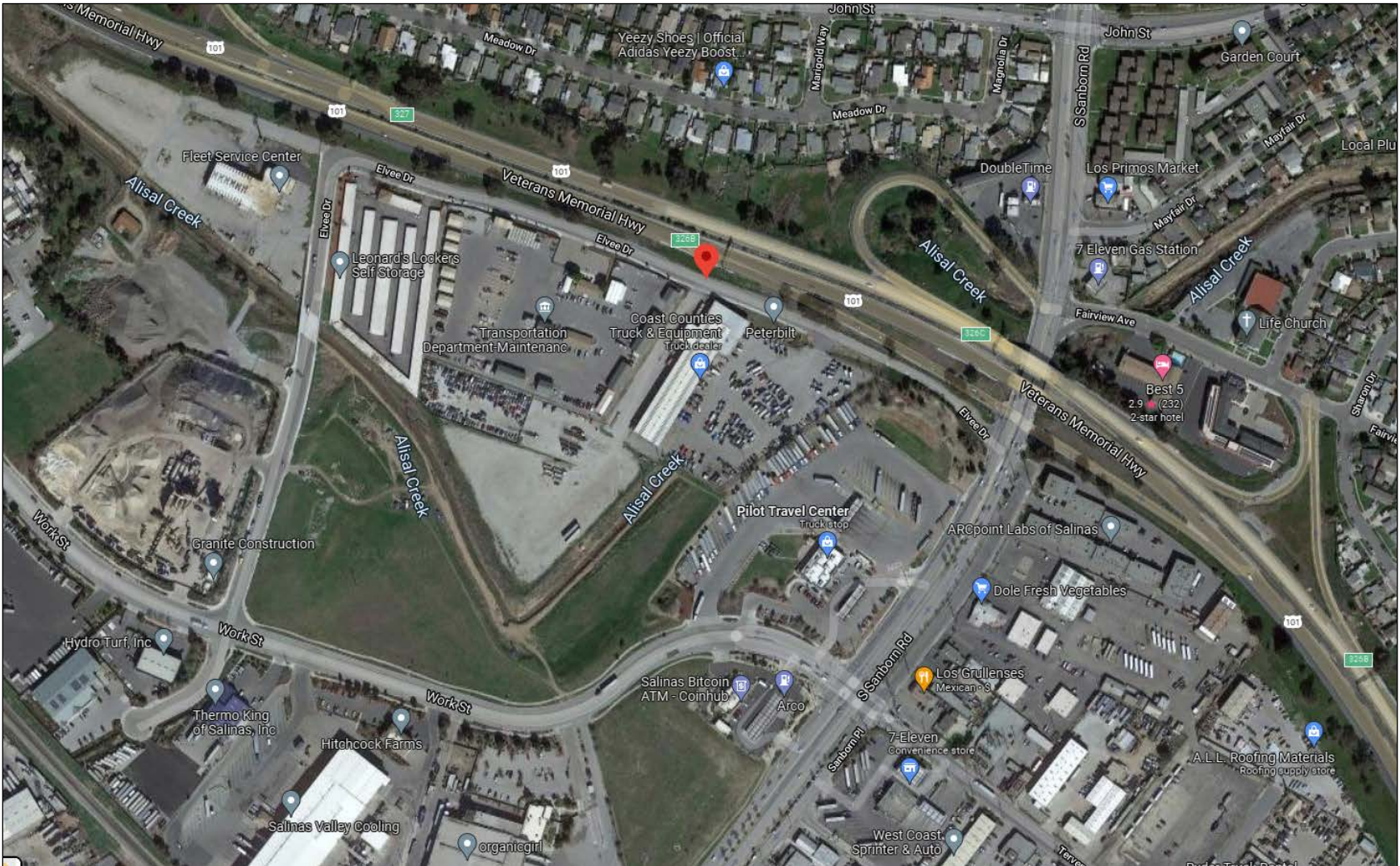
Before and After photos: Before and after photos are provided below.



Sanborn Road/Elvee Drive/Route 101 Improvements CIP 9117 Project Limits



Sanborn Road/Elvee Drive/Route 101 (2007 City of Salinas Aerial Image)



Sanborn Road/Elvee Drive/Route 101 (2021 Google Maps Aerial Image)



Construction of Elvee Drive Near New Bridge



Construction Photo of Elvee Drive Near Work Street



Preconstruction Photo of Elvee Drive Near Sanborn Road



Preconstruction Photo of Elvee Drive Near Sanborn Road



Photo of Elvee Drive near Sanborn Road During Construction



Postconstruction of Elvee Drive Near Sanborn Road



Preconstruction Photo of Elvee Drive Near Sanborn Road



Preconstruction Photo of Elvee Drive Near Sanborn Road



Preconstruction Photo of Sanborn Road/Elvee Drive



Postconstruction Photo of Sanborn Road/Elvee Drive



Preconstruction Photo of Sanborn Road at Fairview Avenue



Preconstruction Photo of Sanborn Road near Fairview Avenue



After Photo at Fairview Avenue/Sanborn Road



Before Photo at Sanborn Road/Elvee Drive



Postconstruction Photo at Sanborn Road/Elvee Drive

Project: Traffic Calming Program, CIP No. 9163

Description: This program implements City-wide traffic calming requests for residential streets throughout Salinas. The traffic calming program was adopted in 2009, and the benefits are extremely sought after by residents, with currently nearly 60 neighborhood requests. Requests for traffic calming exceed available resources and the City adopted a prioritization policy to provide a data driven process for prioritizing traffic calming requests where they are needed most. During the 20/21 fiscal year, the City continued to work on the 19/20 priorities; Villa Street, Kittery St/Snug Harbor, Nacional Street, and Giel Street.

Phase: Completed/Construction/Planning

Amount of Measure X funds spent on the project: \$169,628.17 from Measure X Revenue Fund.

Amount of other funds leveraged: None.

Benefits:

The program provides a response to residential requests for traffic calming.

Before and after photos:



Before Photo Kittery Snug Harbor Neighborhood



After Photo: Kittery Snug Harbor Neighborhood



After Photo: Kittery Snug Harbor Neighborhood



Before Photo: First Ave



After Photo: First Ave



After Photo: First Ave



After Photo: First Ave

Project: Pedestrian Crossing Enhancement, CIP No. 9188

Description: The project includes new pedestrian crossing enhancements at six locations within the City of Salinas. A pedestrian hybrid beacon is proposed at Sanborn Road and Buckhorn Drive. Rectangular rapid flashing beacon systems are proposed at; Natividad Road and Pacheco Street; W Laurel Drive and Parkside Street; E Laurel Drive and Tapadero Street; Iverson Street and Lang Street; and Wood Street and Santa Maria Street.

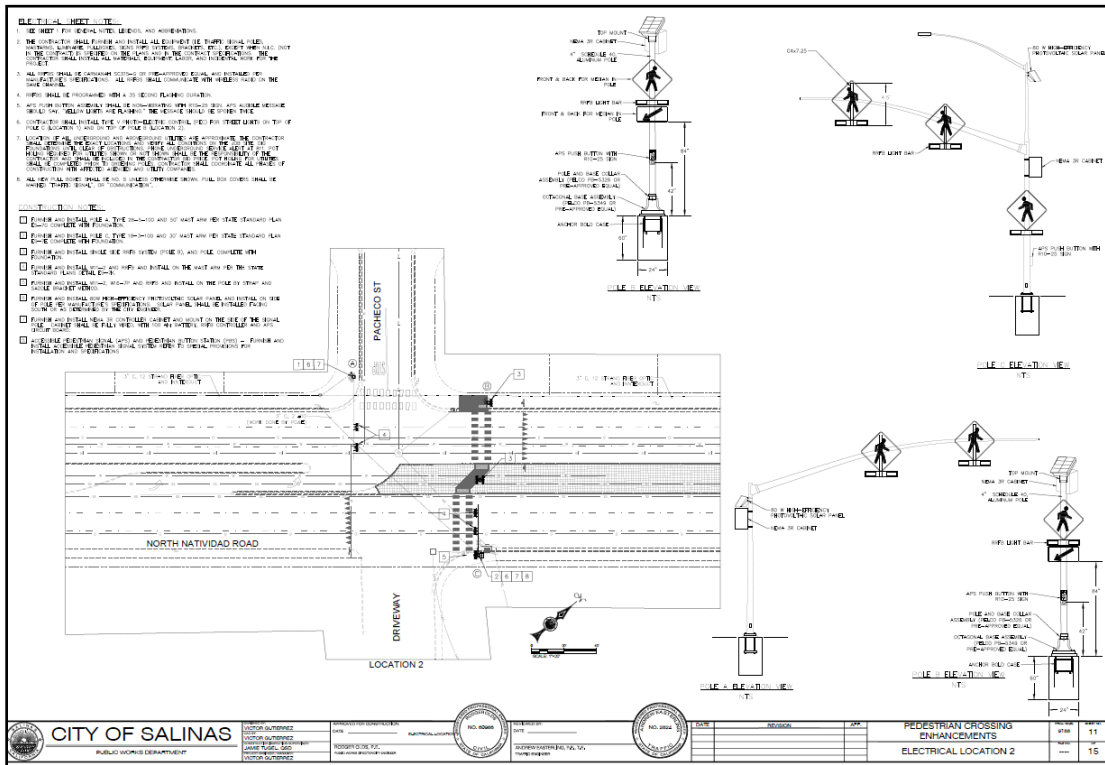
Phase: Pending bid award

Amount of Measure X funds spent on the project: \$0.00 from Measure X revenue fund and \$114.60 from Measure X bond proceeds.

Amount of other funds leveraged: RSTP Competitive: \$545,000.00; RSTP Fair Share: \$90,473.60; HSIP grant: \$250,000.00; Gas Tax and/or Development Mitigation Measures: \$147,000.00

Benefits: The primary benefit of the proposed projects is increased pedestrian safety. The project proposes some median improvements to provide pedestrian refuge islands. The flashing beacon systems, raised medians, and signing and striping improvements will increase pedestrian safety in addition to improving overall traffic safety. Lastly, the Project benefits all roadway users, by improving accessibility to meet the needs of everyone. The proposed ramps and accessible push buttons will improve the mobility for all roadway users.

Before and After photos:



Draft Proposed Project Plans



Existing Conditions Sanborn Road at Buckhorn Drive

Project: Vision Zero Action Plan, CIP No. 9200

Description: Vision Zero Salinas is the City’s strategy which will build safety into our streets, protecting the people who travel about the City every day. The Vision Zero Salinas policy acknowledges that traffic deaths are not inevitable but are preventable.

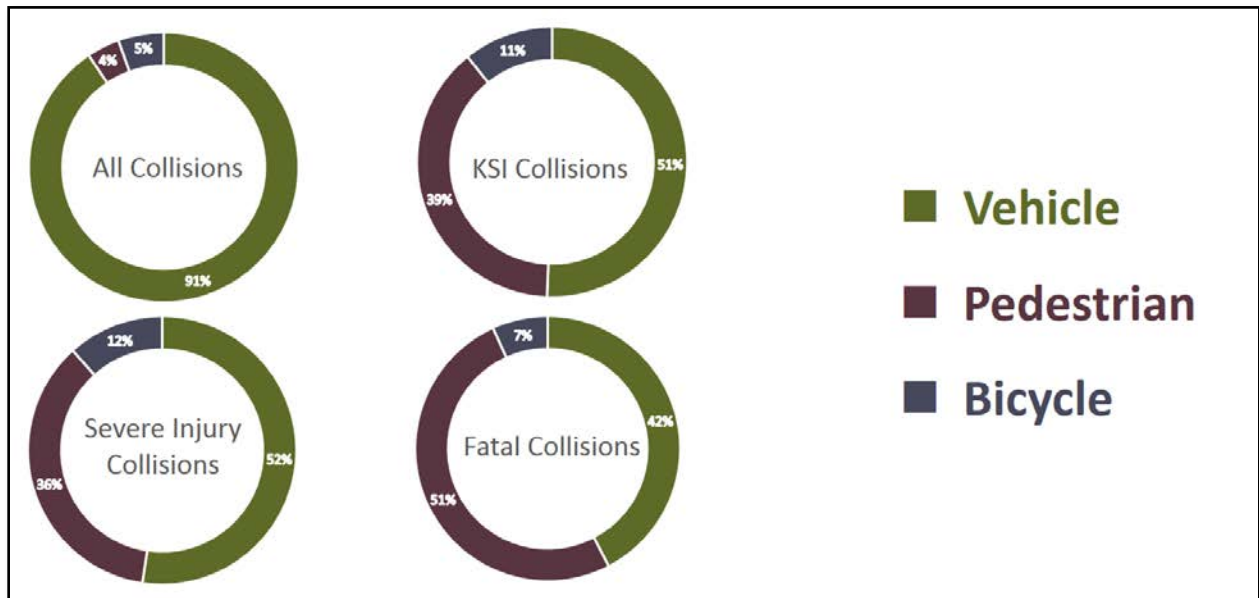
Phase: Vision Zero Action Plan has been adopted. The program is now in the implementation planning phase and preparing for grant opportunities.

