

MEASURE X ANNUAL PROGRAM COMPLIANCE REPORT

FISCAL YEAR 2019-2020

The **City of Salinas** hereby presents its fiscal year 2019-2020 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).



Downtown Complete Streets, CIP No. 9090

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Measure X Fiscal Year 2019-2020 Balance Sheet

City of Salinas Schedule of Revenue, Expenditures and Changes in Fund Balances
For the Year Ending June 30, 2020

| | | Measure X Special Revenue Fund | Measure X Bond Proceeds Fund | Total Measure X |
|---|---|--------------------------------------|------------------------------------|------------------------------|
| Fund Balance at the Beginning of the Year | | \$6,838,603.10 | \$33,209,902.85 | \$40,048,505.95 |
| Revenues | | | | |
| Measure X Revenue | | \$4,307,505.49 | \$0 | \$4,307,505.49 |
| Interest | | \$120,464.91 | \$0 | \$120,464.91 |
| <i>Total Revenue</i> | | <i>\$4,427,970.40</i> | <i>\$0</i> | <i>\$4,427,970.40</i> |
| Transfers In - PY CIP Funding Correction | | | \$86,765.67 | \$86,765.67 |
| Expenditures (Measure X Sales Tax Spent in FY 2019-20) | | | | |
| CIP No. | Project Name | | | |
| 9030 | Street Maintenance Equipment Replacement | \$0 | \$874,746.58 | \$874,746.58 |
| 9071 | Williams Rd UD/Street/Streetscape & Median Island | \$215,307.33 | \$0 | \$215,307.33 |
| 9080 | San Juan Grade Road Improvements | \$0 | \$23,633.49 | \$23,633.49 |
| 9089 | N Sanborn Rd Improvements | \$13,591.11 | \$2,639.93 | \$16,231.04 |
| 9090 | Downtown Complete Streets | \$0 | \$2,182.27 | \$2,182.27 |
| 9094 | Priority Traffic Signals | \$0 | \$31,046.31 | \$31,046.31 |
| 9103 | Geographic Information Systems | \$4,856.17 | \$0 | \$4,856.17 |
| 9117 | Sanborn Rd/US 101 Improvements-Ag Ind Center | \$0 | \$1,106,682.35 | \$1,106,682.35 |
| 9163 | Traffic Calming Improvements | \$14,218.84 | \$341,918.59 | \$356,137.43 |
| 9200 | Vision Zero Action Plan | \$291.70 | \$0 | \$291.70 |
| 9216 | ADA Pedestrian Ramp | \$39,723.73 | \$50,000.00 | \$89,723.73 |
| 9216 | ADA Pedestrian Ramp | \$0 | \$37,000.00 | \$37,000.00 |
| 9218 | Bardin Rd Safe Route to School | \$0 | \$197,693.78 | \$197,693.78 |
| 9219 | E Alvin/Linwood/Maryal Routes | \$12,825.71 | \$0 | \$12,825.71 |
| 9219 | E Alvin/Linwood/Maryal Routes | \$6,254.87 | \$0 | \$6,254.87 |
| 9220 | E Laurel Dr Sidewalk & Lights | \$0 | \$130,364.33 | \$130,364.33 |
| 9227 | T/S Constitution & Las Casitas | \$0 | \$30,197.00 | \$30,197.00 |
| 9230 | Vibrancy Plan Infrastructure | \$0 | \$813,233.97 | \$813,233.97 |
| 9253 | ADA Traffic Signal Upgrades | \$0 | \$14,047.25 | \$14,047.25 |
| 9262 | North Main St Intersection | \$720.80 | \$0 | \$720.80 |
| 9268 | T/S E Laurel and St Edwards | \$0 | \$28,688.38 | \$28,688.38 |
| 9358 | T/S Williams Rd & Garner Avenue | \$8,534.78 | \$0 | \$8,534.78 |
| 9438 | Annual City Sts Rehab Program (MVF Tax 7360) | \$0 | \$64,489.14 | \$64,489.14 |
| 9438 | Annual City Sts Rehab Program (MVF Tax 7360) | \$0 | \$264,866.49 | \$264,866.49 |
| 9654 | Traffic Signal Installation | \$0 | \$74,576.97 | \$74,576.97 |
| 9720 | Sidewalk Repair & Drainage Repairs | \$0 | \$226,737.46 | \$226,737.46 |
| <i>Total Measure X Sales Tax Spent in FY 2019-20</i> | | <i>\$316,325.04</i> | <i>\$4,314,744.29</i> | <i>\$4,631,069.33</i> |
| Transfers Out - PY CIP Funding Correction | | \$6,408.89 | \$44,570.85 | \$50,979.74 |
| Bond Proceeds | | \$0 | \$0 | \$0 |
| Transfer Out for Debt Service | | \$2,328,702.37 | \$0 | \$2,328,702.37 |
| Fund Balance at the End of the Year | | \$8,615,137.20 | \$28,937,353.3 | \$37,552,490.58 |

Fiscal Year 2019-2020 Measure X Funded Projects

Project: Street Maintenance Equipment Replacement, CIP No. 9030

Description: Replacement of a milling machine, paving machine, and trailer to work on City – wide street maintenance.

Phase: Procurement.

Amount of Measure X funds spent on the project: \$874,746.58 from Measure X Bond Proceeds Fund.

Amount of other funds leveraged: None.

Benefits: Increase productivity of annual street rehabilitation projects, savings in cost by utilization of City's workforce and equipment versus work done by contractors. We are able to reduce dust for better air quality which makes us PM10 Compliant.

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







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

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

Phase: Design (60% PS&E)

Amount of Measure X funds spent on the project: \$215,307.33 from Measure X Special Revenue Fund

Amount of other funds leveraged: \$18,000 Gas Tax

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



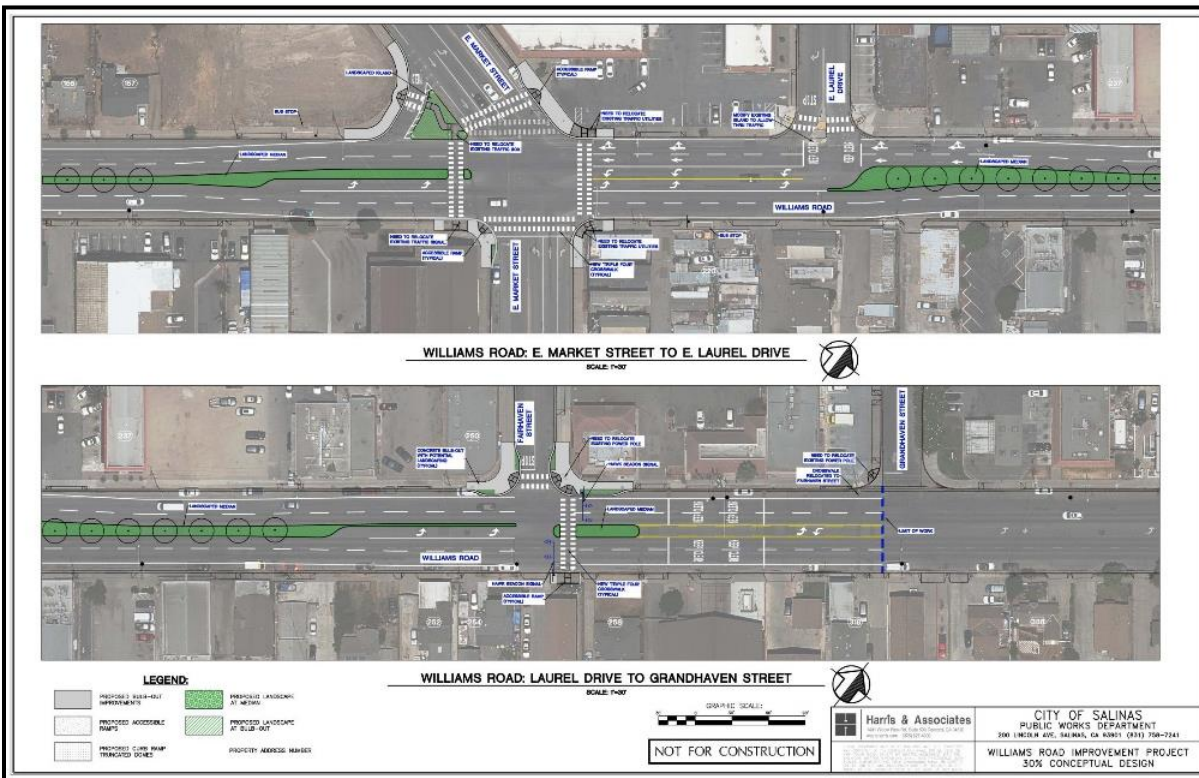
Williams Road EB (between E Alisal St/John St & E Market St)



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



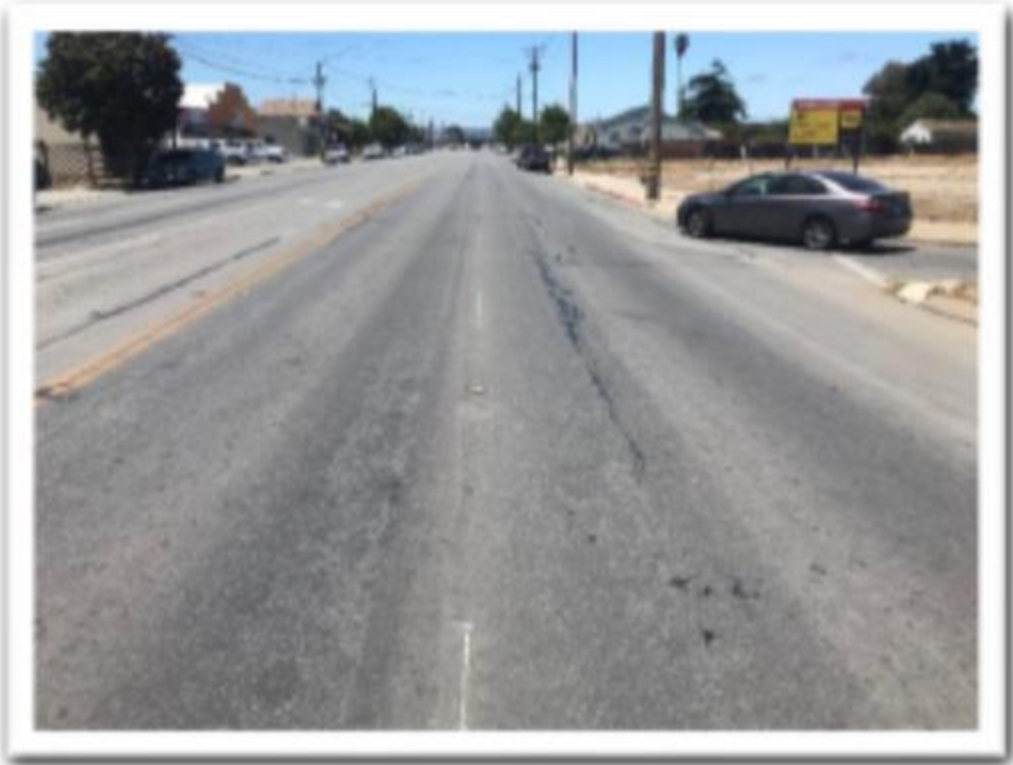
Williams Road @ Quilla Street West Bound facing West



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

Phase: Design (90% PS&E)

Amount of Measure X funds spent on the project: \$23,633.49 from Measure X Bond Proceeds Fund

Amount of other funds leveraged: None

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

Before and after photos: Before photos are provided below. After photos are not available as the project is currently 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: North Sanborn Road Improvements, CIP No. 9089

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

Phase: Completed.