Amount of Measure X funds spent on the project: \$5,866.75 from Measure X Special Revenue Fund

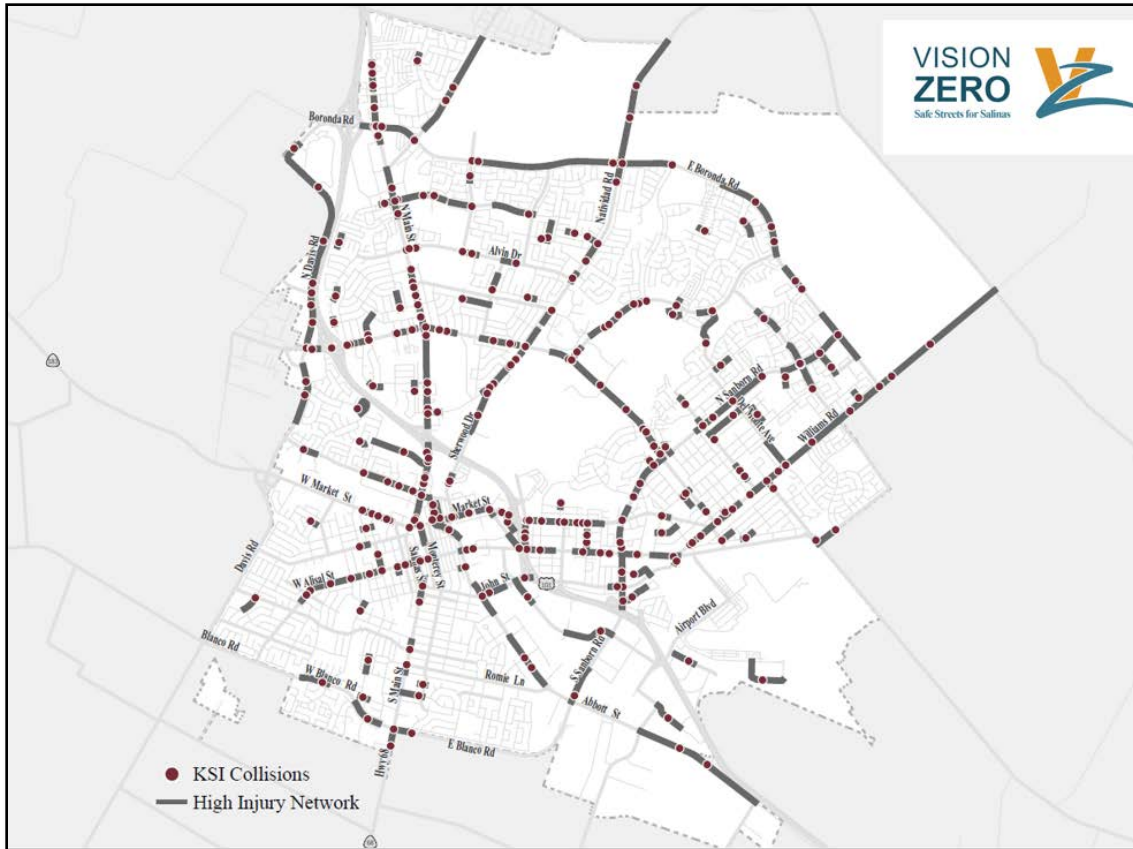
Amount of other funds leveraged: \$72,000 State Grant

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.

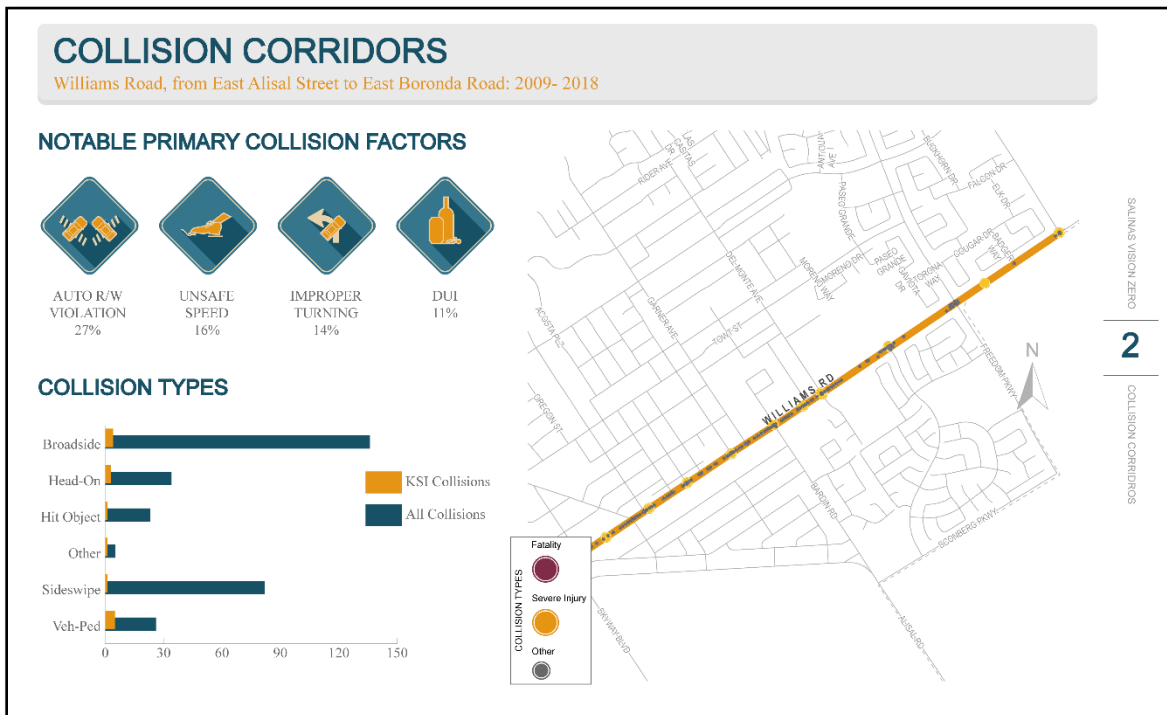
Before and after photos: On-going program currently unfunded. Below shows general Vision Zero Policy Strategies and sample of street safety messaging sought by staff.



Vision Zero 10 Year Collision Data Trends



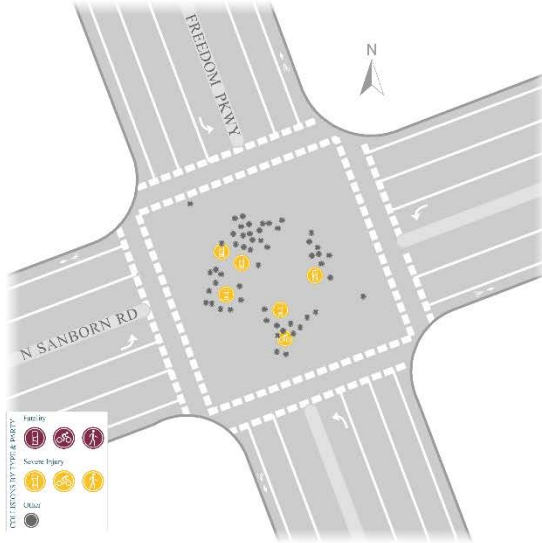
Vision Zero High Injury Network



Vision Zero Emphasis Area Williams Road Collision Data

INTERSECTION COLLISIONS

Sanborn Road at Freedom Parkway: 2009-2018



NOTABLE PRIMARY COLLISION FACTORS



AUTO R/W VIOLATION
44%

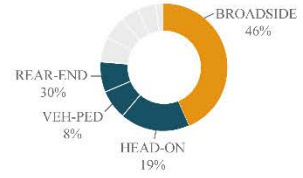


TRAFFIC SIGNALS & SIGNS
24%



UNSAFE SPEED
8%

NOTABLE COLLISION TYPES



SMU'S VISION ZERO

1

INTERSECTION COLLISIONS

Vision Zero Emphasis Area Sanborn Road at Freedom Parkway Collision Data

Project: 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 and the installation of ramps included in the Summit and Hilltop JOC Project (Along Summit Dr and Hilltop Dr).

Phase: Complete.

Amount of Measure X funds spent on the project: \$12,287.46 from Measure X Special Revenue Fund, and \$28,913.85 from Measure X Bond Proceeds Fund; a total of \$41,201.31.

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.

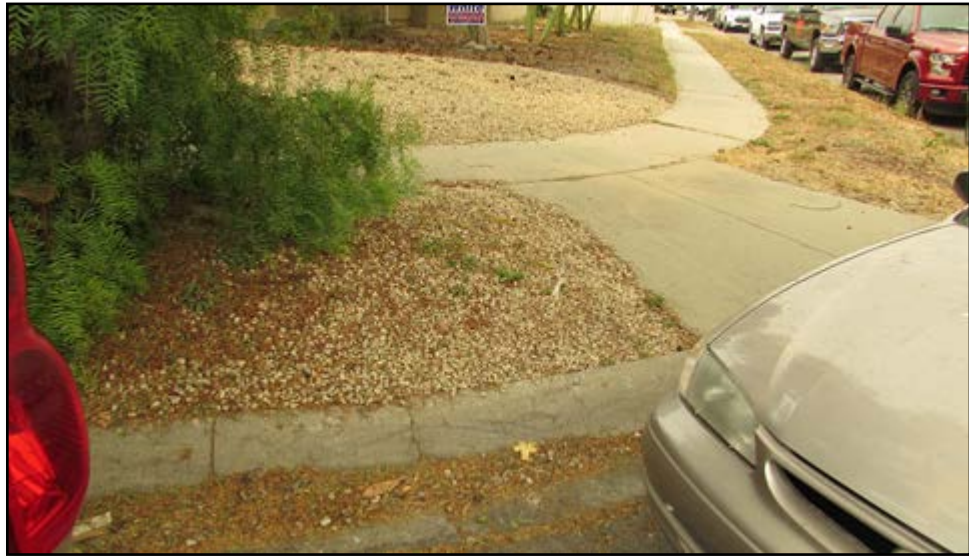
Before and after photos Before and after photos provided below.



Before ADA Ped Ramp at 1279 Summit Dr



After ADA Ped Ramp at 1279 Summit Dr



Before ADA Ped Ramp at 1274 Summit Dr



After ADA Ped Ramp at 1274 Summit Dr



Before ADA Ped Ramp at 1296 Hilltop Dr



After ADA Ped Ramp at 1296 Hilltop Dr



Before ADA Ped Ramp at 990 N Madeira Ave



After ADA Ped Ramp at 990 N Madeira Ave



Before ADA Ped Ramp at 1231 Summit Dr



After ADA Ped Ramp at 1231 Summit Dr



Before ADA Ped Ramp at 1223 Summit Dr



After ADA Ped Ramp at 1223 Summit Dr

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

Description: Safety and road improvements to: modify control intersections of Alisal St/Alisal Rd at Bardin Rd and at Sconberg Parkway to include a dual roundabout network; design and reconstruct Bardin Road (Williams Rd to Sycamore Rd); installation of bulb-outs; a road diet on Bardin Road (to reduce the number of travel lanes, from 4 to 2 and include a two-way left-turn lane and bike lanes); new crosswalks; Rectangular Rapid Flashing Beacons; buffered bike lanes; accessible compliant pedestrian ramps; street lighting; Class I bike path; pedestrian push button enhancement at Williams Road/Bardin Road; enhance bike facilities along Alisal St between Tampa St and Bardin Rd; slurry seal Alisal St (Tampa St to Bardin Rd); and, Sanitary Sewer spot repairs. Measure X funds used this reporting fiscal year include staff time, design consultant fees, construction management consultant fees, PG&E service request fees, and Schedule A construction improvements.

Phase: Project advertisement and construction

Amount of Measure X funds spent on the project: \$427,723.57 from Measure X Bond Proceeds Fund, and \$713,117.54 from Measure X Special Revenue Fund; a total of \$1,140,841.11.

Amount of other funds leveraged: \$3,614,000 ATP Funds; \$535,000 County Cooperative Agreement; \$1,800,000 RSTP Competitive Grant; \$1,300,000 SB1 Funding; \$532,600 Gas Tax (CIP 9227 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, conceptual, and construction photos are provided below.



2017 Aerial view of Bardin Road/Alisal St/Alisal Road intersection



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



Aerial view of Bardin Road/Alisal St/Alisal Road intersection April 2021



Aerial view of Bardin Road/Alisal St/Alisal Road intersection May 2021



Aerial view of Bardin Road/Alisal St/Alisal Road intersection June 2021



Aerial view of Bardin Road/Alisal St/Alisal Road intersection July 2021



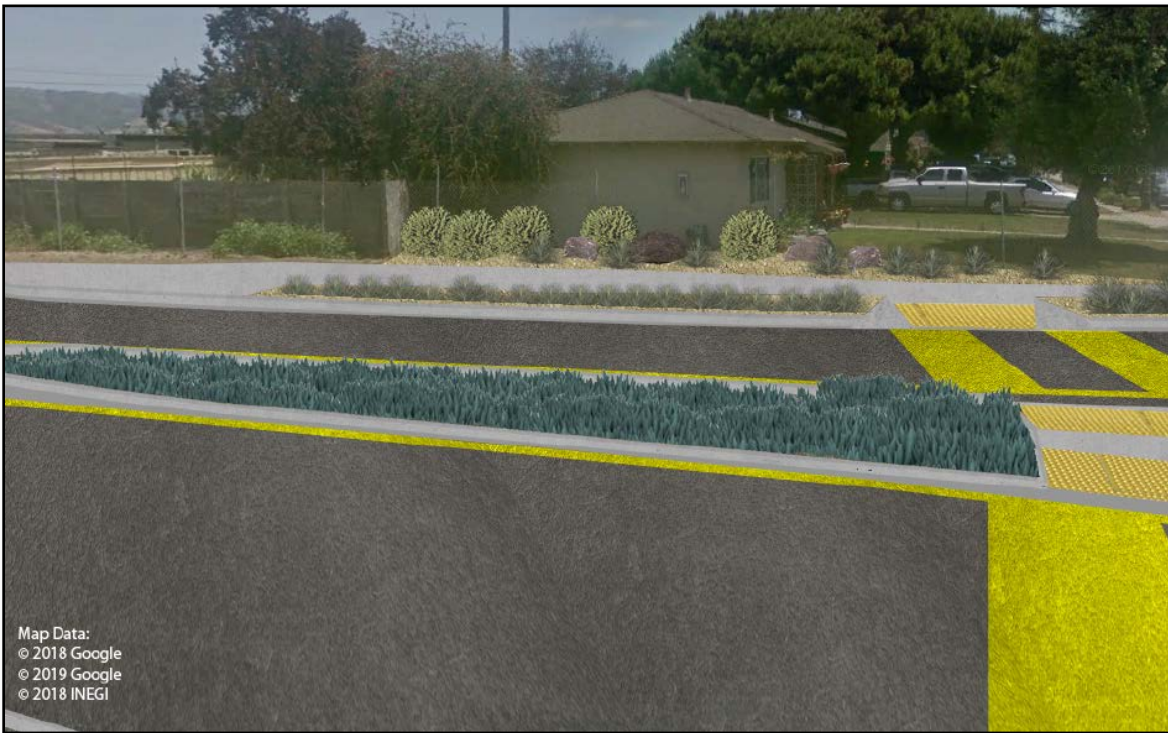
Before photo of Alisal Road near Sconberg Parkway



Concept photo of Alisal Road near Sconberg Parkway



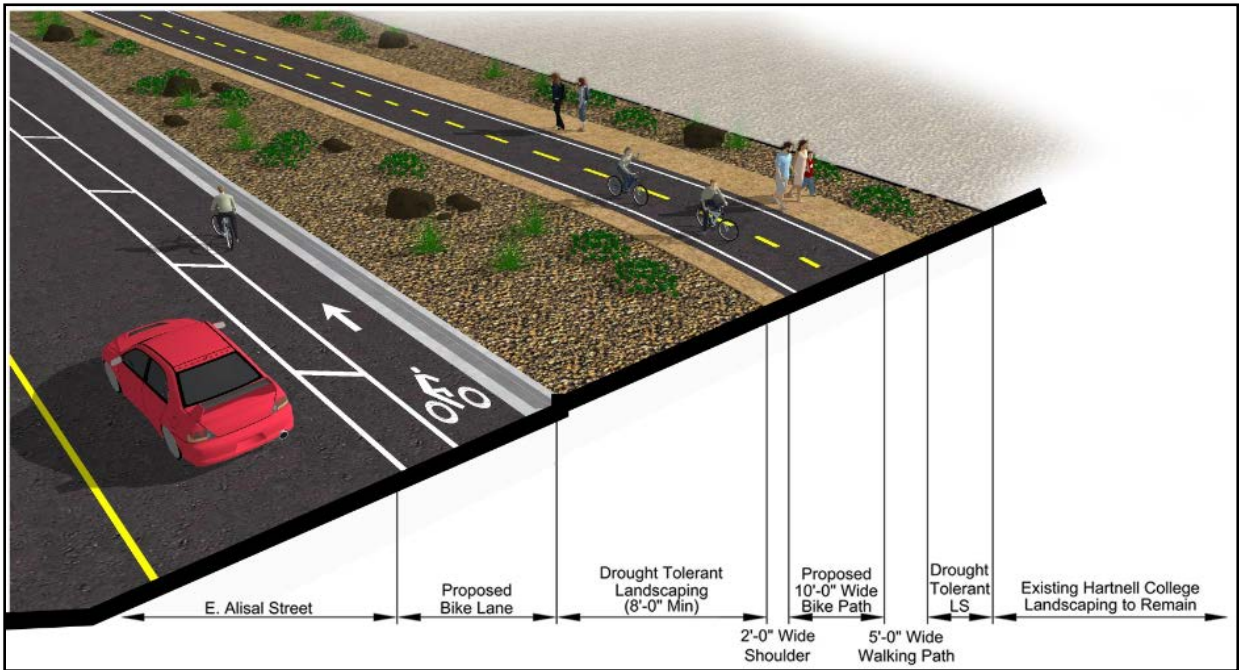
Before photo of Sconberg Parkway near Alisal Road



Concept 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



Bardin Road @ Williams Road South Bound facing North



Bardin Road @ Williams Road South Bound facing South



Bardin Road @ Williams Road North Bound facing North



Bardin Road @ Williams Road North Bound facing South



Bardin Road @ Toro Avenue South Bound facing South



Bardin Road @ Toro Avenue South Bound facing North



Bardin Road @ Toro Avenue North Bound facing South



Bardin Road @ Toro Avenue North Bound facing North



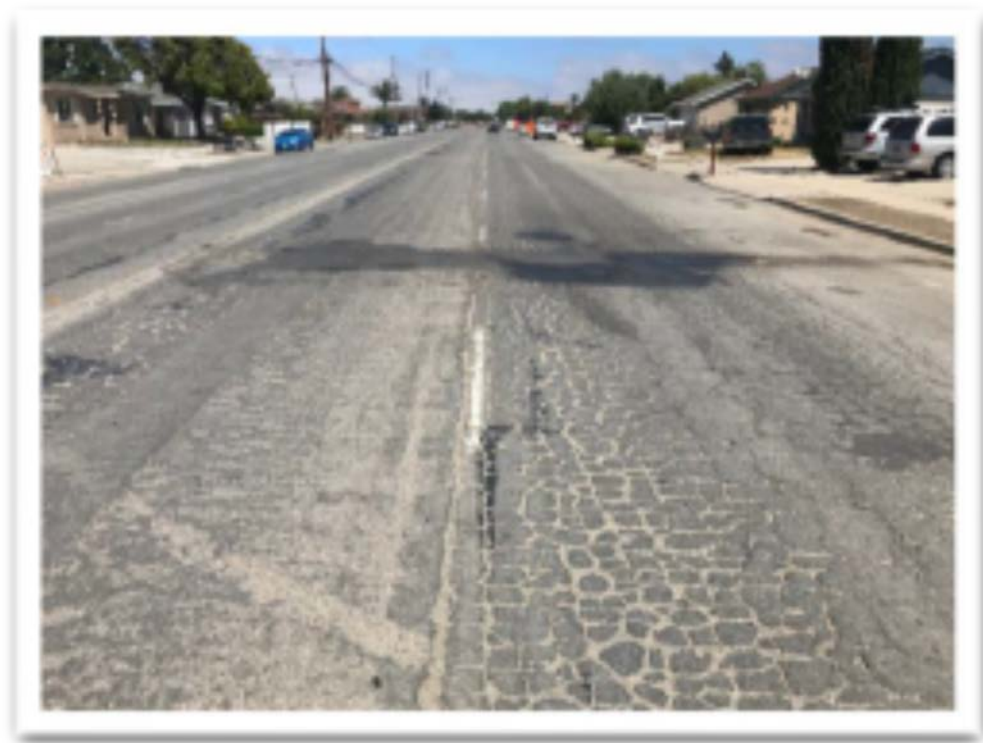
Bardin Road @ Afton Road South Bound facing South



Bardin Road @ Afton Road South Bound facing North



Bardin Road @ Afton Road North Bound facing South



Bardin Road @ Afton Road North Bound facing North



Bardin Road @ ~115' S/O Sycamore Road facing South



Bardin Road @ ~115' S/O Sycamore Road facing North

Project: Alvin Drive Safe Routes to School, CIP No. 9219

Description: The City of Salinas has been awarded a grant to make improvements along Alvin Drive and Linwood Drive that will support safe travels to school. The project transforms Alvin Drive and Linwood Drive into a multi-modal “complete street” corridor, providing/installing bicycle, and pedestrian facilities. Roadway enhancements include the reduction of vehicular travel lanes from 4 lanes to lanes (road diet) and addition of buffered bicycle lanes on Alvin Drive between Main Street and Natividad Road. It also includes the addition of bicycle lanes, bicycle lanes, or sharrows on Linwood Drive, Maryal Drive and Chaparral Street. The project provides pedestrian ramps and crosswalks at key locations along Alvin Drive, Linwood Drive, and Maryal Drive. The project also includes the installation of a traffic signal at Alvin Drive and El Dorado Drive.

Phase: Final Acceptance for Maintenance and Responsibility

Amount of Measure X funds spent on the project: \$483,934.19 from Measure X Bond Proceeds Funds

Amount of other funds leveraged: \$2,917,000 Active Transportation Grant

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:



Before Photo: Eastbound Alvin Dr at El Dorado



After Rendering: Eastbound Alvin Dr at El Dorado

Safe Routes to School Enhancements

LINWOOD DRIVE

(B) Existing: Linwood Dr between Rainier Dr & Laurel Dr

Proposed: Linwood Dr between Rainier Dr & Laurel Dr

(A) Existing: Linwood Dr - Between E Alvin Dr & Rainier Dr

Proposed: Linwood Dr - Between E Alvin Dr & Rainier Dr

LEGEND

Bicycle Facilities (per City of Salinas Bicycle Plan)

- Existing:
 - Class 1 Bike Path
 - Class 2 Bike Lane
 - Class 3 Bike Lane
 - Class 4 Bike Lane
 - Class 5 Bike Lane
 - Class 6 Bike Lane
- Proposed (as part of grant project):
 - Class 1 Bike Path
 - Class 2 Bike Lane
 - Class 3 Bike Lane
 - Class 4 Bike Lane
 - Class 5 Bike Lane
 - Class 6 Bike Lane

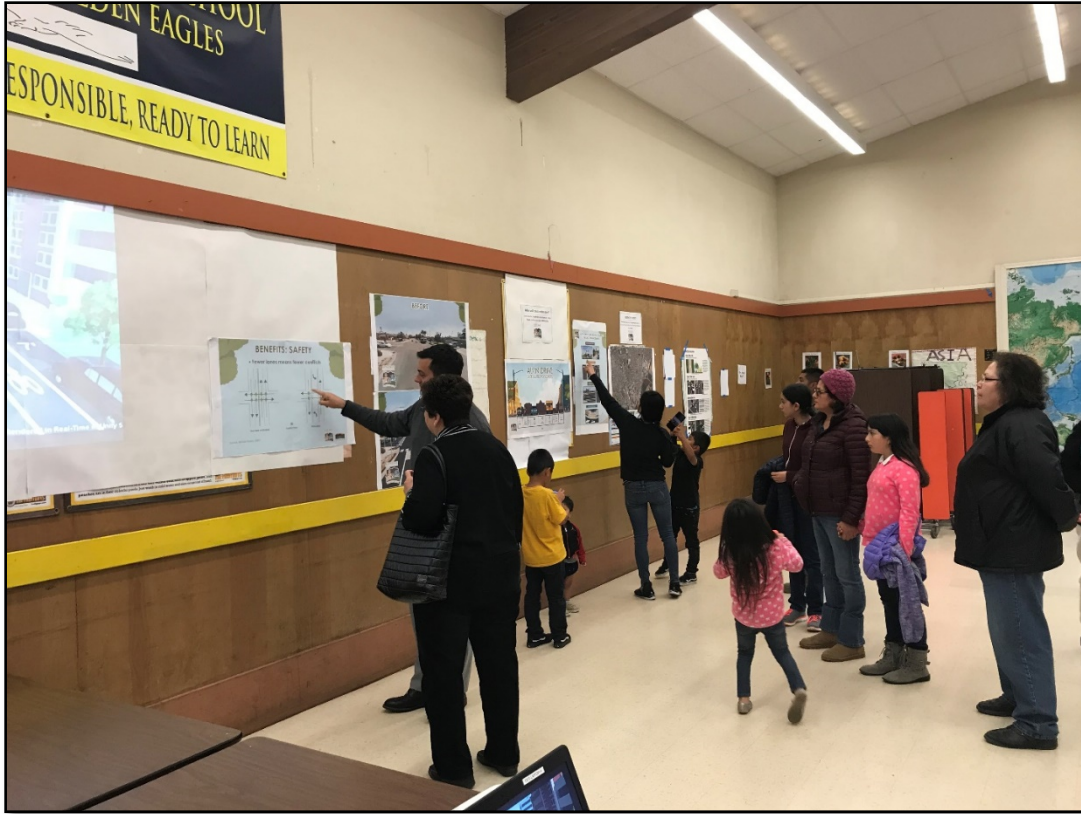
Public Transportation

- Existing:
 - Bus Stop
 - Bus Stop with Shelter
- Proposed:
 - Bus Stop
 - Bus Stop with Shelter

Points of Interest

- School
- Public & Other Points of Interest

Outreach Material Linwood Dr Before and After Rendering



Before Photo Community Meeting



E. ALVIN DR & LINWOOD DR SAFE ROUTES TO SCHOOL FACT SHEET

- **Right sizing** - Roadway restriping to reduce the number of vehicle travel lanes on E. Alvin Dr from 4 lanes to 2 travel lanes and 1 center lane (between Kip Dr & Natividad Rd).
 - o **Center two-way left-turn lane** - reduces vehicle-to-vehicle conflicts that contribute to rear-end, left turn and sideswipe crashes by removing the four-lane undivided inside lanes serving both through and turning traffic.
 - o **Lane width reduction** - a tool to reduce speeds and reduce the risk of crashes and serious injuries.
 - o **Buffered bike lanes** - provide greater distance between motor vehicles and bicyclists and encourage alternate modes of transportation to reduce the number of vehicles on the street.