Amount of Measure X funds spent on the project: \$13,591.11 from Measure X Special Revenue Fund and \$2,639.93 from Measure X Bond Proceeds.

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

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

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



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



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



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



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

Project: Downtown Complete Streets, CIP No. 9090

Description: 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.

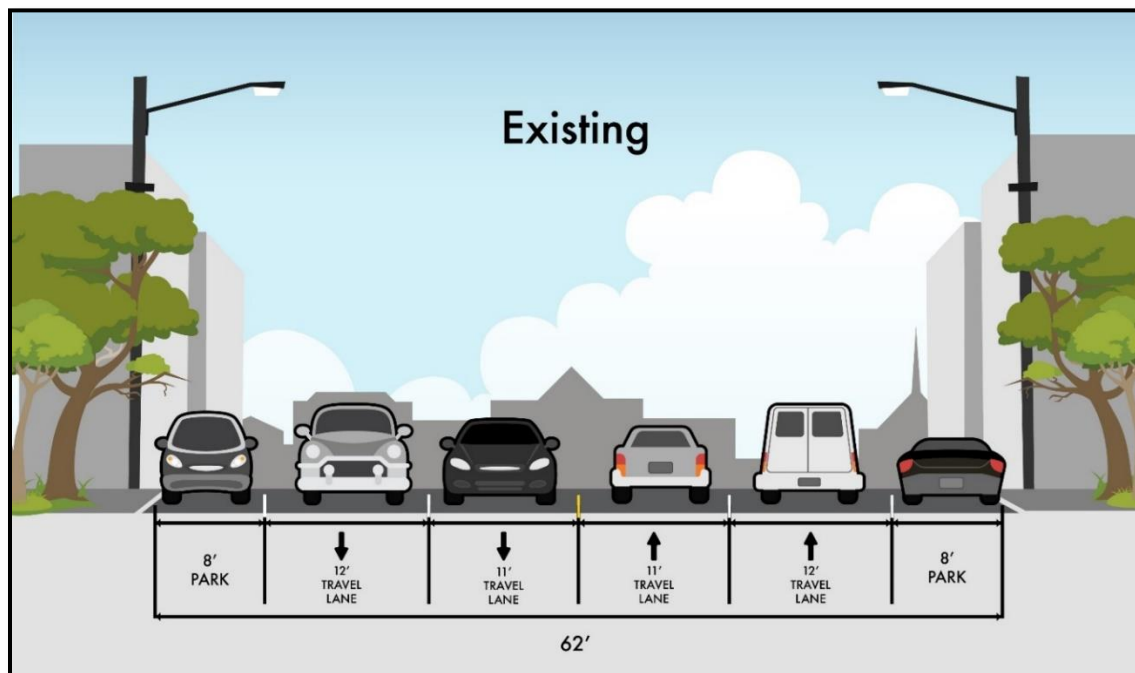
Phase: Construction.

Amount of Measure X funds spent on the project: \$2,182.27 from Measure X Bond Proceeds Fund

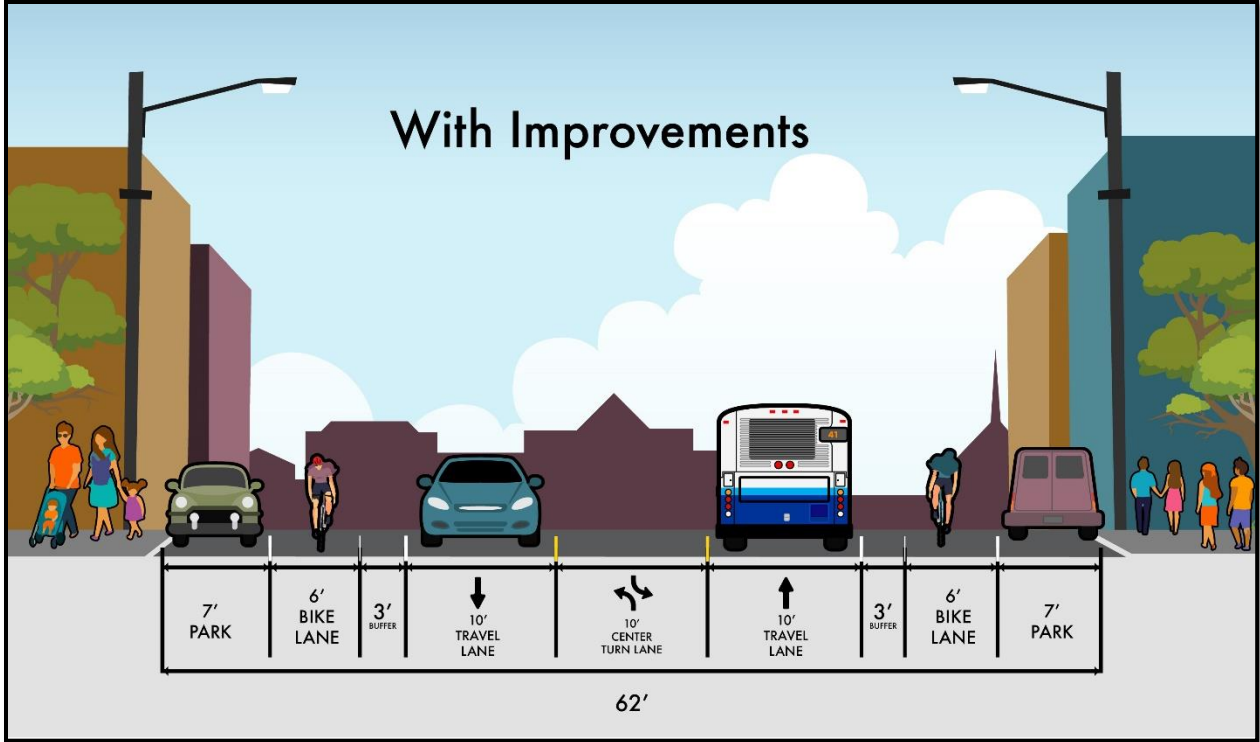
Amount of other funds leveraged: Funding is provided by a grant of \$2,970,000 from the Transportation Agency for Monterey County using Regional Surface Transportation Program (RSTP) fund; A federal HSIP grant of \$2,340,000; \$200,000 from Gas Tax; and \$1,147,000 from Measure G.

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



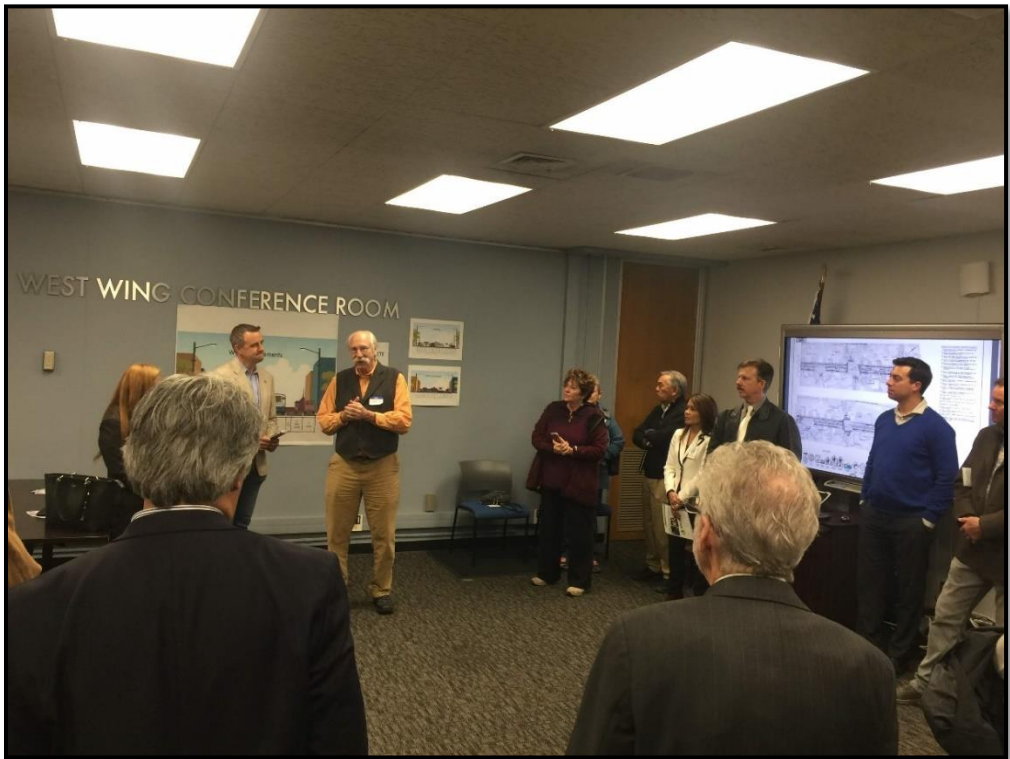
Outreach Material: After Cross-Section



Outreach Material: Before Photo



Outreach Material: Before Photo and After Rendering



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



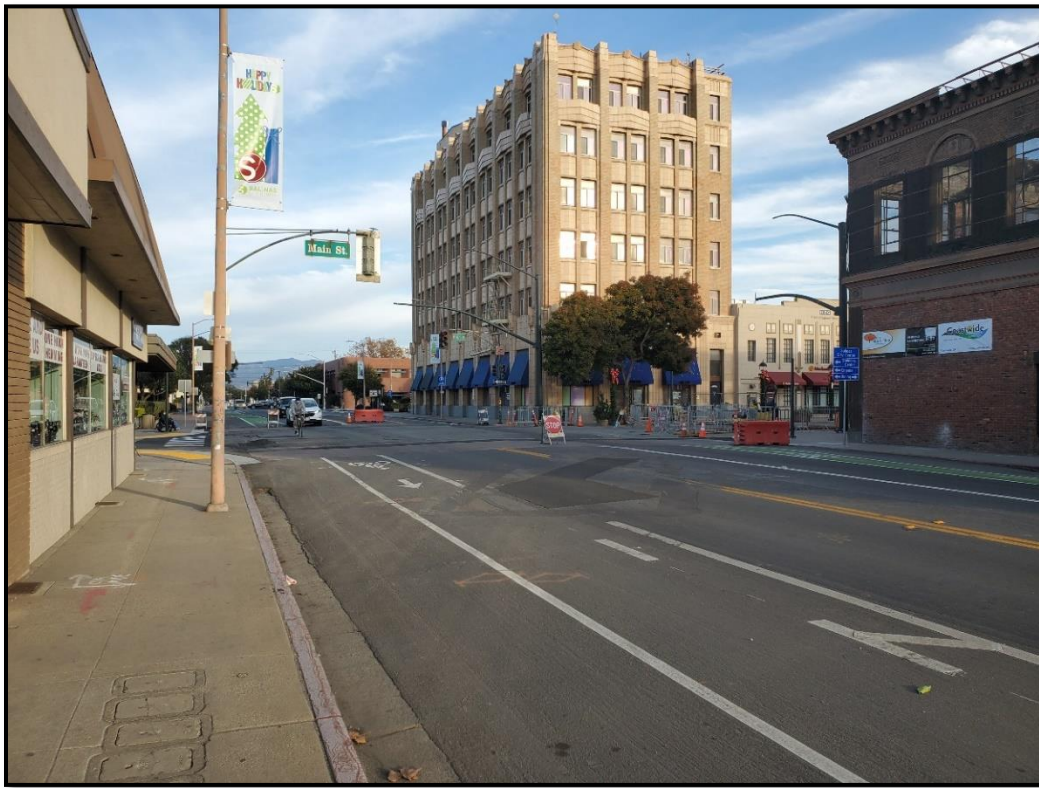
Before Photo: West Alisal Street near Homestead Avenue



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
Includes: CIP No. 9227: T/S Constitution Boulevard & Las Casitas Drive, and
CIP No. 9358: T/S Williams Road & Garner Avenue

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, CIP No. 9227), Alisal Street at Murphy Street (ready for construction), Williams Road at Garner Avenue (in design, CIP No. 9358); and a roundabout at Boronda Road and Sanborn Road (in planning phase).