- **High visibility crosswalks** - enhances crossing areas for students and parents. Pedestrians cross only one lane of traffic at a time.

- **Intersection Traffic Control Improvements** - the current two-way stop intersection at two locations, (1) E. Alvin Dr & El Dorado Dr and (2) E. Alvin Dr & Linwood Dr, will be improved to include traffic signals and high visibility crosswalks.
 - o **Pedestrian count downs** - provides remaining crossing time for students and parents walking on the crosswalk to and from school.
 - o **Coordination of traffic signals** - reduces rear end collisions along this street segment.

VEHICLES

- Separated left turns
- New Traffic Signals
- Traffic Signal coordination

PEDESTRIANS

- Slower traffic speeds
- Pedestrian countdowns at traffic signals
- High visibility crosswalks

BICYCLES

- Buffered bike lanes
- Way finding signage



“SAFELY THERE SAFELY HOME”



Construction Photo: Sidewalk Repair on East Alvin Drive



Construction Photo: Maryal Dr Retaining Wall and Sidewalk Work



Construction Photo: New Sidewalk on Maryal Drive



Construction Photo: New pedestrian access ramp on Linwood Drive



After Construction – New Striping on Maryal Dr



After Construction – New ADA ramp at Maryal Dr and Chaparral St



After Construction – New Signal at Alvin Drive and El Dorado Dr



After Construction – New striping and signal on Alvin Dr at El Dorado Dr

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

Description: 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 design services by Kimley-Horn and Associates, Inc.

Phase: Construction

Amount of Measure X funds spent on the project: \$42,678.40 from Measure X Special Revenue Fund, and \$2,116,210.17 from Measure X Bond Proceeds Fund; a total of \$2,158,888.57.

Amount of other funds leveraged: RSTP \$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.



Before: E Laurel Dr at St. Edwards: Looking East towards Sanborn Rd



After: E Laurel Dr at St. Edwards: Looking East toward Sanborn Rd.



Before: E Laurel Dr – Looking West towards Constitution Blvd.



After: E Laurel Dr – Looking West towards Constitution Blvd.



Constitution Blvd looking North – New sidewalk



Constitution Blvd looking North – New sidewalk



Conceptual rendering of the pedestrian boardwalk overlooking Carr Lake.



View of the pedestrian boardwalk under construction.



Pedestrian boardwalk completed.

Project: Vibrancy Plan Infrastructure, CIP No. 9230

Description: The Main Street Streetscape Project is one of the first steps in implementing the **Downtown Vibrancy Plan**. The Plan was adopted by City Council in 2015 and provides the foundation for improving public safety, supplying important residential and business infrastructure, and providing other improvements for the downtown area. The Project includes reconstruction of sidewalks, installation of ADA compliant pedestrian access ramps, drainage improvements, lighting and electrical improvements, utility relocations, traffic signal modifications, signing and markings for two-way traffic, high speed fiber optic communication, landscaping with irrigation improvements, a district arch, and other public use improvements. Measure X funds were used for staff time, design and engineering services provided by Kimley-Horn & Associates, Inc., construction management services provided by Harris & Associates, and project construction costs.

Phase: Construction

Amount of Measure X funds spent on the project: \$7,544,052.64 from Measure X Bond Proceeds Fund.

Amount of other funds leveraged: \$262,200 City of Salinas General Funds and \$262,200 in Salinas Rotary: The Downtown Club contribution for the Salinas Rotary Arch.

Benefits: The Downtown Vibrancy Plan was developed through an extensive outreach process and shaped by public input, in fact, nearly all of the ideas and concepts presented in the following plan were discovered through dialogue with residents, property owners, business owners, and other who cared to share their aspirations. Newsletters providing regular updates of the collaboration process are found below. Through this process, the plan evolved to include the following four major themes:

1. Destination Downtown
2. Building the Heart of Salinas
3. Managing Parking Resources; and
4. Stimulating Development Activity

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 after photos are provided below.



Before: 200 Block Facing South



After: 200 Block Facing South



Before: 200 Block Sidewalk Facing South



After: 200 Block Sidewalk Facing South



Before: 200 Block Plaza



After: 200 Block Plaza



Before: 300 Block Plaza Area Facing North



After: 300 Block Plaza Area Facing North



Main St at Gabilan St facing South.



200 Block Facing North at W Alisal St



Construction Photo: Grading for New Roadway Pavement



Construction Photo: 200 Block – Placing New Pavement



Main St at San Luis St: During Construction



Main St at San Luis St: After Completion

Project: Street Tree Trimming, CIP No. 9237

Description: Provide Safety Street tree trimming throughout City of Salinas. This program will provide safety and protection to our residents on their day-to-day travels. This will also provide an aesthetically and well-manicured tree scape for the health of our residents and our city.

Phase: On-Going Street tree trimming.

Amount of Measure X funds spent on the project: \$248,353.31 from Measure X Special Revenue Fund.

Amount of other funds leveraged: \$100,000.00 City of Salinas General Fund and \$50,000.00 Measure G.

Benefits: This will provide the much-needed service/maintenance residents have emphasize in being an important city service. This will also help in assisting the current forestry staff with the overload of service request.

Before and After photos: Photos are of City crews and contractors performing entire street tree trimming. Project is on-going.



Street trimming around Permit Center



Clearance trim at Boronda Rd and Freedom Pkwy



Tree trimming entire street at Klamath Drive

Project: ADA Traffic Signal Upgrades, CIP No. 9253

Description: Upgrade traffic signals to meet ADA standards with pushbuttons, audible signals, and various ADA upgrades.

Phase: On-Going Construction and Engineering

Amount of Measure X funds spent on the project: \$17,280.06 from Measure X Bond Proceeds Fund

Amount of other funds leveraged: None.

Benefits: Provide Accessible Traffic Signals for all roadway users

Before and after photos:



Before Photo: Pedestrian Push Button at Laurel Drive and Main Street



After Photo: Accessible Pedestrian Push Button at Laurel Drive and Main Street

Project: North Main Street Improvements, CIP No. 9262

Description: This project installs a traffic signal at the intersection of N Main Street and Navajo Street and median work at N Main/Chaparral. The project includes crosswalks, integration of signal into the corridor signal coordination.

Phase: Pre-Construction, Construction Began 12/14/2020

Amount of Measure X funds spent on the project: \$73,361.43 from Measure X Special Revenue Fund, and \$38,178.23 from Measure X Bond Proceeds. A total of \$111,539.66.

Amount of other funds leveraged: \$585,810.00 from Highway Safety Improvement Program.

Benefits: The segment of North Main Street between Navajo Drive and Chaparral Street has a high number of correctable collisions. This project installs safety countermeasures, specifically a traffic signal at the intersection of North Main Street and Navajo Drive and a median island to restrict the uncontrolled left turns from Chaparral Street to North Main Street, to reduce collision and improve traffic safety.

Before and after photos:



Before Photo: North Main Street at Navajo Drive



Before Photo: North Main Street and Chaparral Street



Before Photo North Main Street at Chaparral Street



Before Photo: North Main Street Between Chaparral Street and Navajo Drive



Construction Photo: Augering Pole Foundations



Construction Photo: Pouring the Worm Median Island



Construction Photo: Cabinet work and Inspection



Construction Photo: Installing the Video Detection Cameras



After Construction Photo: New Signal Facing Eastbound



After Construction Photo: New Signal facing Westbound

Project: Streetlight Installation, CIP No. 9267

Description: East Salinas Street Lights Project (Phase 13): Removal and replacement of streetlights on PG&E poles and installation of new streetlights with underground service connection on Roosevelt St, Kern St, Kings St, N Madeira Ave, N Wood St, and Ragsdale Ct. Measure X funds spent this reporting fiscal year were used in the initial review to update the City Standard Specifications, Design Standards and Standard Plans.

Analyze lighting in high crime areas per the East Salinas Streetlight priority list. Project currently in design is in the residential area bounded by Kern, Market, Pearl and Alisal.

Phase: Design

Amount of Measure X funds spent on the project: \$4,331.48 from Measure X Special Revenue Fund.

Amount of other funds leveraged: None.

Benefits: New streetlighting supports visible and effective directional signage as well as makes the streets safe in the dark. Updating City Standards ensures that the City is up to date with construction codes, regulations, and safe practices for any streetlight installation and upgrades.

Before and After photos: Before and After photos are not available as the project is in design.

Project: School Safety Enhancements, CIP No. 9391

Description: This project provides for the upgrade and installation of traffic signs, markings, and other minor improvements to enhance elementary school sites throughout the City.

Phase: On-Going.

Amount of Measure X funds spent on the project: \$9,900.75 from Measure X Bond Proceeds Fund.

Amount of other funds leveraged: None.

Benefits: Enables the City to respond to school traffic safety concerns during the year. School Traffic Safety concerns is one category of traffic operations for which the City receives many requests each year. Most concerns are related to traffic congestion during drop off and pick-up hours due to the volume of cars during 2-3 short periods in a day. However, at times staff identifies improvements that will improve safety at schools. These improvements include new signing, flashing beacons, striping and other tools that is funded by this program. School Safety Projects are aligned with the City's Vision Zero Policy.

Before and after photos:



After Photo: New Reduced School Zone Speed Limit Signs



After Photo: New Reduced School Zone Speed Limit Signs

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

Description: The City has an ongoing pavement maintenance program to patch, repair, and crack-seal City streets. Measure X funds were used for the procurement of pavement material for Maintenance staff to complete numerous pavement repairs.

Phase: Ongoing pavement maintenance of existing City Road network.

Amount of Measure X funds spent on the project: \$21,238.99 from Measure X Bond Proceeds Fund.

Amount of other funds leveraged: \$190,000 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 at E Alisal St



After photo of pavement maintenance work at E Alisal St



Before photo at E Alisal St and N Madeira Ave



Pavement maintenance at E Alisal St and N Madeira Ave



Before photo at E Alisal St



Crack seal work performed at E Alisal St



Before photo at Williams Rd



Pavement maintenance work at Williams Rd



Before photo at Williams Rd



Completed pavement maintenance at Williams Rd



Before photo at Williams Rd



Patch repair work performed at Williams Rd



Before photo at E Alisal St



Completed pavement repair at E Alisal St

Project: Boronda Rd Congestion Relief Project, CIP No. 9510

Description: The Boronda Road Congestion Relief Project includes the widening of East Boronda Road into a four-lane roadway (two lanes at each direction) from just east of Dartmouth Way to a point east of Independence Boulevard. It includes construction of roundabouts at the following intersections: McKinnon Street, El Dorado Drive, Natividad Road, and Independence Boulevard. The project will also include construction of bioretention facilities, buffered bike lanes, bus pullouts, sidewalks, ADA-compliant access ramps, storm drain lines, sanitary sewer lines, street lighting, landscaping, and other improvements.

The project will be built in Phases. Phase 1 will build the McKinnon Roundabout with the roadway widening, and associated improvements from east of Dartmouth Way to a point between McKinnon Street and El Dorado Drive. Phase 2 will continue the roadway widening from eastern Phase 1 limit to a point east of Natividad Road, including construction of El Dorado and Natividad Roundabouts. Phase 3 will continue the remainder of the project from the eastern Phase 2 limit to a point east of Independence Boulevard, including the construction of the Independence roundabout, and widening of the existing bridge crossing over Gabilan Creek.

Phase: Phase 1 Project is in its design phase (85% PS&E)

Amount of Measure X funds spent on the project: \$213, 538.15 from Measure X Special Revenue Fund.

Amount of other funds leveraged: Current Budget for this project includes \$3,289,081 from Development Fees – Arterial. In addition, the Phase 1 Project (Project1) received a grant from the Monterey Bay Air Resources District (AB 2766) in the amount of \$400,000 towards the design cost of Project1. Project1 also received a grant from the 2020 Regional Surface Transportation Program (RSTP) through the Transportation Agency for Monterey County (TAMC) for FY 20-21 through FY 22-23 in the amount of \$4,000,0000.

Benefits: The project will reduce travel times through alleviating congestion as the full 1.8-mile corridor is constructed. This would be realized through increases in roadway capacity (adding a travel lane in each direction) and increase capacity at intersections through constructing roundabouts.

Before and After photos: Before photos, and preliminary roundabout rendering are provided below. After photos are not available as the project is currently still in its design phase.

McKinnon Street Roundabout:



Existing McKinnon/Boronda Intersection



Preliminary Rendering

Before photo and preliminary rendering of McKinnon Street roundabout.

El Dorado Drive Roundabout:



Existing El Dorado/Boronda Intersection



Preliminary Rendering

Before photo and preliminary rendering of El Dorado Drive roundabout.

Natividad Road Roundabout:



Existing Natividad/Boronda Intersection



Preliminary Rendering

Before photo and preliminary rendering of Natividad Road roundabout.

Independence Blvd Roundabout:



Existing Independence/Boronda Intersection



Preliminary Rendering

Before photo and preliminary rendering of Independence Boulevard roundabout.

Project: Bicycle Lane Installations, CIP No. 9607

Description: Bikeway Plan adopted by Council in March 2002 calls for the installation of Bike Lane Routes at various locations. Improvements and facilities shall conform with support said Bikeway Plan and the priorities set therein. The program is used to make improvements to the bicycle network and to leverage local funds to secure grants.

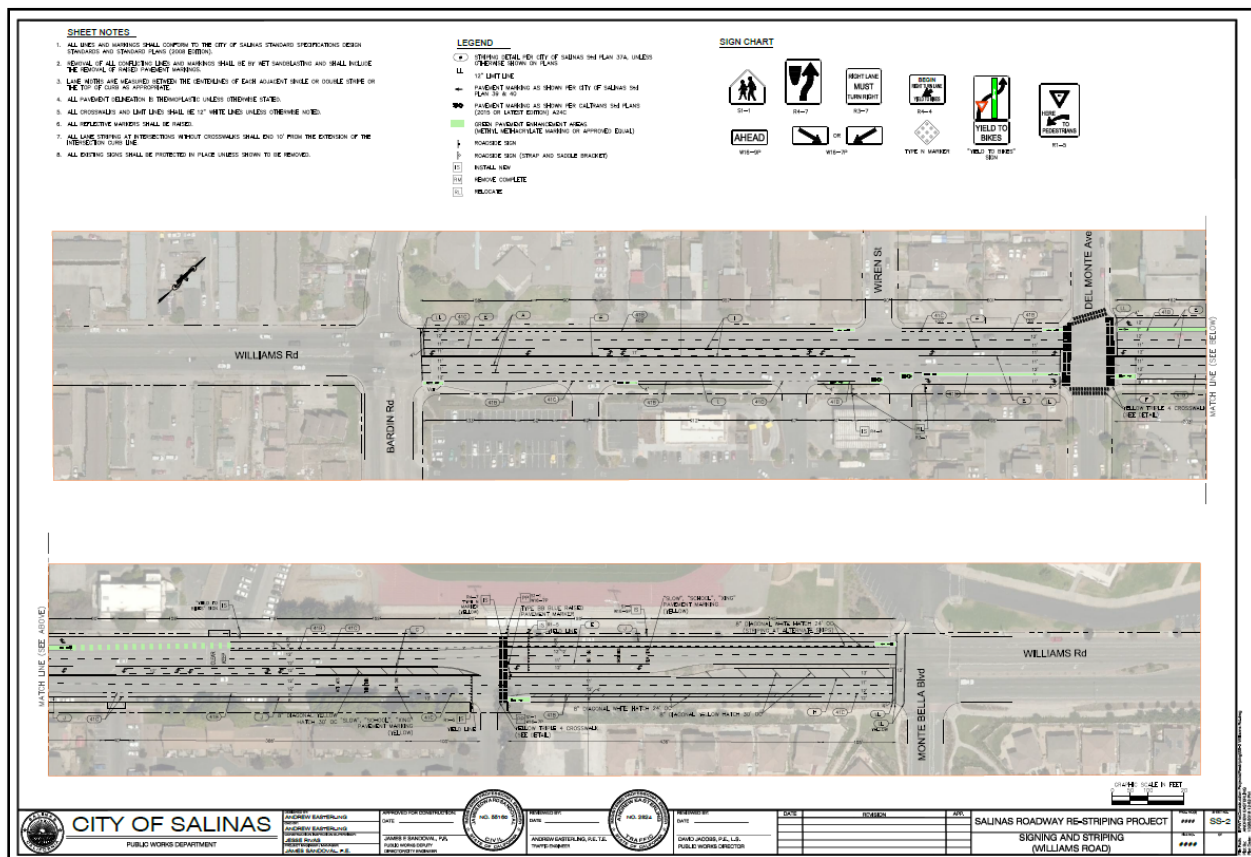
Phase: This is an ongoing program that includes planning, design, and installation of bike lanes.

Amount of Measure X funds spent on the project: \$383.34 of Measure X Bond Proceeds Funds.

Amount of other funds leveraged: None.

Benefits: The Salinas General Plan has policies promoting other modes of travel. These improvements respond to sustainability of the transportation system and help address traffic congestion. Provision of bicycle facilities addresses safety concerns of those who travel by bicycle on City streets.

Before and after photos: Design photos are provided below. After photos are not available as the project is still in its design phase.



Pre-construction: Striping Plans for buffered bike lanes on Williams Rd

Project: Traffic Signal Installation, CIP No. 9654

Description: The Traffic and Transportation division installs and upgrades traffic signals, including opticom 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: \$546,302.20 from Measure X Bond Proceeds Fund.

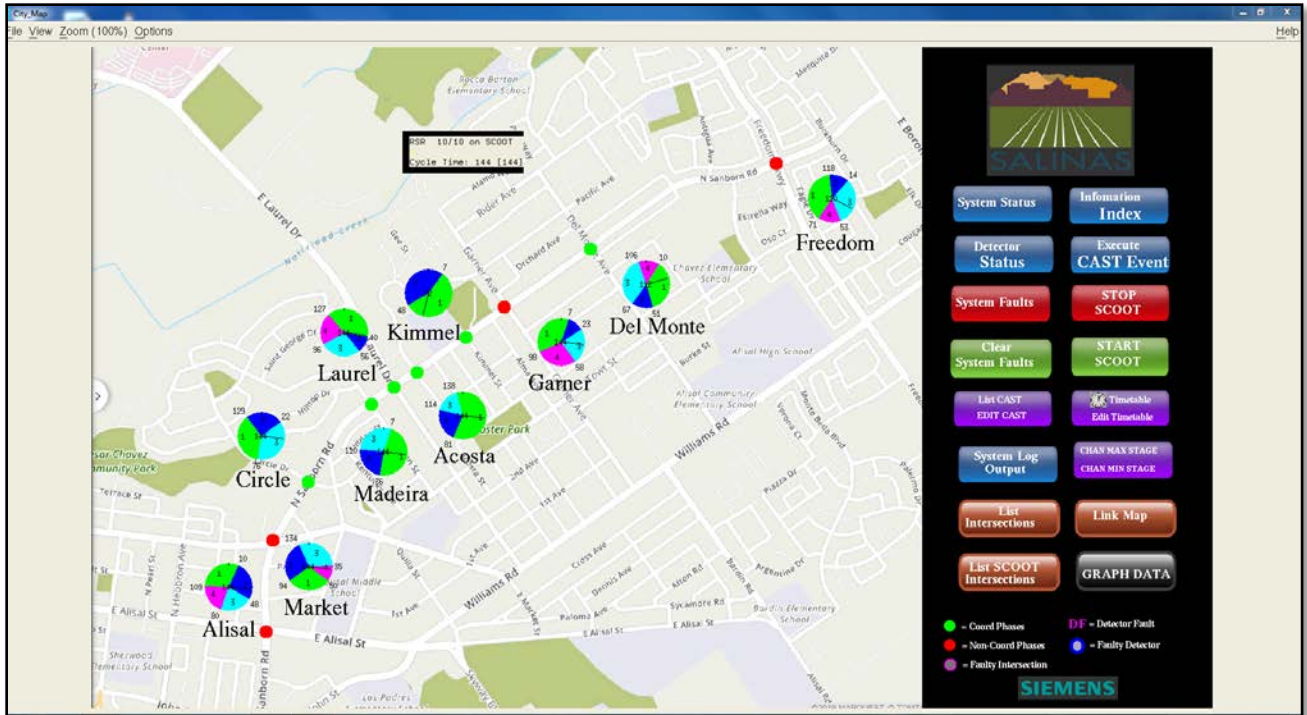
Amount of other funds leveraged: None

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.

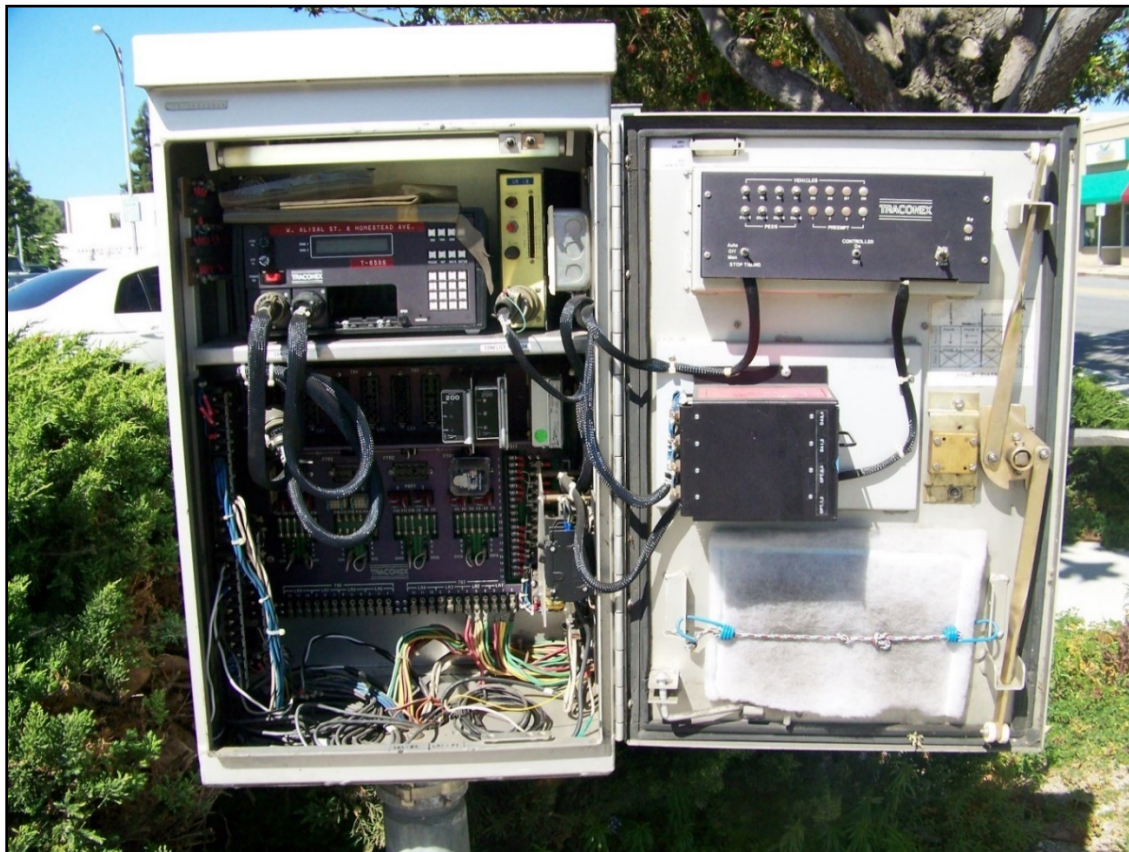
Before and after photos:



Traffic Signal Operations Monitored from City TOC.



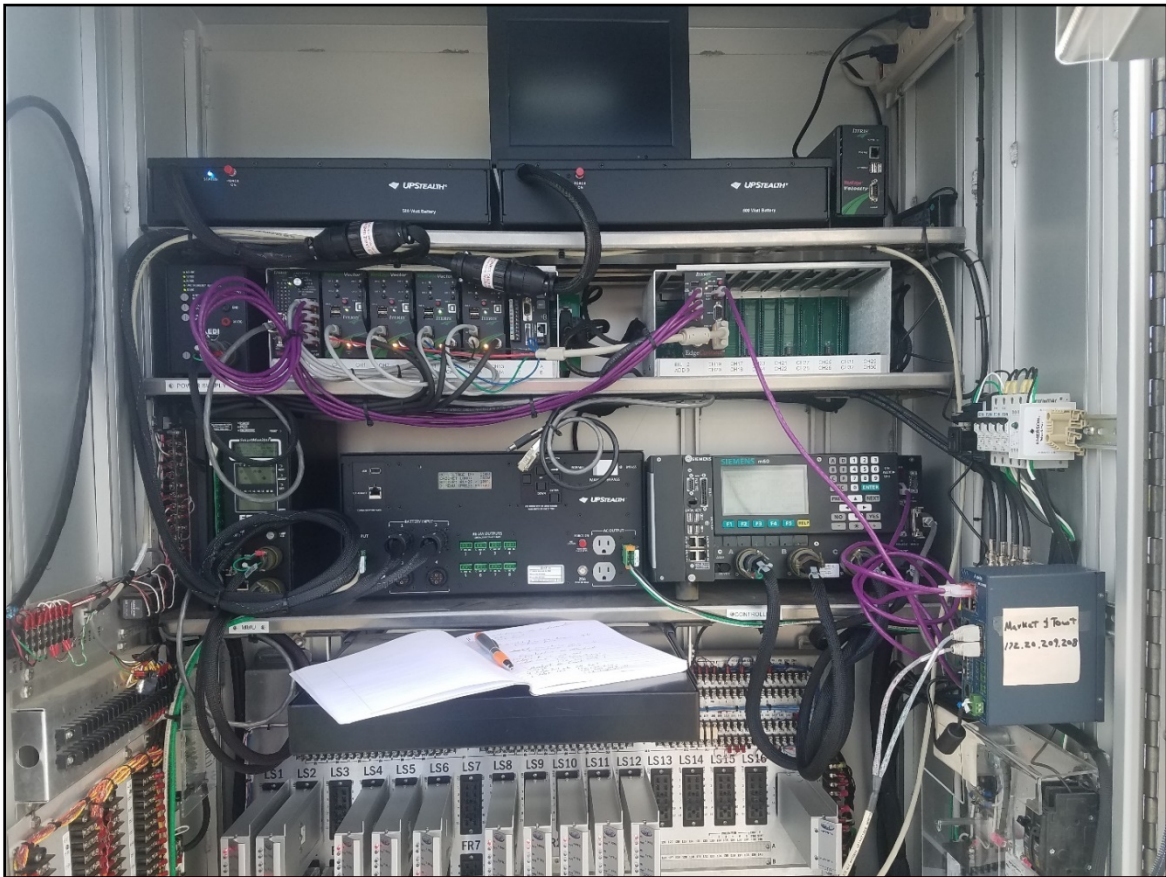
Monitoring Adaptive Corridor Signal control cycle lengths.