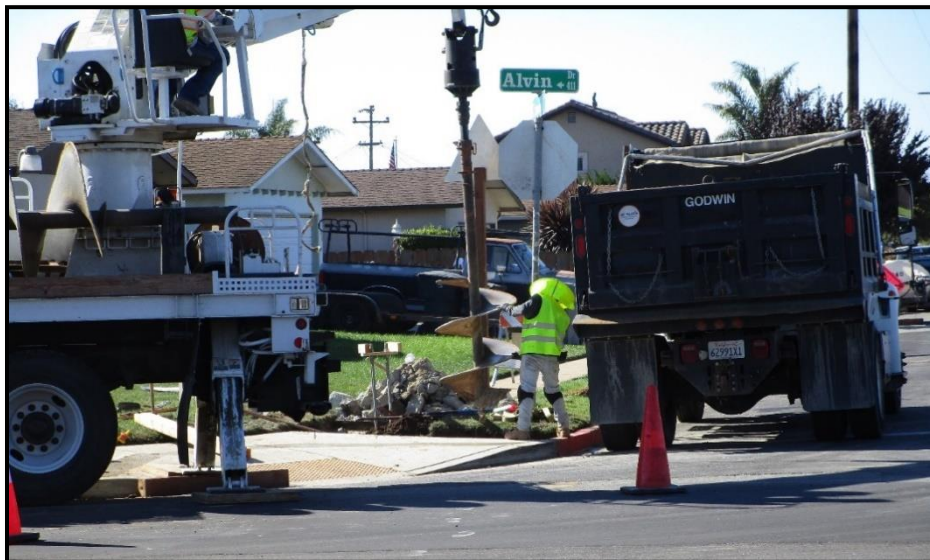
Phase: Construction (Alvin Drive at Linwood Drive)/Construction-Ready (Constitution Boulevard at Las Casitas Drive and Alisal Street at Murphy Street)/Design (Williams Road at Garner Avenue)/Planning (Boronda Road at Sanborn Road).

Amount of Measure X funds spent on the project: \$31,046.31 from Measure X Bond Proceeds Fund (CIP No. 9094); \$30,197.00 from Measure X Bond Proceeds Fund (CIP No. 90227); and \$8,534.78 from Measure X Special Revenue Fund (CIP No. 9358).

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. Additional, traffic control provides safety improvements and intersection capacity to improve City circulation.

Before and after photos:



Construction Photo: Crews Drilling Holes for Signal Pole Foundation at Alvin Dr/Linwood Dr.



Image: East Alisal Street and Murphy Street Outreach Conceptual Exhibit

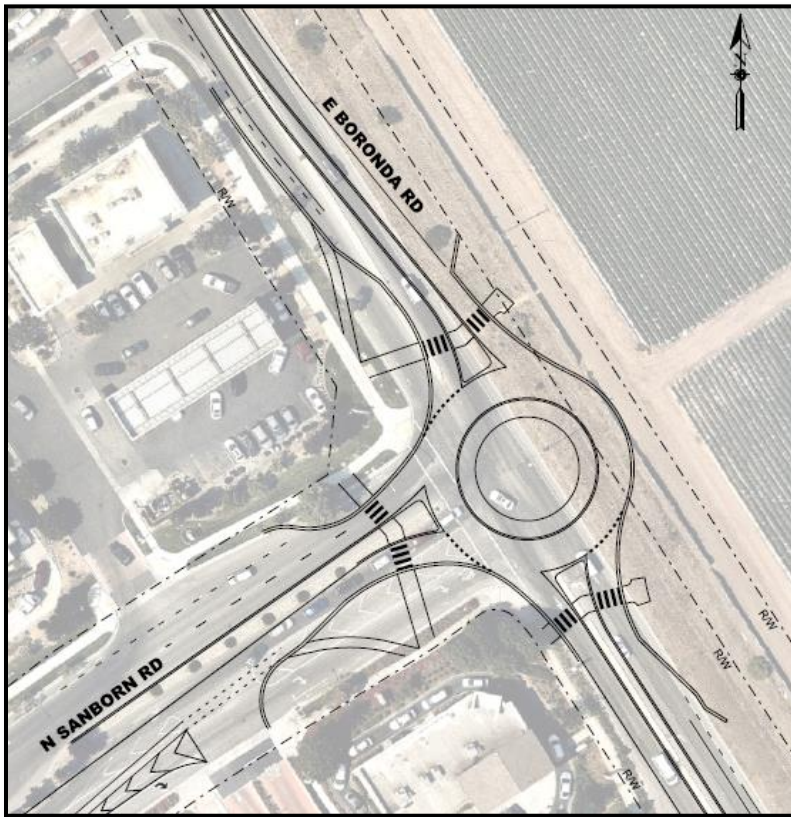


Image: Sanborn Road and Boronda Road Conceptual Exhibit



Before Photo: Las Casitas Drive at Constitution Boulevard facing Northbound (CIP 9227)



Before Photo: Williams Road at Garner Ave facing Southbound (CIP 9358)

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 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: \$4,856.17 from Measure X Special Revenue Fund.

Amount of other funds leveraged: \$13,543.83 Measure G.

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.

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. A screenshot of the GIS application used for this is provided below.

For Road and Street Maintenance Repair, as part of the data cleaning process, information from the maintenance crews is geolocated and cleaned to address the following issues:

1. Missing prefixes (e.g., N, S, E, W)
2. Missing suffixes (e.g., Ave, St, Cir, etc.)
3. Incorrect suffixes (particularly where multiple streets have the same name but different suffixes)
4. Unknown conventions used to delineate large sections of roads/entire blocks
5. Spelling errors in street names
6. Out of range or non-existent address numbers
7. Multiple repairs done to the same area on the same day

Once cleaned in GIS, the data is formatted so it can upload into the Street Saver System, the City's Pavement Management System. The data is used in the system to update the Deterioration Curve for particular pavement sections. A screenshot is provided below.

Safe Routes to School: 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 to and from their School, including other schools in the area. For instance, the Bardin Road Safe Route to School Project, utilizes GIS data 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. A screenshot of the Crosswalk inventory is provided below.

Road Construction and Closures Application. See below screenshot of this application.

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.

Before and after photos: Screenshots of some of the referenced applications and the product of the application are provided below.

Welcome
Eric Sandoval
 City of Salinas
 Database: salinasdb

Account Logout Status

Pavement

- Dashboard
- Pavement Sections
- Inspections
- Maintenance
- GIS Toolbox
- GIS Reporting
- Section Link
- GIS Updates
- Budgeting
- Table Maintenance
- Reporting
- System Administration
- Utilities

GIS Section Link

StreetSaver Section Data

| Status | ST ID/Sec ID | Street Name |
|--------|--------------|-------------|
| ✓ | 1STAVE 15 | 1ST AVE |
| ✓ | 1STAVE 25 | 1ST AVE |
| ✓ | 2NDAVE 010 | 2ND AVE |
| ✓ | 2NDAVE 020 | 2ND AVE |
| ✓ | 2NDAVE 110 | 2ND AVE |
| ✓ | ABBEYWAY 10 | ABBEY WAY |
| ✓ | ABBOTTPL 15 | ABBOTT PL |
| ✓ | ABBOTTST 110 | ABBOTT ST |

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Data From Shapefile

| Street Name |
|--------------|
| 1ST AVE |
| 2ND AVE |
| ABBEY WAY |
| ABBOTT PL |
| ABBOTT ST |
| ABERFORD CIR |

Navigation Data Options Length Crislet

Start Street End Street

Legend

Scale: 0 1.0 2.0 3.0 4.0 5.0 Miles

Checked RECID FULLNAME STSECID AC2PCC

Auto Zoom: Selected

No records to display.

Screenshot of Pavement Management System Application interfaces with GIS.

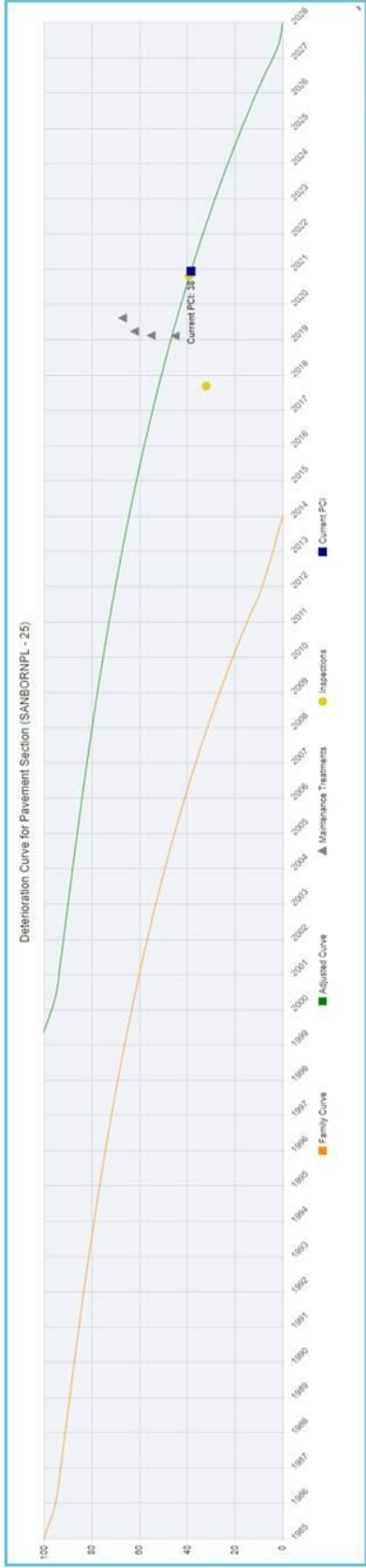
Section Summary: SANBORNPL - 25

| Section Info | | | | |
|---|------------------------------------|-------------------------|----------------------|----------------------------|
| Street ID: SANBORNPL | Begin Location: N END | Surface Type: A - AC | Lanes: 2 | Constructed: 01/01/1985 |
| Section ID: 25 | End Location: INDUSTRIAL_ST | Length (ft): 2355.00 | Width (ft): 34.00 | Area (sq ft): 80070.00 |
| Street Name: SANBORN PL - 01066 | Functional Class: C - Collector | Slabs: 0 | Slab Length: 0.00 | Slab Width: 0.00 |
| Area ID: Dist 3 - District 3 | General Code: | Funding Source: | | |
| Comments: Combined from SANBORNPL10, SANBORNPL20, SANBORNPL30, SANBORNPL40 4/20/2017 | | | | |