Traffic Signal Cabinet at Salinas Street and Gabilan Street



Traffic Signal at Laurel Drive and Davis Road



Traffic Signal Cabinet Upgrades at Market Street and Towt Street

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. Funding was used from the City maintenance crew rehabilitating sidewalks and curbs and gutters including concrete pours of 13,660 square feet for sidewalk and 1,500 linear foot for curb and gutter. Funding was also used for the On-Call Job Order Contract for Sidewalk Improvements which included various sidewalk repair, ADA ramp installation, tree removal and tree planting. This included staff time in initiating and completing Job Orders assigned under the On-Call Job Order Contract for Sidewalk Improvements. Job Orders assigned during the 2019-2020 FY includes completion of the Summit and Hilltop JOC Project (along Summit Dr and Hilltop Dr), John Street JOC Project (along John St from S Wood St to S Sanborn Rd), and E Alvin JOC project (E Alvin Dr from N Main St to Natividad Rd), staff time initiating the future Polk St JOC Sidewalk Repair and ADA Ramp Installation.

Phase: The On-Call Job Order Contract for Sidewalk Improvements has been awarded to continue rehabilitating sidewalks. Job Orders are being assigned and completed for rehabilitating sidewalks.

Amount of Measure X funds spent on the project: \$1,010,128.84 from Measure X Bond Proceeds Fund.

Amount of other funds leveraged: None.

Benefits: The On-Call Job Order Contract for Sidewalk Improvements approved by Council on July 2nd, 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. The City assigns Job Orders under this contract to remove and replace all damaged sidewalk, curb & gutter, and trees to meet ADA standards and to beautify the neighborhood.

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



Before photo of Summit and Hilltop JOC Sidewalk Repair



After photo of Summit and Hilltop JOC Sidewalk Repair



Before photo of Summit and Hilltop JOC Sidewalk Repair



After photos of Summit and Hilltop JOC Sidewalk Repair



Before photo of John St JOC Sidewalk Repair



After photo of John St JOC Sidewalk Repair



Before photo of John St JOC Sidewalk Repair



After photo of John St JOC Sidewalk Repair

Project: Street Preventive Maintenance Program, CIP No. 9981

Description: Pavement preventative maintenance limits and striping within City streets limits. Treatment includes but is not limited to patch and repair, crack seal, chip seal, slurry seal, and pavement striping/markings of roadways at various locations throughout the City of Salinas.

Phase: Design (70% PS&E)

Amount of Measure X funds spent on the project: \$9,403.65 from Measure X Special Revenue Fund, and \$2,061,788.57 from Measure X Bond Proceeds Fund; a total of \$2,071,192.22.

Amount of other funds leveraged: None.

Benefits: The repair and resurfacing of streets extend the life of the streets by decreasing deterioration and improving the PCI.

Before and After photos: Before photos are provided below. After photos are not available as the project is currently still in its design phase.



Before photo at Greenbriar Way



Before photo at Massolo Circle



Before photo at Kearny Way



Before photo at Buckingham Dr



Before photo at Delancey Dr



Before photo at Essex Cir



Before photo at Harvard Court



Before photo at Oxford Ct



Before photo at Wimbledon Wy

Attachment 1: Independent Audit of Financial Statements

CITY OF SALINAS

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

FINANCIAL STATEMENTS
with
INDEPENDENT AUDITOR'S REPORT

JUNE 30, 2021

McGILLOWAY, RAY, BROWN & KAUFMAN
ACCOUNTANTS & CONSULTANTS

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INDEPENDENT AUDITOR'S 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 (the Measure X Fund), as of and for the fiscal year ended June 30, 2021, 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.

Auditor's 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.

Gerald Ray, CPA | Patricia Kaufman, CPA, CGMA | Smriti Shrestha, CPA

Daniel McGilloway Jr, CPA | Sarita Shannon, CPA | Sukhdev Singh, CPA | Whitney Ernest, CPA |
Laura Armbruster, CPA | Rose Maxwell, CPA

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Measure X Fund, as of June 30, 2021, 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 Fund and do not purport to, and do not present fairly the financial position of the City of Salinas as a whole, as of June 30, 2021, 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

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the budgetary comparison schedule for the Measure X Fund be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with audited standards generally accepted in the United States of America, which consisted of inquires of management about the methods of preparing the information and comparing the information for consistency with management's response to our inquires, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Management has omitted the management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such missing information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financials statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this missing information.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 28, 2021, 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. 2019-01 and in the Agreement between TAMC and the City and other matters for the fiscal year ended June 30, 2021.

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 City of Salinas' Measure X Fund'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 City of Salinas' Measure X Fund's internal control over financial reporting and compliance.



McGilloway, Ray, Brown & Kaufman
Salinas, California
December 28, 2021

MEASURE X FUND FINANCIAL STATEMENTS

CITY OF SALINAS
MEASURE X FUND
BALANCE SHEET
JUNE 30, 2021

ASSETS	
Pooled cash and investments	\$ 8,498,579
Interest receivables	5,396
Due from Transportation Agency for Monterey County	<u>1,415,896</u>
Total assets	<u><u>\$ 9,919,871</u></u>
LIABILITIES	
Due to other funds	<u>\$ 783,795</u>
Total liabilities	<u>783,795</u>
FUND BALANCE	
Restricted	<u>9,136,076</u>
Total fund balances	<u>9,136,076</u>
Total liabilities and fund balances	<u><u>\$ 9,919,871</u></u>

The accompanying notes are an integral part of these financial statements

CITY OF SALINAS
 MEASURE X FUND
 STATEMENT OF REVENUES, EXPENDITURES AND
 CHANGES IN FUND BALANCE
 FOR THE FISCAL YEAR ENDED JUNE 30, 2021

REVENUES	
Transportation Safety and Investment Plan Revenue	\$ 4,865,845
Interest	35,986
Total revenues	<u>4,901,831</u>
EXPENDITURES	
Streets and road maintenance	<u>-</u>
Total expenditures	<u>-</u>
Excess of revenues over expenditures	<u>4,901,831</u>
OTHER FINANCING USES	
Transfers in	-
Transfers out	<u>(4,380,893)</u>
Total other financing uses	<u>(4,380,893)</u>
Net change in fund balance	520,938
Fund balance, beginning of year	<u>8,615,138</u>
Fund balance, end of year	<u><u>\$ 9,136,076</u></u>

The accompanying notes are an integral part of these financial statements

CITY OF SALINAS
MEASURE X FUND
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2021

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 (TAMC) 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 TAMC 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 reduction 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

Basis of accounting refers to when revenues and expenditures are recognized in the accounts and reported in the financial statements, regardless of the measurement focus applied. All governmental funds revenues are recognized when they become measurable and available as net current assets. Measurable means the amount of the transaction can be determined, and available means the amount is collectible within the current period or soon enough thereafter (generally sixty days) to be used to pay liabilities of the current period. Amounts that cannot be measured or are not available are not accrued as revenue in the current fiscal year. Expenditures under the modified accrual basis of accounting are generally recorded at the time liabilities are incurred.

C. Governmental Fund Type

Special Revenue Fund – The Transportation Safety and Investment Plan Fund of the City – Measure X Fund is a special revenue fund used to account for the proceeds of specific revenue sources that are restricted by the provisions of Measure X to expenditures for a specific purpose. As with all governmental funds, the special revenue fund is accounted for on a spending or “current financials resources” measurement focus which means that current assets and current liabilities are generally included on its balance sheet. The reported fund balance is the net current assets, which is considered only to be measure of “available spendable resources”.

CITY OF SALINAS
MEASURE X FUND
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2021

D. Measure X Bond

The California Statewide Communities Development Authority (the “Authority”) issued \$37,500,000 Transportation Revenue (Installment Sale) Certificates of Participation, Series 2018B (T.R.I.P. – Total Road Improvement Program) (the “Certificates”). The Certificates were issued to finance the design, acquisition, and construction of certain local roadway and street improvement projects within the jurisdiction of the City. The City is required under the 2018 Installment Sale Agreement to make installment sale payments (the “Installment Sale Payments”) to the Authority, which Installment Sale Payments are payable from a first lien on all Measure X Receipts (as defined in this Official Statement). The Measure X Receipts are the sole source of payment of the Installment Sale Payments. Neither the general fund of the City nor any other moneys of the City (other than Measure X Receipts) are available to pay or secure the Installment Sale Payments or the Certificates.

The obligation of the City to make installment sale payments under the 2018 Installment Sale Agreement is a special obligation of the City payable solely from Measure X receipts and does not constitute a debt of the City, any other local agency, the Authority, the State of California (the “State”) or any political subdivision of the State is obligated to levy or pledge any form of taxation or for which the City, the State or any political subdivision of the State has levied or pledged any form of taxation. The Authority has no taxing power.

As of June 30, 2021, the outstanding balance was \$36,110,000. Annual debt service for the year ended June 30, 2021 was \$710,000.

Note 2 – Pooled 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.

Note 3 – Transfers

The Measure X Fund transferred \$2,042,318 to the Capital Project Fund and \$2,338,575 to the Debt Service Fund to finance streets, road maintenance projects and Measure X bond principal and interest payments.

Note 4 – Maintenance of Effort

The Measure X Master Programs Funding Agreement between the City and TAMC 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

CITY OF SALINAS
 MEASURE X FUND
 NOTES TO THE FINANCIAL STATEMENTS
 JUNE 30, 2021

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	<u>2,022,712</u>
Total	<u>\$ 6,601,562</u>
Three year average	\$ 2,200,521
2016-17	\$ 4,429,476
2021- Indexed For Inflation	\$ 4,546,901
Current year eligible expenditures	\$ 5,249,159

Total expenditures from the general fund for street and highway purposes for the fiscal year ended June 30, 2021 was \$5,249,159. The City was in compliance with the Maintenance of Effort requirement of the Measure X Master Programs Funding Agreement between the City and TAMC.

REQUIRED SUPPLEMENTARY INFORMATION

CITY OF SALINAS
MEASURE X FUND
SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
BUDGET AND ACTUAL
FOR THE FISCAL YEAR ENDED JUNE 30, 2021

	Original Budget	Final Amended Budget	Actual	Variance with Final Budget
REVENUES				
Transportation Safety and Investment Plan Revenue	\$ 3,600,000	\$ 3,600,000	\$ 4,865,845	\$ 1,265,845
Interest	30,000	30,000	35,986	5,986
Total revenues	<u>3,630,000</u>	<u>3,630,000</u>	<u>4,901,831</u>	<u>1,271,831</u>
EXPENDITURES				
Streets and road maintenance	-	-	-	-
Total expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Excess of revenues over expenditures	<u>3,630,000</u>	<u>3,630,000</u>	<u>4,901,831</u>	<u>1,271,831</u>
OTHER FINANCING SOURCES (USES)				
Transfers out	(6,106,200)	(10,121,078)	(4,380,893)	5,740,185
Total other financing sources (uses)	<u>(6,106,200)</u>	<u>(10,121,078)</u>	<u>(4,380,893)</u>	<u>5,740,185</u>
Net change in fund balance	(2,476,200)	(6,491,078)	520,938	7,012,016
Fund balance, beginning of year	8,615,138	8,615,138	8,615,138	-
Fund balance, end of year	<u>\$ 6,138,938</u>	<u>\$ 2,124,060</u>	<u>\$ 9,136,076</u>	<u>\$ 7,012,016</u>

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

The accompanying note is an integral part of this schedule

CITY OF SALINAS
MEASURE X
NOTE TO THE REQUIRED SUPPLEMENTARY INFORMATION
JUNE 30, 2021

Note 1 – Budgetary Information

The budget is prepared by the City Manager and adopted by the City Council. The City Council approves operating appropriations at the department and fund level prior to July 1, each year and may amend the budget during the fiscal year. Budgetary control is maintained at the program level.

The Salinas City Council adopted FY 2020-21 Annual Operating Budgets on June 8, 2020. Capital project budget is updated annually.

The City Manager may transfer budget appropriations between departments and Department Directors may transfer appropriations between programs and accounts within their individual departments and divisions, but only the City Council may appropriate funds from reserves or fund balances.

Expenditures may not legally exceed budgeted appropriations at the department level. Budgeted amounts shown are as originally adopted and as amended by the City Council during the year. During the year, Council amends the budget with the approval of supplemental appropriations and reviews and amends the budget at mid-year and at year-end.

The City does not distinguish between Basis of Budgetary and Basis of Accounting. The principles set forth as the Basis of Accounting are observed in the budgeting process. Only revenues and expenditures anticipated during the fiscal year and included in the budget.

Appropriations lapse at fiscal year end to the extent they have not been expended. New budget appropriations are approved for the coming year. Project-length financial plans are adopted for all capital projects funds and appropriations are carried forward until project completion.



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INDEPENDENT AUDITOR'S REPORT
ON COMPLIANCE WITH TAMC ORDINANCE NO. 2019-01
TRANSPORTATION SAFETY AND INVESTMENT PLAN FUND AND
ON INTERNAL CONTROLS OVER COMPLIANCE

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

Report on Compliance for Measure X Fund

We have audited the financial statements of the City of Salinas (the City) Transportation Safety and Investment Plan Fund – Measure X Fund compliance with the types of compliance requirements described in the Transportation Agency's for Monterey County's (TAMC) Ordinance No. 2019-01 (Measure X ordinance) and the Measure X Master Programs Funding Agreement (the Agreement) between TAMC and the City, applicable for the fiscal year ended June 30, 2021.