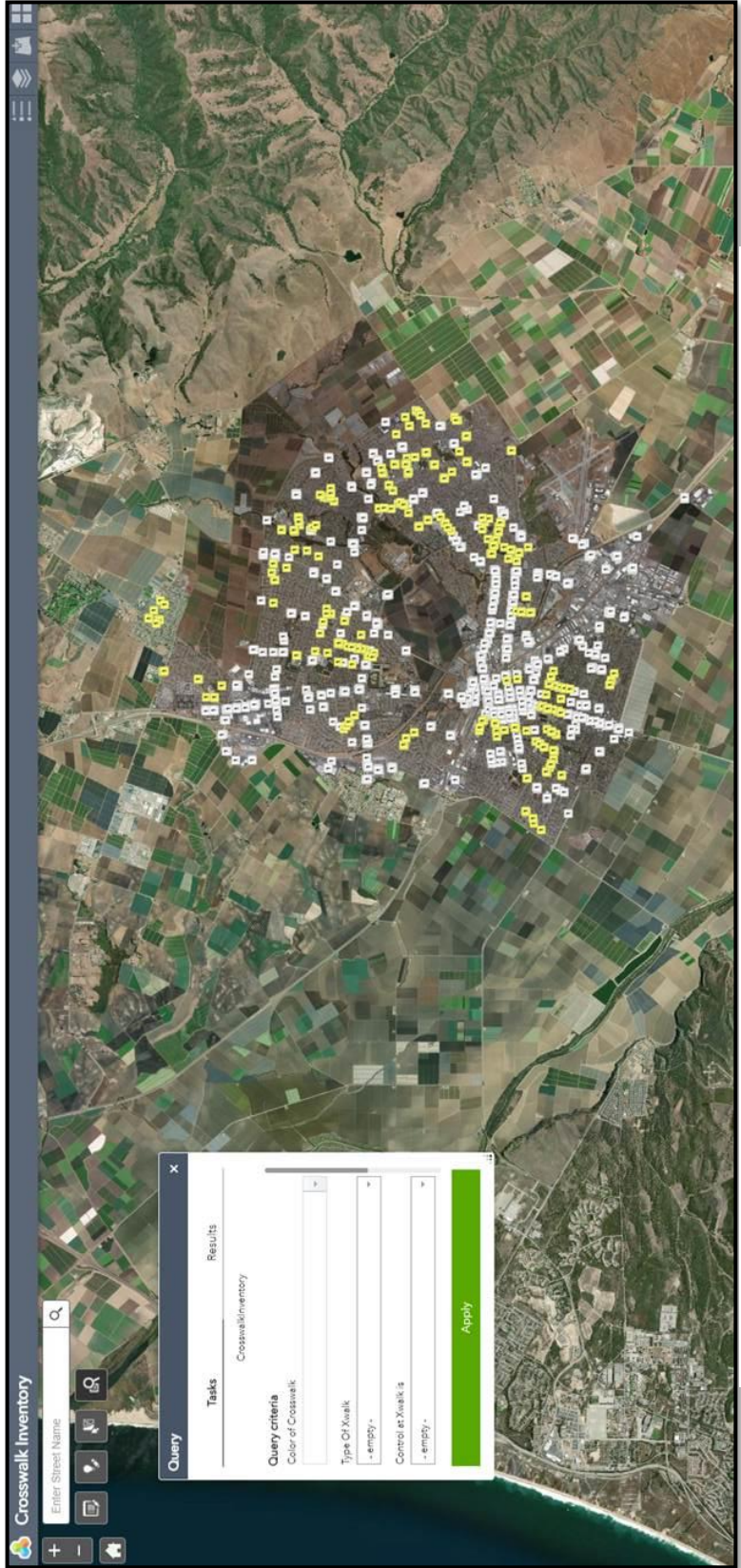
Print Report

Curve Inspections Inspection History Events History M & R History M & R History Projected Treatments

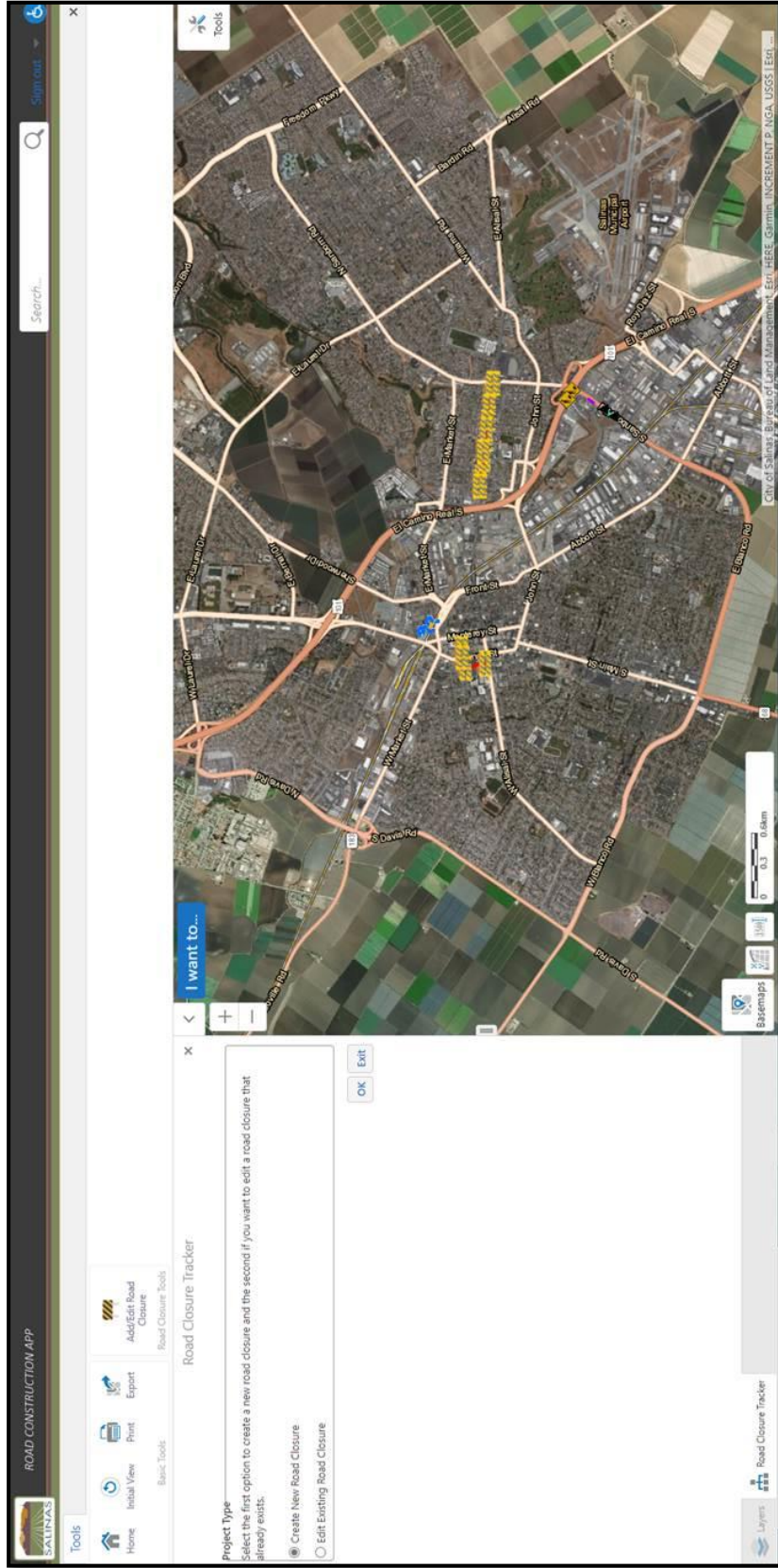


Export as PDF Export as Image Edit File

Screenshot of Pavement Management System Application interfaces with GIS.



Screenshot of Crosswalk Inventory.



Screenshot of Road Construction and Closure Application.

City of Salinas 

Salinas Traffic Calming Projects
Ongoing & Implemented Solutions

Plan Development | In Progress | Implemented | Petitions



| Project Name | Status |
|-----------------------------|-------------|
| Cabrera Dr. | In Progress |
| Monte Balla Subdivision | In Progress |
| Riker St. | In Progress |
| Little River Neighborhood | Implemented |
| Ambrose Dr. | Implemented |
| Tyler St. & Iris Dr. | Implemented |
| Rosarita Dr. & Granada Ave. | Implemented |
| Laurel Heights Neighborhood | Implemented |
| W Curtis St. | Implemented |

Screenshot of Traffic Calming Story Map.

City of Salinas

Salinas Downtown Complete Streets
Safe, Efficient, Complete

Overview Phase I

Safe
 Efficient
 Complete

+ - Home

Legend:
 Phase I Extent
 Project Boundaries
 Vehicles & Ped/Bike Collisions
 Mobile Only Collisions

Multimodal Corridor, Marina to Salinas

Screenshot of Downtown Complete Streets Story Map.

HIGH COLLISION CORRIDORS

1. East Market Street
2. Williams Road
3. East Laurel Drive
4. Boronda Road
5. East Alisal Street
6. North Main Street
7. West Laurel Drive
8. North Sanborn Road
9. E. Laurel Drive
10. Sanborn Road



Screenshot of visual created from traffic collision data.

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

Description: Elvee Drive extension to Work Street, extend right turn lane onto Work Street from Sanborn Road, Traffic Signal at Fairview Avenue and Sanborn Road, Traffic Signal modification at Elvee Drive and Sanborn Road for right in-right out, Installation of span bridge at Reclamation ditch; sidewalk, street lights, landscape; Reconstruction of Elvee Drive, Modify Right Turn lane on Sanborn Road at Work St. This project is complete. Measure X funds were used for staff time and the construction contractor.

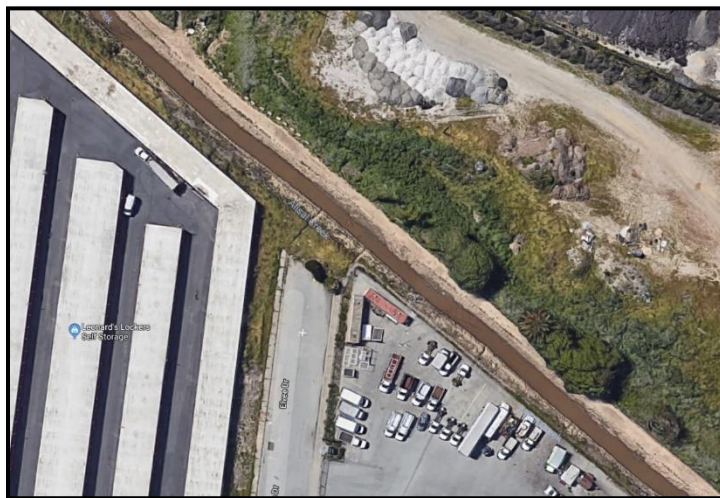
Phase: Construction is 100% complete.

Amount of Measure X funds spent on the project: \$1,106,682.35 from Measure X Bond Proceeds Fund.

Amount of other funds leveraged: Traffic Impact Fees and Bond Grant/RSTP funding were leveraged. This project was funded with \$2.7 million of Local Traffic Impact Fee Funds; \$1.7 million of Trade Corridor Improvement Funds; \$1.0 million of RSTP funds; \$520,000 of Storm Water Development Fees from CIP 9735; \$1.75M in Measure G funds, and \$1.4M in Measure X funds for a total of \$9 Million budget.