Management's Responsibility

Management is responsible for compliance with the provisions of the Measure X Ordinance.

Auditor's Responsibility

Our responsibility is to express an opinion on the City's compliance with the provisions of the Measure X Ordinance. 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 the 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 types of compliance requirements referred above that could have a direct and material effect on the City have 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.

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

Gerald Ray, CPA | Patricia Kaufman, CPA, CGMA | Smriti Shrestha, CPA

Daniel McGilloway Jr, CPA | Sarita Shannon, CPA | Sukhdev Singh, CPA | Whitney Ernest, CPA |
Laura Armbruster, CPA | Rose Maxwell, CPA

Opinion

In our opinion, the City complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its Measure X Fund for the year ending June 30, 2021.

Report on Internal Control over Compliance

Management of the City is responsible for establishing and maintaining effective internal control over compliance with the type of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the City's internal control over compliance with the types of requirements that could have a direct and material effect on the City to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance and to test and report on internal controls over compliance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance.

Accordingly, we do not express an opinion on the effectiveness of the City's internal control over compliance.

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

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

Purpose of this Report

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirement of the provisions of the City's Measure X Ordinance. Accordingly, this information is not suitable for any other purpose.



McGilloway, Ray, Brown & Kaufman
Salinas, California
December 28, 2021



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INDEPENDENT AUDITOR'S 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 Measure X Transportation Safety and Investment Plan Fund (Measure X Fund), a special revenue fund of the City of Salinas, California (the City) as of and for the year ended June 30, 2021, 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 28, 2021.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City'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 internal control. Accordingly, we do not express an opinion on the effectiveness of the City'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 Ray, CPA | Patricia Kaufman, CPA, CGMA | Smriti Shrestha, CPA

Compliance and Other Matter

As part of obtaining reasonable assurance about whether the City'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 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 28, 2021

Attachment 2: Five Year Capital Improvement Program

CITY OF SALINAS MEASURE X FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FOR YEARS 2021-2026

Project No.	Name / Description	FY '21/'22	FY '22/'23	FY '23/'24	FY '24/'25	FY '25/'26	Total
9030	Street Maintenance Equipment Replacement						
Total Cost	Replacement of a 2021 PB Loader Model BC-6 Mounted on a Peterbilt chassis,	\$613,114	\$0	\$0	\$0	\$0	\$613,114
Measure X	one 2021 Caterpillar CB7 Roller, and one 2021 John Deere 310SL backhoe for	\$0	\$0	\$0	\$0	\$0	\$0
Measure X Bond	the Streets Maintenance Division to continue performing maintenance and repair on all City streets.	\$613,114	\$0	\$0	\$0	\$0	\$613,114
PCI		N/A					
Phase		PROCUREMENT					
9034	Alisal Airport Multi-Use Trail						
Total Cost	Installation of Multi-Use trail - 10' AC two-way bike trail with 5' wide DG	\$0	\$1,065,000	\$5,550,000	\$1,000,000	\$0	\$7,615,000
Measure X	walkway with trail lighting and fencing along E. Alisal (Hartnell College	\$0	\$265,000	\$0	\$500,000	\$0	\$765,000
Measure X Bond	driveway to Skyway), along Skyway (Alisal to Airport), Airport Blvd. (Skyway to HWY). Trail into golf course, rec ditch, school area. Sharrows on Moffett + Carol. City to organize Community Meeting and plan for grant funding opportunities.						\$0
PCI		N/A					
Phase			DESIGN	CONSTRUCTION			
9071	Williams Rd UD/Street/Streetscape & Median Island						
Total Cost	With the utility undergrounding of Williams Road (Bardin to Alisal) the roadway will need to be reconstructed to include: environmental; design; streetscape improvements; SS & SD underground improvements; road reconstruction and median island improvements; ADA improvements. TFO (#48) will fund median island improvements. Funds will include median island work in two phases, phase 1 from John to Grandhaven and phase 2 from Grandhaven to Del Monte.	\$0	\$4,549,000	\$5,600,000	\$150,000	\$0	\$10,299,000
Measure X		\$0	\$1,999,000	\$4,350,000	\$0	\$0	\$6,349,000
Measure X Bond							\$0
PCI	WILLIAMS RD 010 & 020	43&41					
Phase		DESIGN		CONSTRUCTION			
9080	San Juan Grade Road Improvements						
Total Cost	Road improvements to San Juan Grade Road to include road repairs, sidewalk construction, and asphalt concrete overlay or cold-in-place pavement recycling with pavement striping, markings, and signage as needed between just north of Northridge Way and Russel Road. Same road treatment on Work Street (East Alisal to Work Circle) to include pedestrian ramps.	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Measure X		\$500,000	\$0	\$0	\$0	\$0	\$500,000
Measure X Bond		\$419,771	\$0	\$0	\$0	\$0	\$419,771
PCI	SANJUANGRA 060 & 070 / WORKST 10 & 20	43&26/25&21					
Phase		DESIGN/CONSTRUCTION					
9090	Downtown Complete Streets						
Total Cost	The Downtown Complete Streets project intends to make the corridor on West Alisal Street and Lincoln Avenue a more safe, efficient, and complete street.	\$0	\$0	\$0	\$0	\$0	\$0
Measure X		\$0	\$0	\$0	\$0	\$0	\$0
Measure X Bond	The first phase will include "road diet" reconfiguration of West Alisal Street from Blanco Road to Front Street, from 4 lanes to 2 lanes with a center two-way left turn lane and buffered bike lanes. The project includes signal modernization/coordination, City fiber optic communication, and ADA/crosswalk improvements.	\$8,903	\$0	\$0	\$0	\$0	\$8,903
PCI	ALISAL ST	43&26/25&21					
Phase		CONSTRUCTION					

Project No.	Name / Description	FY '21/'22	FY '22/'23	FY '23/'24	FY '24/'25	FY '25/'26	Total
9094	Priority Traffic Signals						
Total Cost	The Priority Traffic Signals Program provides a rational basis for prioritizing	\$0	\$850,000	\$750,000	\$0	\$0	\$1,600,000
Measure X	traffic signal installations at intersections. With a finite amount of available	\$0	\$850,000	\$120,000	\$0	\$0	\$970,000
Measure X Bond	funding, there is a need to provide a rational basis for prioritizing traffic signals.	\$829,031	\$0	\$0	\$0	\$0	\$829,031
	The program has been expanded to include the consideration of alternative intersection designs in addition to traffic signals. 2017 priorities include Alvin Dr/Linwood Dr, Boronda Rd/Sanborn Rd, Williams Rd/Garner Ave, Constitution Blvd/Las Casitas Dr. 2020 priorities include Harden Pky/McKinnon St & Freedom Pky/Rider Ave. These locations are part of the City Council's Prioritized Locations for traffic control. Selection is based on safety, traffic, pedestrians, other environmental factors.						
PCI Phase		N/A	DESIGN/CONSTRUCTION				
9103	Geographic Information Systems						
Total Cost	The Project provides supporting technology, data and analytical services for the	\$85,000	\$35,000	\$60,000	\$0	\$0	\$180,000
Measure X	City's transportation safety, construction and maintenance programs.	\$85,000	\$35,000	\$60,000	\$0	\$0	\$180,000
Measure X Bond							\$0
PCI Phase		N/A	ONGOING	ONGOING	ONGOING		
9148	Train Station Electrical Transformer Upgrades						
Total Cost	Electrical transformer upgrades at the Salinas Intermodal Transportation Center	\$0	\$720,000	\$0	\$0	\$0	\$720,000
Measure X	(ITC). Installation of new transformer for electrical vehicle (EV) charging	\$0	\$370,000	\$0	\$0	\$0	\$370,000
Measure X Bond	stations in coordination with Pacific Gas & Electric (PG&E). The City will operate and maintain the EV charging stations through separate contracts.						\$0
PCI Phase		N/A	CONSTRUCTION				
9163	Traffic Calming Improvements						
Total Cost	This project implements the City-wide traffic calming policy for residential	\$200,000	\$537,500	\$550,615	\$564,050	\$0	\$1,852,165
Measure X	streets throughout Salinas adopted in 2009. Council prioritizes Traffic Calming	\$200,000	\$537,500	\$550,615	\$564,050	\$0	\$1,852,165
Measure X Bond	projects annually. For 2019-2020, the communities of Villa Street, First Avenue and Kittery/Snug Harbor were selected for Traffic calming.	\$0	\$0	\$0	\$0	\$0	\$0
PCI Phase		N/A	ONGOING DESIGN & CONSTRUCTION				
9188	Pedestrian Crossing Enhancement						
Total Cost	The project includes new pedestrian crossing enhancements at six locations	\$0	\$0	\$0	\$0	\$0	\$0
Measure X	within the City of Salinas. A pedestrian hybrid beacon is proposed at Sanborn	\$0	\$0	\$0	\$0	\$0	\$0
Measure X Bond	Road and Buckhorn Drive. Rectangular rapid flashing beacon systems are proposed at; Natividad Road and Pacheco Street; W Laurel Drive and Parkside Street; E Laurel Drive and Tapadero Street; Iverson Street and Lang Street; and Wood Street and Santa Maria Street.	\$2,249	\$0	\$0	\$0	\$0	\$2,249
PCI Phase		N/A	CONSTRUCTION				

Project No.	Name / Description	FY '21/'22	FY '22/'23	FY '23/'24	FY '24/'25	FY '25/'26	Total
9216	ADA Pedestrian Ramp Installation						
Total Cost	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, committee and approval by City Council.	\$100,000	\$100,000	\$100,000	\$100,000	\$0	\$400,000
Measure X		\$100,000	\$100,000	\$100,000	\$100,000	\$0	\$400,000
Measure X Bond		\$0	\$0	\$0	\$0	\$0	\$0
PCI		N/A					
Phase		ONGOING	ONGOING	ONGOING	ONGOING		
9218	Bardin Rd Safe Routes to School						
Total Cost	Reduce the number of travel lanes along Bardin Rd between Williams Rd and Sycamore Rd from 4 to 2 and include a two way left turn lane and bike lanes.	\$11,654,655					\$11,654,655
Measure X		\$0	\$0	\$0	\$0	\$0	\$0
Measure X Bond	Modify control intersections of Alisal St 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 Road (Williams to Sycamore). Slurry seal Alisal St (Tampa to Margaret). The City will be receiving a \$3.6M ATP grant in June/July 2020.	\$2,598,409	\$0	\$0	\$0	\$0	\$2,598,409
PCI	BARDINRD 15 & 25/EALISALST 010, 015, 020 & 030	21/42/40/33/24/29					
Phase		CONSTRUCTION					
9219	E Alvin/Linwood/Maryal Routes						
Total Cost	The project transforms Alvin Dr and Linwood Dr into a multi-modal “complete street” corridor, providing/installing bicycle and pedestrian facilities. Roadway enhancements include the reduction of vehicular travel lanes from 4 lanes to lanes (road diet) and addition of buffered bicycle lanes on Alvin Dr between Main St and Natividad Rd. It also includes the addition of bicycle lanes, or sharrows on Linwood Dr, Maryal Dr and Chaparral St. The project provides pedestrian ramps and crosswalks at key locations along Alvin Dr, Linwood Dr, and Maryal Dr. The project also includes the installation of a traffic signal at Alvin Dr and El Dorado Dr.	\$0	\$0	\$0	\$0	\$0	\$0
Measure X		\$0	\$0	\$0	\$0	\$0	\$0
Measure X Bond		\$77,299	\$0	\$0	\$0	\$0	\$77,299
PCI		N/A					
Phase		CONSTRUCTION					
9220	E Laurel Dr Sidewalk & Lights						
Total Cost	Install sidewalk and boardwalk on the north side of E Laurel Dr between Constitution Blvd and N Sanborn Rd and on the east side of Constitution Blvd between E Laurel Dr and Manchester St. Install street lights on E Laurel 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.	\$5,461,000	\$0	\$0	\$0	\$0	\$5,461,000
Measure X		\$0	\$0	\$0	\$0	\$0	\$0
Measure X Bond		\$2,069,275	\$0	\$0	\$0	\$0	\$2,069,275
PCI		N/A					
Phase		CONSTRUCTION					
9226	Fleet Consolidation Replacement						
Total Cost	Six-year project to replace and consolidate vehicles (not service trucks) of Public Works under a centralized fleet management activity. Replace light and medium duty vehicles. As vehicles are replaced, a usage and maintenance fee will be assessed the department to provide for vehicle replacement at appropriate intervals. Currently, construction inspection is in need of replacing 2 trucks used for daily CIP construction inspection. There is a need to replace a 1998 Ford Ranger in the fleet that has exceeded its life and is in the shop for repairs regularly and a loaner vehicle is not appropriate for unpaved areas or hauling of construction signs, cones, or other construction materials.	\$70,000	\$150,000	\$150,000	\$150,000	\$150,000	\$670,000
Measure X		\$35,000	\$0	\$0	\$0	\$0	\$35,000
Measure X Bond		\$35,000	\$0	\$0	\$0	\$0	\$35,000
PCI		N/A					
Phase		PROCUREMENT					

ATTACHMENT 2 (Five Year Capital Improvement Program FY 2021-2022 to FY 2025-2026)