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

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



Aerial view of Elvee Drive terminus without bridge



Construction of bridge at Elvee Drive



Elvee Drive near bridge construction



Elvee Drive near bridge construction



Elvee Drive



Elvee Drive Before Widening



Elvee Drive After Widening



Before Photo at Fairview Avenue/Sanborn Road



After Photo at Fairview Avenue/Sanborn Road



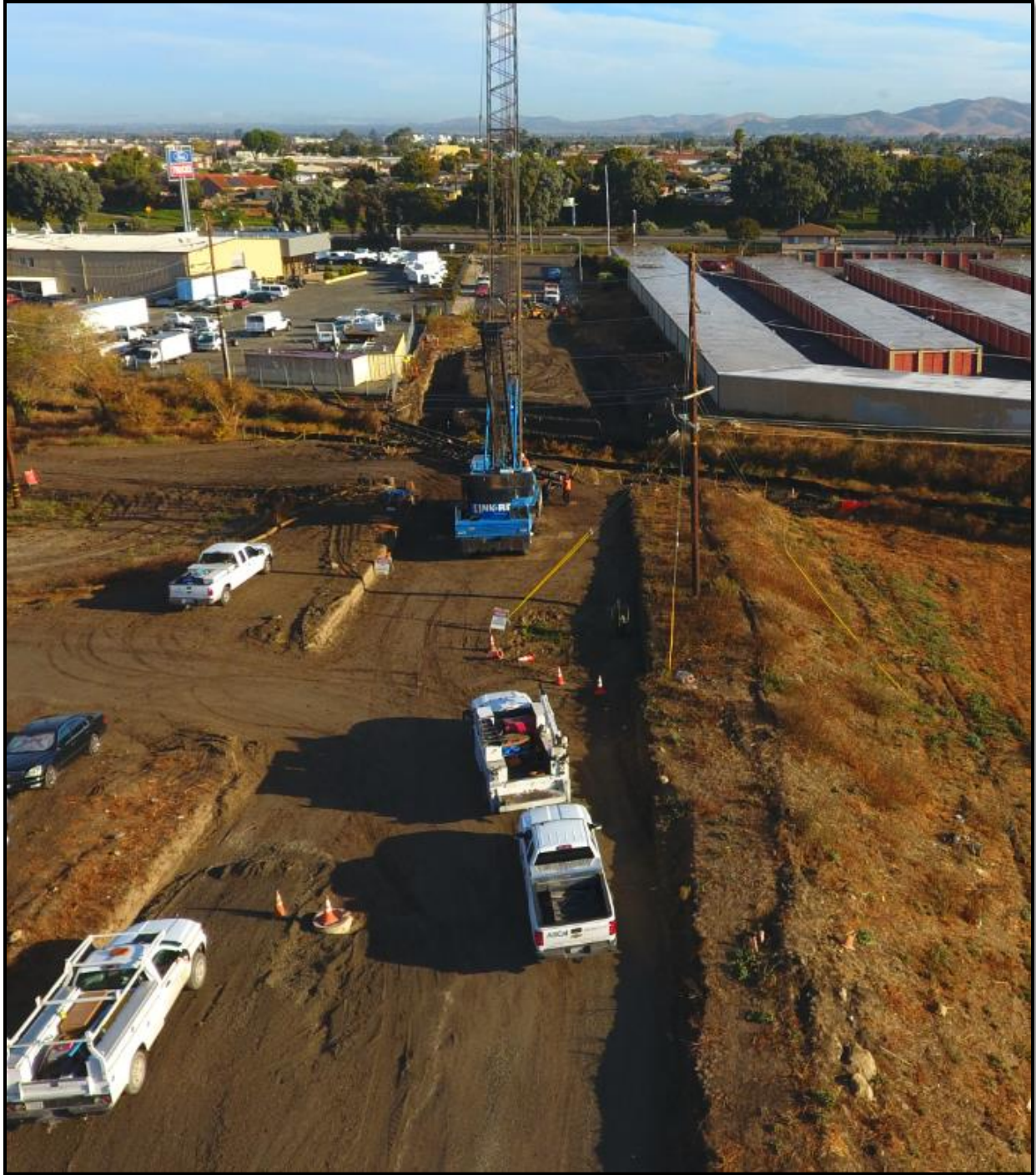
Before Photo at Sanborn Road/Elvee Drive



After Photo at Sanborn Road/Elvee Drive



After Photo at Elvee Drive Extension and Bridge



Before Photo at Elvee Drive Extension and Bridge

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 19/20 Fiscal year 3 neighborhoods received traffic calming projects, Villa Street, Kittery St/Snug Harbor, and Nacional Street.

Phase: Completed/Construction/Planning

Amount of Measure X funds spent on the project: \$14,218.84 from Measure X revenue fund and \$341,918.59 from Measure X bond proceeds. A total of \$356,137.43 of Measure X funds.

Amount of other funds leveraged: None

Benefits:

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

Before and after photos:



Before Photo: First Street Neighborhood Meeting to Develop Traffic Calming Plan

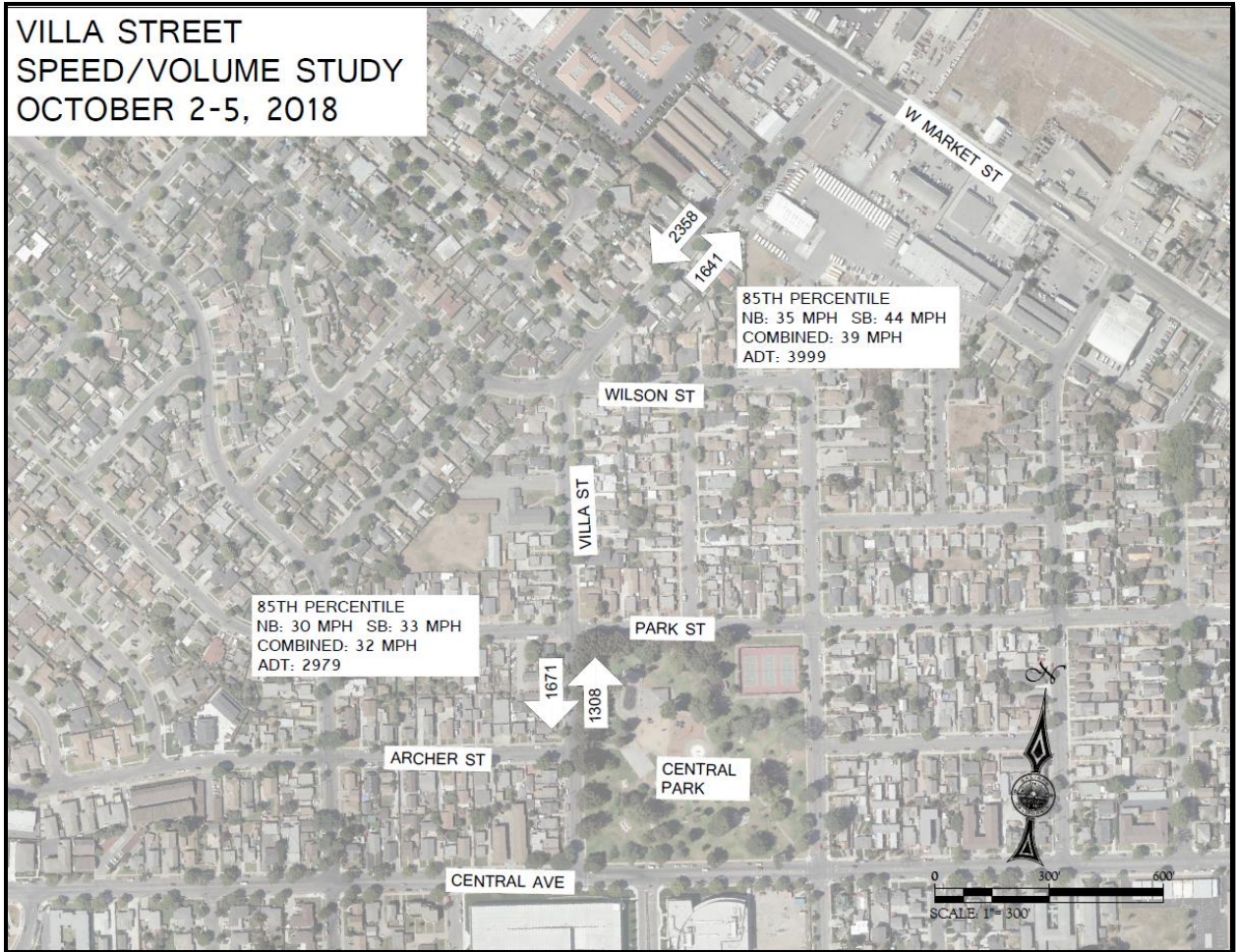


Before Photo: Kittery/Snug Harbor Neighborhood Meeting to Develop Traffic Calming Plan

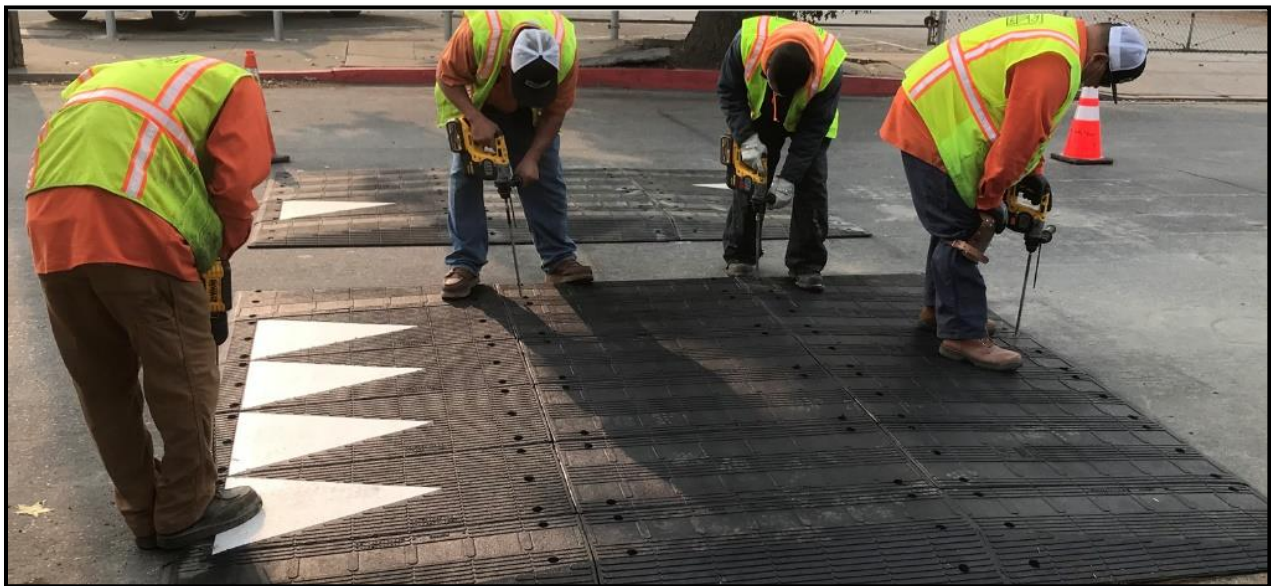


Before Photo Kittery Snug Harbor Neighborhood

VILLA STREET
SPEED/VOLUME STUDY
OCTOBER 2-5, 2018



Before Image: Neighborhood Traffic Study



Construction Photo: City Crews Installing Speed Cushions on Villa Street



After Photo: Villa Street facing Southbound near Wilson Street

Project: Vision Zero Action Plan, CIP No. 9200

Description: Vision Zero Salinas is the City’s strategy to 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 inevitable but are preventable.

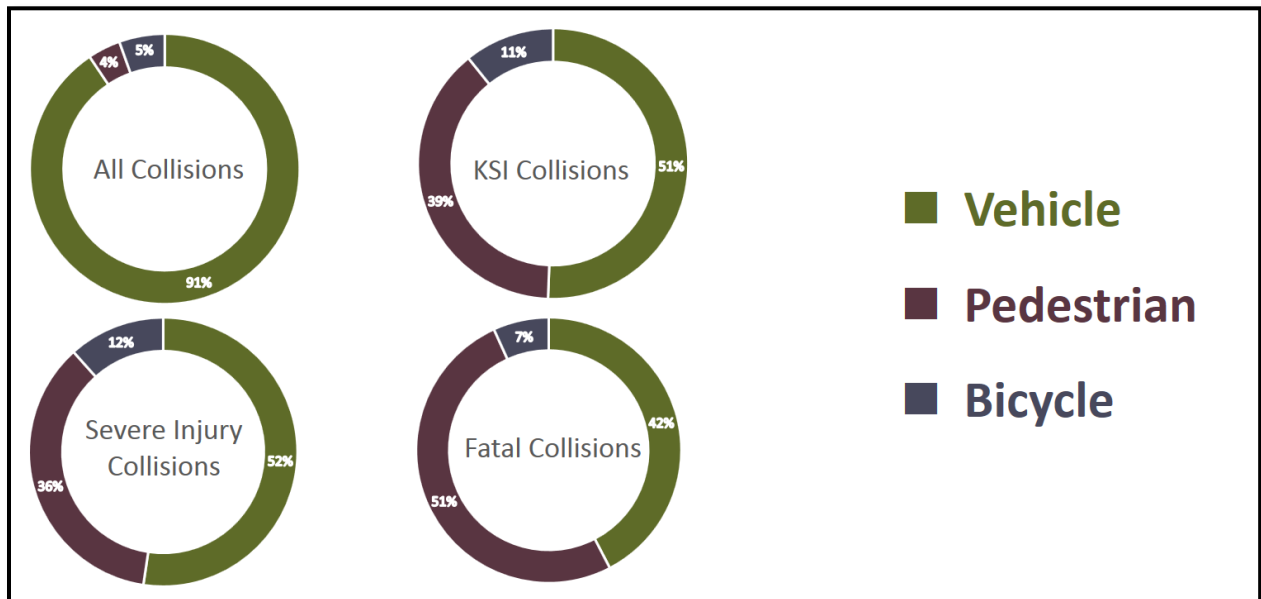
Phase: The program is seeking funding for implementation. There is continuing work with partners to coordinate safety messages. Measure X funding was re-directed before any substantial actions were completed. Current usage was for staff time to submit a grant application to the Office of Traffic Safety.

Amount of Measure X funds spent on the project: \$291.70 from Measure X Special Revenue Fund

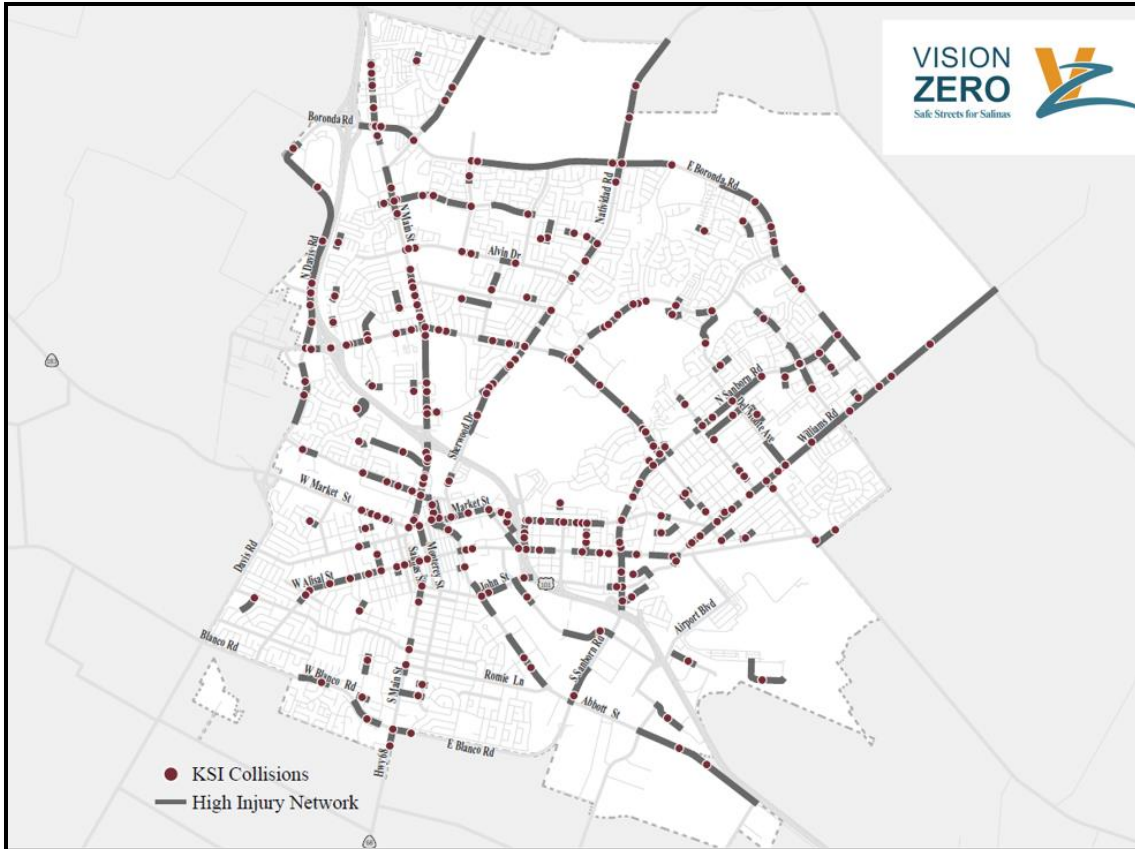
Amount of other funds leveraged: \$72,000 State Grant

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.

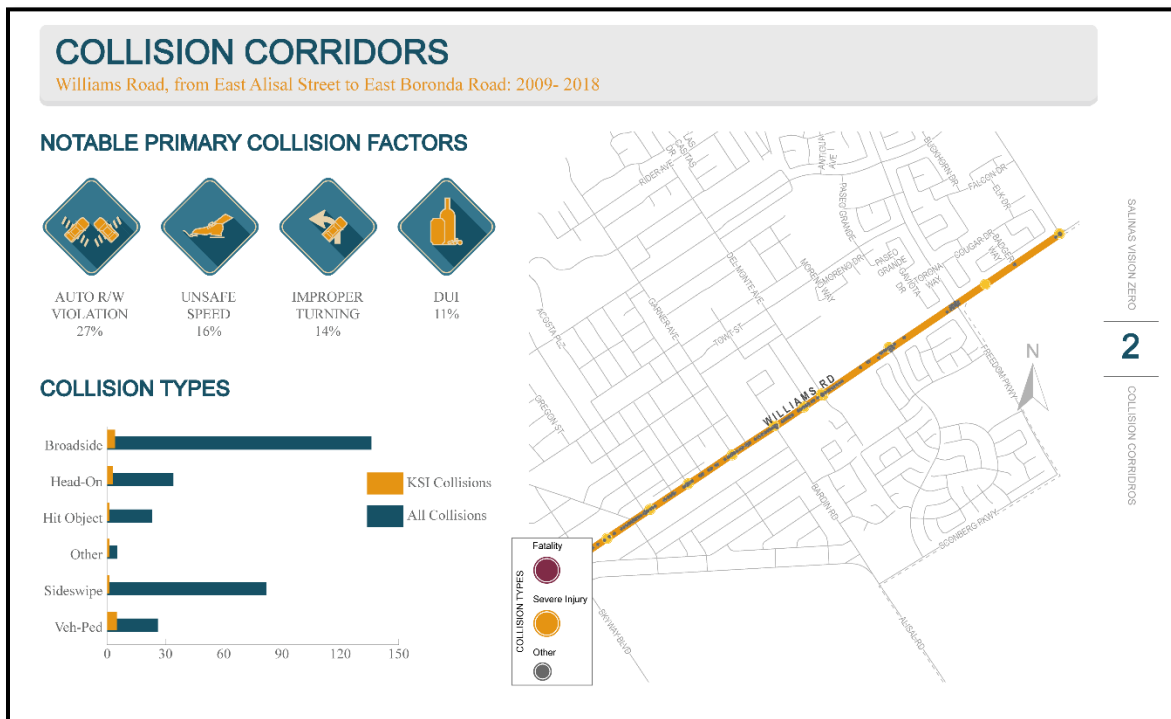
Before and after photos: On-going program currently unfunded. Below shows general Vision Zero Policy Strategies and sample of street safety messaging sought by staff.



Vision Zero 10 Year Collision Data Trends



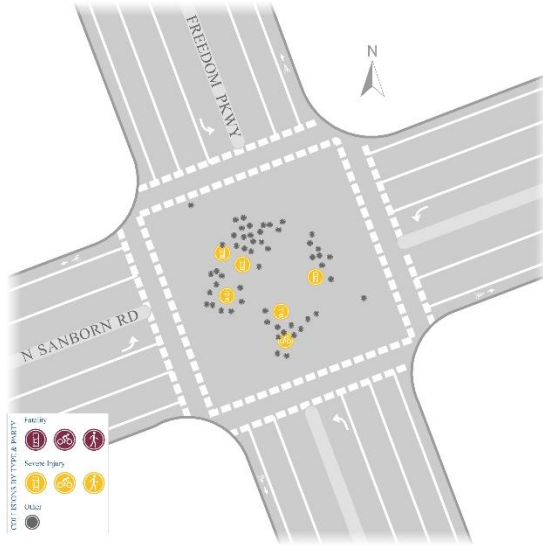
Vision Zero High Injury Network



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%

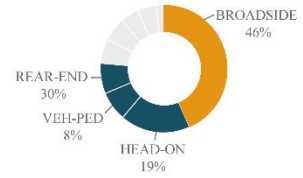


TRAFFIC SIGNALS & SIGNS
24%



UNSAFE SPEED
8%

NOTABLE COLLISION TYPES



SMITHSONIAN 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 San Felipe JOC Project (W Alisal St, Ambrose Dr, Sierra Madre Dr, and San Felipe St).

Phase: Complete.

Amount of Measure X funds spent on the project: \$39,723.73 from Measure X Special Revenue Fund, \$50,000 + \$37,000 from Measure X Bond Proceeds Fund

Amount of other funds leveraged: None

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

Before and after photos Before and after photos provided below.



Before ADA Ped Ramp at W Alisal St and Palma Dr (southwest)



After ADA Ped Ramp at Walisal St and Palma Dr (southwest side)



Before ADA Ped Ramp at Walisal St and Ambrose Dr (south side)



After ADA Ped Ramp at Walisal St and Ambrose Dr (southwest side)



After ADA Ped Ramp at Walisal St and Ambrose Dr (southeast side)



Before ADA Ped Ramp at Sierra Madre Dr and San Felipe St (northeast-northwest side)



Before ADA Ped Ramp at Sierra Madre Dr and San Felipe St (southwest side)



After ADA Ped Ramp at Sierra Madre Dr and San Felipe St (northeast side)



After ADA Ped Ramp at Sierra Madre Dr and San Felipe St (northwest side)



After ADA Ped Ramp at Sierra Madre Dr and San Felipe St (southwest side)

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 were used for staff time and consultant fees.