Project No.	Name / Description	FY '21/'22	FY '22/'23	FY '23/'24	FY '24/'25	FY '25/'26	Total
9230	Vibrancy Infrastructure Plan						
Total Cost	The Main Street Streetscape Project is one of the first steps in implementing	\$0	\$0	\$0	\$0	\$0	\$0
Measure X	the Downtown Vibrancy Plan. The Plan was adopted by City Council in 2015	\$0	\$0	\$0	\$0	\$0	\$0
Measure X Bond	and provides the foundation for improving public safety, supplying important	\$1,510,171	\$0	\$0	\$0	\$0	\$1,510,171
	residential and business infrastructure, and providing other improvements for						
	the downtown area. The Project includes reconstruction of sidewalks,						
	installation of ADA compliant pedestrian access ramps, drainage improvements,						
	lighting and electrical improvements, utility relocations, traffic signal						
	modifications, signing and markings for two-way traffic, high speed fiber						
PCI	optical communication, landscaping with irrigation improvements, a district arch,	99					
Phase	and other public use improvements.	CONSTRUCTION					
9253	ADA Traffic Signal Upgrades						
Total Cost	Upgrade traffic signals to meet ADA standards with pushbuttons, audible	\$26,000	\$40,000	\$27,500	\$40,000	\$40,000	\$173,500
Measure X	signals and various ADA upgrades. Design and construct in alternating years.	\$0	\$0	\$0	\$0	\$0	\$0
Measure X Bond	The Americans Disability Act obligates Local Agencies to budget and schedule	\$18,673	\$0	\$0	\$0	\$0	\$18,673
	deficient ADA infrastructure in City right-of-way.						
PCI		N/A					
Phase		ON-GOING DESIGN AND CONSTRUCTION					
9262	North Main st Intersection						
Total Cost	The project installs a traffic signal at the intersection on N Main St and Navajo	\$0	\$0	\$0	\$0	\$0	\$0
Measure X	St and median work at N Main/Chaparral. The project includes crosswalks,	\$0	\$0	\$0	\$0	\$0	\$0
Measure X Bond	integration of signal into the corridor signal coordination. The project addresses	\$33,822	\$0	\$0	\$0	\$0	\$33,822
	pedestrian safety at the N Main/Navajo intersection that is used by						
	students/residents for access to retail areas on the west side of N Main St. The						
	project also provides traffic control at N Main/Chaparral.						
PCI		N/A					
Phase		CONSTRUCTION					
9266	Bridge Maintenance Program						
Total Cost	Routine maintenance of bridges throughout the City that are ineligible for	\$123,000	\$195,000	\$135,000	\$60,000	\$135,000	\$648,000
Measure X	federal funds. A survey was completed by Wallace Group identifying	\$123,000	\$195,000	\$135,000	\$60,000	\$135,000	\$648,000
Measure X Bond	deficiencies.	\$0	\$0	\$0	\$0	\$0	\$0
PCI		N/A					
Phase		ONGOING ROUTINE MAINTENANCE					
9267	Streetlight Installation						
Total Cost	Analyze lighting in high crime areas. Follow the E Salinas Streetlight priority	\$37,000	\$905,000	\$0	\$0	\$0	\$942,000
Measure X	list. The lighting is in the residential area bounded by Kern, Market, Pearl, and	\$37,000	\$905,000	\$0	\$0	\$0	\$942,000
Measure X Bond		\$0	\$0	\$0	\$0	\$0	\$0
PCI		N/A					
Phase		DESIGN	CONSTRUCTION				

Project No.	Name / Description	FY '21/'22	FY '22/'23	FY '23/'24	FY '24/'25	FY '25/'26	Total
9318	Emerald Drive						
Total Cost	Remove and replace damaged sidewalks and curb and gutter. Remove and	\$0	\$0	\$0	\$500,000	\$0	\$500,000
Measure X	replace street trees that have damaged or will damage the sidewalks. The	\$0	\$0	\$0	\$500,000	\$0	\$500,000
Measure X Bond	sidewalks and curb and gutter have been damaged by the street trees. To make	\$0	\$0	\$0	\$0	\$0	\$0
	the sidewalks safer and ensure ADA compliance.						
PCI		N/A					
Phase					CONSTRUCTION		
9391	School Safety Enhancements						
Total Cost	This project provides for the upgrade and installation of traffic signs, markings	\$40,000	\$40,000	\$40,000	\$0	\$0	\$120,000
Measure X	and other minor improvements to enhance elementary school sites throughout	\$0	\$0	\$0	\$0	\$0	\$0
Measure X Bond	the City. Enables the City to respond to school traffic safety concerns during the	\$30,099	\$0	\$0	\$0	\$0	\$30,099
	year. School Traffic Safety concerns is one category of traffic operations for						
	which the City receives many requests each year. Most concerns are related to						
	traffic congestion during drop off and pick-up hours due to the volume of cars						
	during 2-3 short periods in a day. However, at times staff identifies						
	improvements that will improve safety at schools. These improvements include						
PCI	new signing, flashing beacons, striping and other tools that is funded by this	N/A					
Phase	program. School Safety Projects are aligned with the City's Vision Zero Policy.	ON-GOING					
9431	Traffic Signal Coordination						
Total Cost	Planning and construction of improvements to improve operation efficiencies at	\$0	\$400,000	\$200,000	\$0	\$0	\$600,000
Measure X	the Front St./Market St. Underpass. Improvements include upgrades of	\$0	\$0	\$200,000	\$0	\$0	\$200,000
Measure X Bond	cabinets, controllers and detection systems at four signalized intersections. This	\$0	\$0	\$0	\$0	\$0	\$0
	project will also include development of signal timing plans and explore the						
	feasibility of traffic signal coordination that will better serve the Front St. and						
	Market St. corridors.						
PCI		N/A					
Phase	This project received funding from the Air District in 2020-2021.		CONSTRUCTION	CONSTRUCTION			
9438	Annual Pavement and Sidewalk Maintenance						
Total Cost	The City has an ongoing pavement maintenance program to reseal City streets.	\$1,175,000	\$1,675,000	\$1,675,000	\$1,675,000	\$1,675,000	\$7,875,000
Measure X	The resurfacing of streets prolongs the life of the streets by decreasing	\$0	\$0	\$0	\$0	\$0	\$0
Measure X Bond	deterioration. Maintenance Staff will patch/repair and crack seal streets and	\$178,701	\$0	\$0	\$0	\$0	\$178,701
	repair sidewalks. Maintenance provides patch and repair and sidewalk repairs						
PCI	throughout the City. The purpose is to mainly purchase materials.	N/A	N/A	N/A	-	-	
Phase		N/A	N/A	N/A	-	-	
9510	E Boronda Rd Traffic Congestion Relief						
Total Cost	Construct roundabouts at McKinnon, El Dorado, Natividad, and Independence	\$0	\$11,200,000	\$16,800,000	\$1,900,000	\$23,320,000	\$53,220,000
Measure X	Blvd. Construct 2 additional lanes; bike lanes; median island; overlay or rehab	\$0	\$200,000	\$500,000	\$500,000	\$500,000	\$1,700,000
Measure X Bond	of existing lanes; landscape and irrigation; farmers ditch, signing and striping;						\$0
	NPDES features from Dartmouth Way to East of Independence, including						
	widening of existing bridge over Gabilan Creek.						
PCI	EBORONDARD 05, 10, 20, 30 & 40	49, 46, 64, 60, & 46					
Phase		DESIGN	CONSTRUCTION	CONSTRUCTION			

Project No.	Name / Description	FY '21/'22	FY '22/'23	FY '23/'24	FY '24/'25	FY '25/'26	Total
9607	Bicycle Lane Installations						
Total Cost	Bikeway Plan adopted by Council in March 2002 calls for the installation of	\$60,000	\$64,487	\$0	\$0	\$0	\$124,487
Measure X	Bike Lane Routes at various locations. Improvements and facilities shall	\$0	\$0	\$0	\$0	\$0	\$0
Measure X Bond	conform with support said Bikeway Plan and the priorities set therein. The program is used to make improvements to the bicycle network and to leverage local funds to secure grants. The Salinas General Plan has policies promoting other modes of travel. These improvements respond to sustainability of the transportation system and help address traffic congestion. Provision of bicycle facilities addresses safety concerns of those who travel by bicycle on City streets.	\$49,617	\$0	\$0	\$0	\$0	\$49,617
PCI Phase		N/A	CONSTRUCTION				
9654	Traffic Signal Installations and Upgrades						
Total Cost	The Public Works Department installs traffic signals and upgrades, including	\$430,000	\$270,000	\$760,000	\$0	\$0	\$1,460,000
Measure X	opticom controls for emergency response at signalized intersections. Traffic	\$0	\$0	\$0	\$0	\$0	\$0
Measure X Bond	signal technology changes to improve safety and efficiency. This CIP allows necessary upgrades to existing signal system. This CIP includes the installation of new pedestrian countdowns, improved detection, battery back-up units, new cabinets to allow additional safety features at signalized intersections.	\$39,163	\$0	\$0	\$0	\$0	\$39,163
PCI Phase		N/A	N/A	N/A	N/A	N/A	
9720	Sidewalk & Drainage Repairs						
Total Cost	This project provides for the repair of damaged curbs, gutters, sidewalks, and	\$1,479,000	\$600,000	\$600,000	\$600,000	\$600,000	\$3,879,000
Measure X	driveway approaches throughout the City damaged by City trees within the	\$200,000	\$600,000	\$600,000	\$600,000	\$600,000	\$2,600,000
Measure X Bond	street right-of-way. The work will be performed through the On-Call Contractor list and by in-house City personnel (Four Street Maintenance Workers).	\$648,232	\$0	\$0	\$0	\$0	\$648,232
PCI Phase		N/A	ONGOING	ONGOING	ONGOING	ONGOING	
9981	Street Preventive Maintenance Program						
Total Cost	Pavement preventive maintenance limits and striping within City streets limits.	\$2,211,000	\$5,600,000	\$5,600,000	\$5,600,000	\$5,600,000	\$24,611,000
Measure X		\$1,011,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$12,211,000
Measure X Bond	Treatment includes, but not limited to, patch/repair, crack seal, slurry, chip seal.	\$3,589,291	\$0	\$0	\$0	\$0	\$3,589,291
PCI Phase	CITY OVERALL NETWORK	53	N/A				
Measure X Transportation & Safety Total		\$2,291,000	\$8,856,500	\$9,415,615	\$5,624,050	\$4,035,000	\$30,222,165
Measure X Bond - Special Construction Assist-Bonds		\$12,750,818	\$0	\$0	\$0	\$0	\$12,750,818

Attachment 3: Pavement Management Program Annual Report – Letter



City of Salinas

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

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Date: December 16, 2021
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 (PMP) 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 53.815.20**

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

- Inventory of all existing pavements under the local agency jurisdiction:
Centerline miles: **291.23**
Total lane miles (or equivalent units): **671.26**
The last update of the inventory was completed on: **December 16, 2021**
- Average Pavement Condition Index (PCI) **53**
- Identification of sections of roadways brought up to acceptable PCI levels for the current year (through June 30, 2021):

BEDFORDDR 15	PCI 54
BEECHST 010	PCI 52
CAPITOLST 020	PCI 83
CENTRALAVE 065	PCI 52
CENTRALAVE 075	PCI 54
CHAPARRALS 015	PCI 55
DELMARDR 15	PCI 53
DORORODR 15	PCI 61
EALISALST 020	PCI 59
EALISALST 030	PCI 73
EALISALST 040	PCI 60
EALISALST 050	PCI 61
EALISALST 100	PCI 72
EALVINDR 15	PCI 96*
EALVINDR 25	PCI 94*
ELAVINDR 35	PCI 78*

EALVINDR 45	PCI 73*
EALVINDR 55	PCI 75*
ELDORADODR 15	PCI 53
EROMIELN 020	PCI 55
KATHERINEA 15	PCI 52
LINCOLNAVE 010	PCI 60
LINWOODDR 010	PCI 93
LINWOODDR 020SB	PCI 89
LINWOODDR 030NB	PCI 85
RAINIERDR 045	PCI 68
RIKERST 130	PCI 52
MARYALDR 20	PCI 53
MARYALDR 30	PCI 69
SOLEDADST 10	PCI 52
SCONBERGPK 10	PCI 71
SUNRISEST 10	PCI 74
SWANERAVE 15	PCI 56
WBLANCORD WB030	PCI 63
WBLANCORD WB040	PCI 63
WILLIAMSRD 050	PCI 69
BARDINRD	PCI 100**

*E Alvin Drive was also reported last year because it has received a “deep patch” M&R treatment within last year’s reporting period, and also being reported this year because it has received a “slurry seal” M&R treatment. However, the PCIs changed for some segments of E Alvin Drive due to a previous error in the M&R treatment entry in the StreetSaver Program. The entry has since been corrected, and the December 16, 2021 PCI update already reflected this change/correction.

**Bardin Road is an assumed PCI at this time. It is a new roadway alignment, and has not yet been entered/included in the PMP System. The roadway is currently under construction, but Measure X Funds have already been partially spent and encumbered for this reporting period. The total amount of Measure X funds spent for this current reporting period included progress payments spent on the Bardin Road Project.

- Amount spent to rehabilitate or replace deficient sections for the current year: **\$754,951.14.**

The City hired Pavement Engineering Inc. to assist the City in updating the pavement information for all roads including inspections on all centerline miles of city-maintained roadways. Field inspections were completed in November 2020. The 2020 Pavement Management System Update Final Report may be viewed and/or downloaded at <https://www.cityofsalinas.org/our-city-services/public-works/engineering>. You may direct any questions regarding the system to Josie Lantaca, Assistant Engineer, at (831)758-7185.

Sincerely,

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