Phase: Design (Final Draft). R/W acquisition completed 3/2020. Construction Allocation approved at CTC 5/13/2020 meeting.

Amount of Measure X funds spent on the project: \$197,693.78 from Measure X Bond Proceeds Fund.

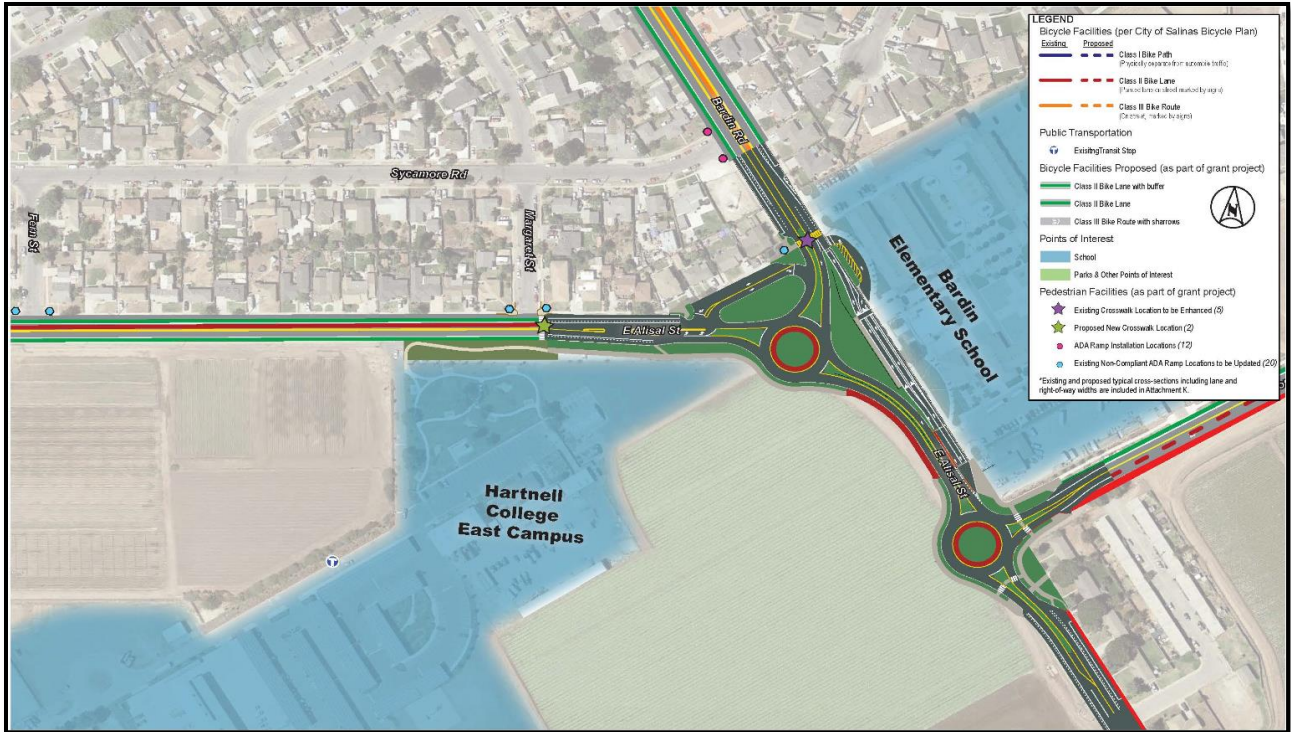
Amount of other funds leveraged: \$3,614,000 ATP Funds.

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

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



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



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



Before photo of Alisal Road near Sconberg Parkway



Concept photo of Alisal Road near Sconberg Parkway



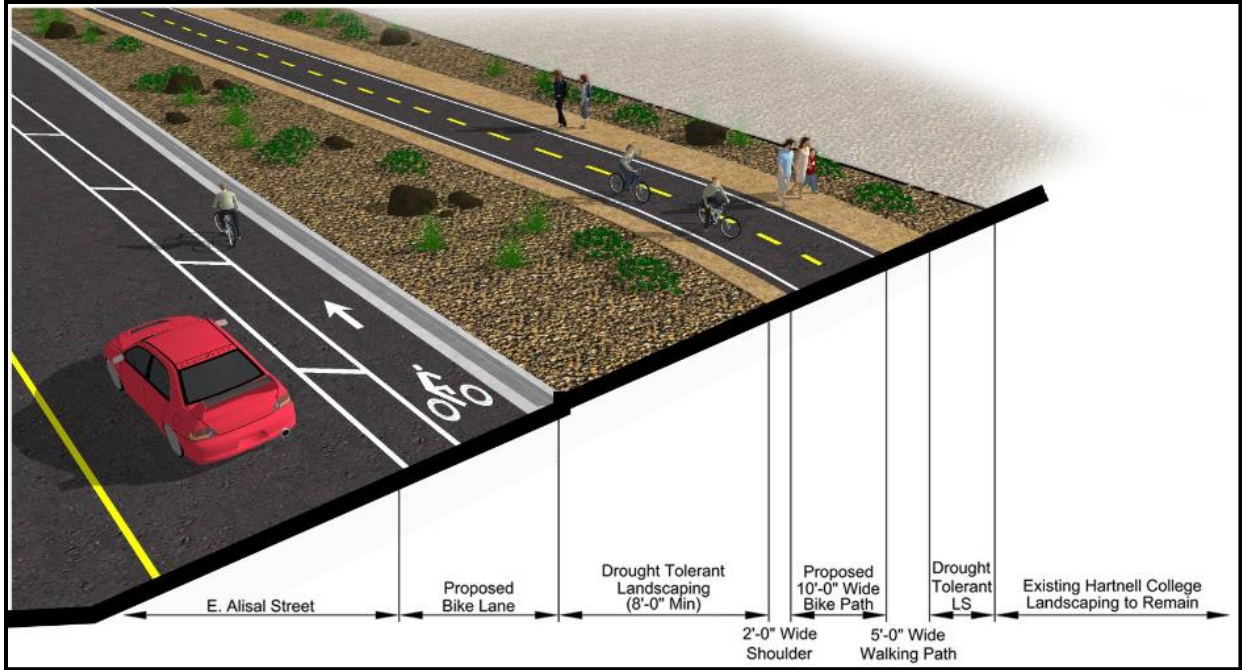
Before photo of Sconberg Parkway near Alisal Road



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 will also include the installation of a traffic signal at Alvin Drive and El Dorado Drive.

Phase: Construction

Amount of Measure X funds spent on the project: \$19,080.58 from Measure X Special Revenue Fund

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.

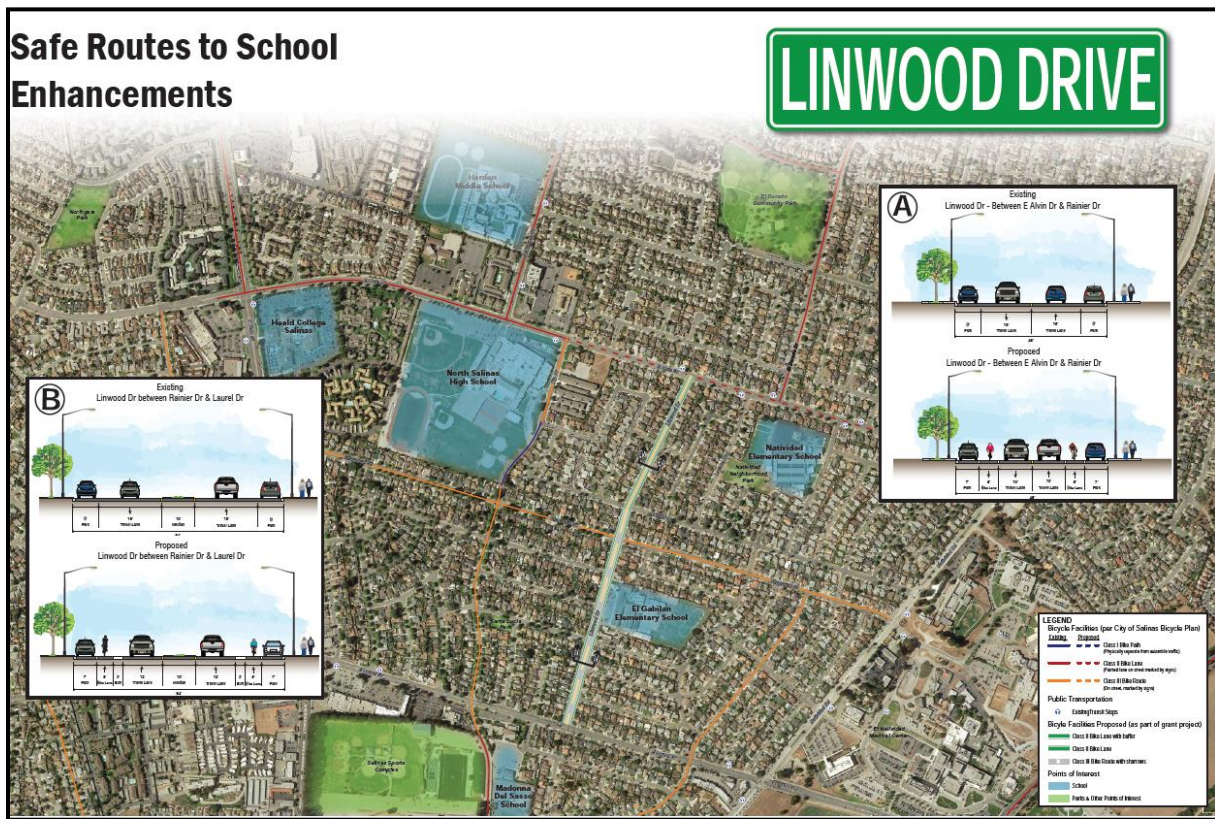
Before and after photos:



Before Photo: Eastbound Alvin Dr at El Dorado



After Rendering: Eastbound Alvin Dr at El Dorado



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

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 – Project Awarded

Amount of Measure X funds spent on the project:

\$130,364.33 from Measure X Bond Proceeds Fund

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.

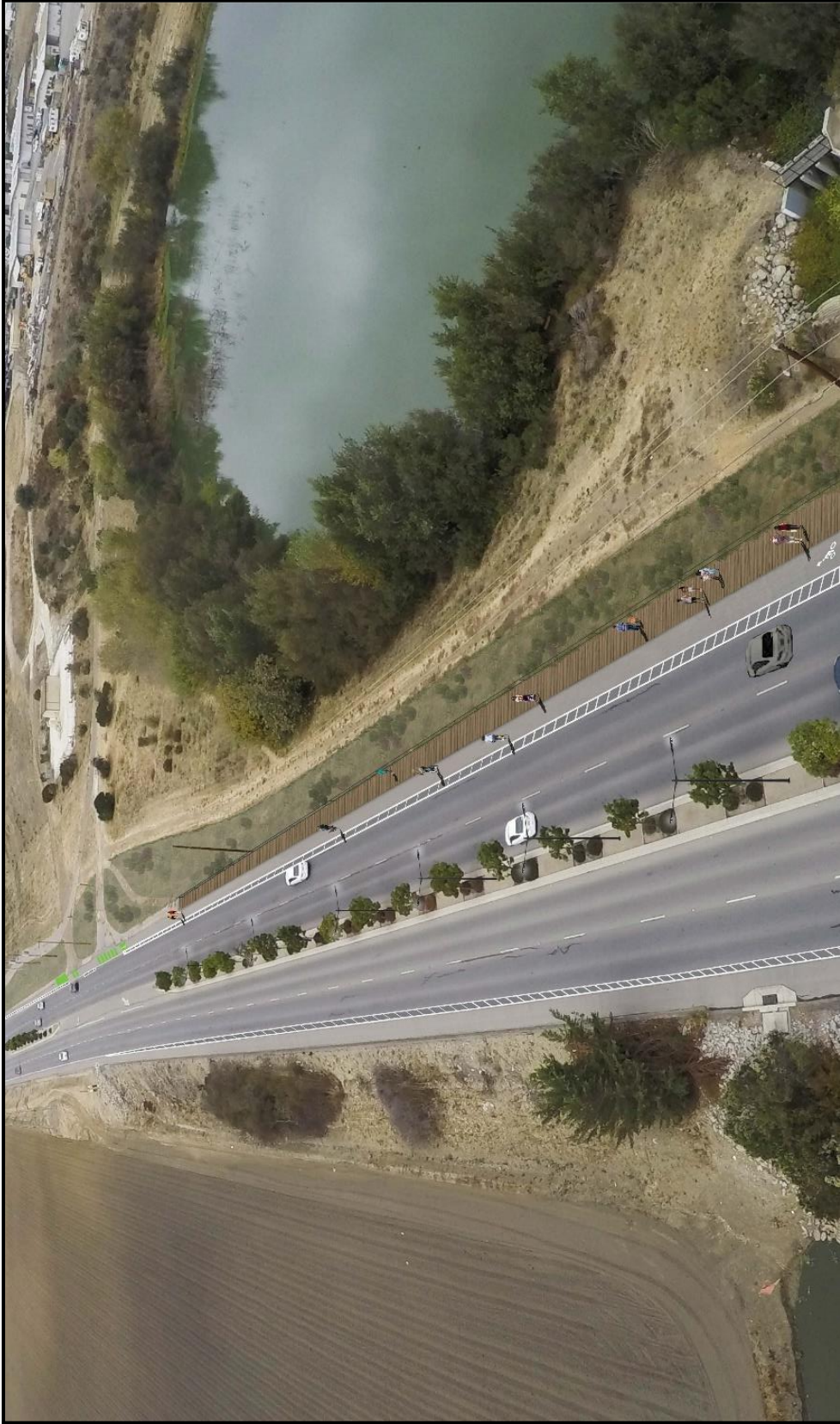
Before and after photos: Before and conceptual photos are provided below. After photos are not available as construction has not begun yet.



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



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



Conceptual View of Proposed Boardwalk on North Side of Laurel Drive



- PROJECT IMPROVEMENTS**
- A** BEGIN POINT: Start of new 6' wide sidewalk with curb and gutter
 - B** End of sidewalk, Begin 6' wide wood boardwalk
 - C** End of wide wood boardwalk, Begin 6' wide sidewalk with curb and gutter
 - D** Start ADA repavement of existing trailhead and concrete sidewalk meets with trail
 - E** End rehabilitation of existing trailhead
 - F** Pedestrian Crosswalk and ADA Ramp, begin of 6' wide precast-in sidewalk
 - G** Trail Lights on existing trailhead
 - H** Bus Shelter
 - I** End Point: End of 6' wide sidewalk

ENVIRONMENTAL IMPACTS

- 1** Limited window to conduct vegetation removal to avoid nesting birds.

- LEGEND**
- PROPOSED 6' SIDEWALK PER ADA COMPLIANCE
 - PROPOSED 6' WIDE WOOD BOARDWALK
 - REPAVEMENT OF EXISTING TRAILHEAD
 - PROPOSED KRYSTONE RETAINING WALL OR 6' WIDE WOOD BOARDWALK
 - PROPOSED SQUARE LED PEDESTRIAN SCALE LIGHTING
 - PROPOSED STREET LIGHTING



Kimley Horn

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

Description: Traffic Staff compiled a list of candidate intersections for traffic signals throughout the years. The intersections were studied to see if they met one of the eleven traffic signal warrants specified in the California Manual of Uniform Traffic Control Devices (CA-MUTCD). The City Council approved the 2017 Traffic Signal Priority List with direction to complete priority signal projects within 2 years. A traffic signal at the intersection of Constitution Blvd. and Las Casitas was priority 4. Council also requested staff to evaluate alternate traffic controls at this intersection. The funding was used for staff time and consultant to conduct an intersection control evaluation (ICE) that concluded a signal was recommended for this intersection. The signal is ready for construction. Refer to CIP No. 9094, [page 32](#), for additional information on this project.

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: Main Street Streetscape and W Alisal Street are under construction. Other elements of the Vibrancy Plan are in planning and design phases.

Amount of Measure X funds spent on the project: \$813,233.97 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.

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 conceptual photos are provided below. After photos are not available as the project is currently in design.



Before Photo: October 2017 Community Meeting



Before Photo: Community Meeting Feedback



Before Photo: November 2018 Community Meeting



Before Photo: September 2019 Block Meetings



Before Photo: First Friday Community Outreach Event

Project Improvements

- Pedestrian Mobility
- Two-way Traffic
- Parallel and Angled Parking
- Enhanced Public Amenities
- Lighting
- Identity Signage
- Wayfinding Signage
- Grading, Drainage and ADA Compliance
- Safety and Security



Before Photo: March 2019 Pre-Construction Community Meeting (Virtual Meeting)



Before Photo: 200 Block Facing Southbound



Before Photo: 200 Block Sidewalk Facing Southbound



Before Photo: 200 Block Plaza



Before Photo: 300 Block Facing Southbound



Before Photo: 300 Block Facing Northbound



Construction Photo: Main St at Gabilan St – Completed Curb Returns and Paving



Construction Photo Preparing for Pedestrian Scramble Crosswalk



Construction Photo: Grading for a New Roadway Pavement



Construction Photo: 200 Block – Placing New Pavement



Construction Photo: Businesses Open During Construction



Construction Photo: New Sidewalks Fronting Businesses



Construction Photo: New Sidewalk



Construction Photo: Construction Signage and Holiday Preparations



Construction Photo: 200 Block Opening up to 2-way traffic



Construction Photo: 200 Block Plaza Opening

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: \$14,047.25 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 Linwood Drive

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 Begins 12/14/2020

Amount of Measure X funds spent on the project: \$720.80 from Measure X Special Revenue Fund

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 install 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, in order 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

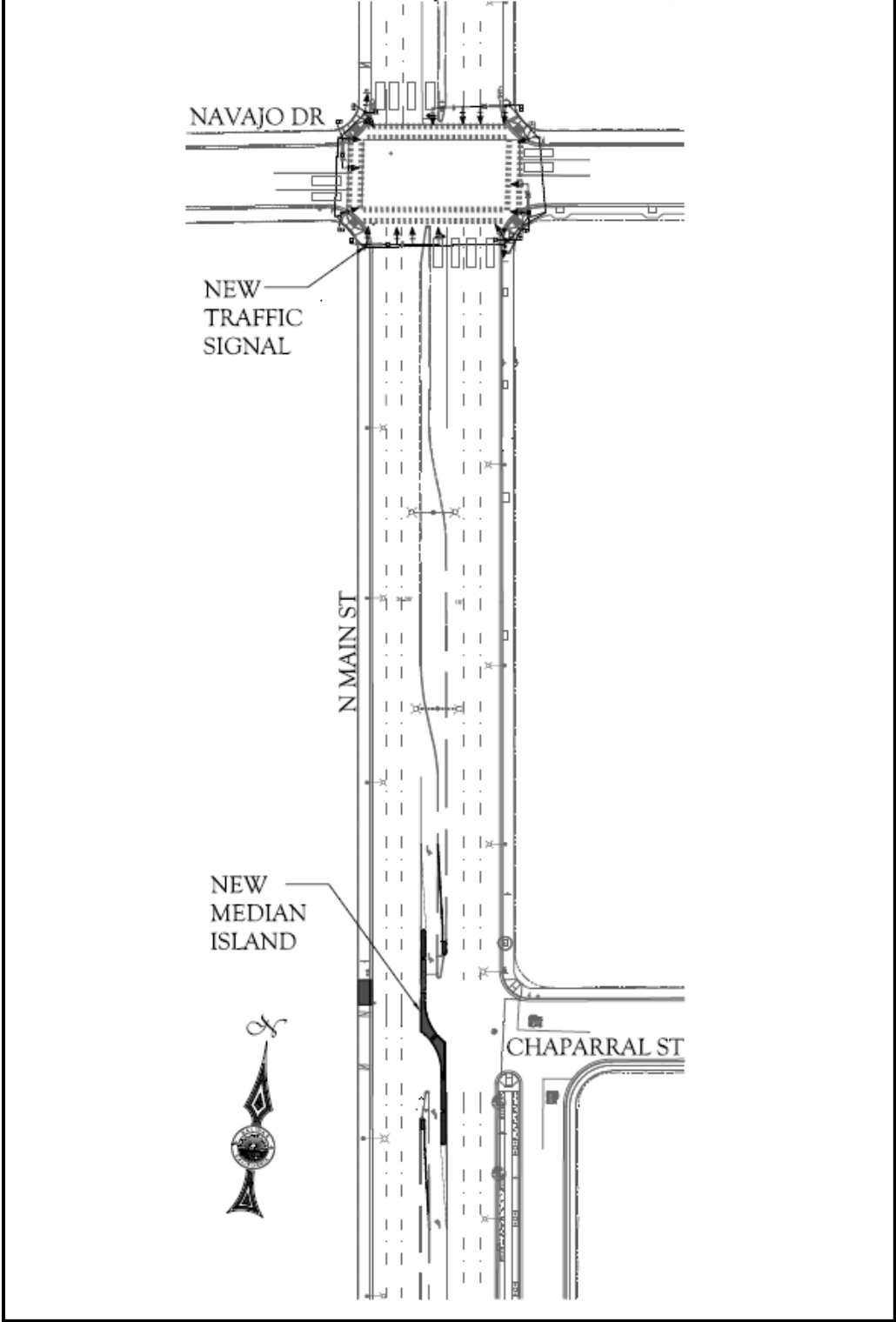


Before Photo North Main Street at Chaparral Street



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

NORTH MAIN STREET TRAFFIC SIGNAL IMPROVEMENTS
PROJECT NO. 9262
FEDERAL AID PROJECT NO. HSIPL 5045(033)



North Main Street Improvements Conceptual Drawing

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

Description: Install traffic signal at East Laurel and St. Edwards Street with lighting, pedestrian ramps, crosswalks, bike lanes, new bus shelters and minor landscaping. Measure X funds were used to pay the final retention invoice.

Phase: Completed – The project was accepted by Salinas City Council on August 13, 2019 and is now complete.

Amount of Measure X funds spent on the project: \$28,688.38 from Measure X Bond Proceeds Fund

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

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

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



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



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



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



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



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



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

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

Description: Project provides for a traffic intersection control evaluation (ICE) and later construct a traffic signal at Williams Road and Garner Avenue if warranted. The project is still in design. Refer to CIP No. 9094, [page 32](#), for additional information on this project.

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 Maintenance staff completing numerous pavement repairs. Specific locations include West Alisal Street and East Alvin Drive.

Phase: Ongoing construction performed by Maintenance staff.

Amount of Measure X funds spent on the project: \$64,489.14 + \$264,866.49 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.



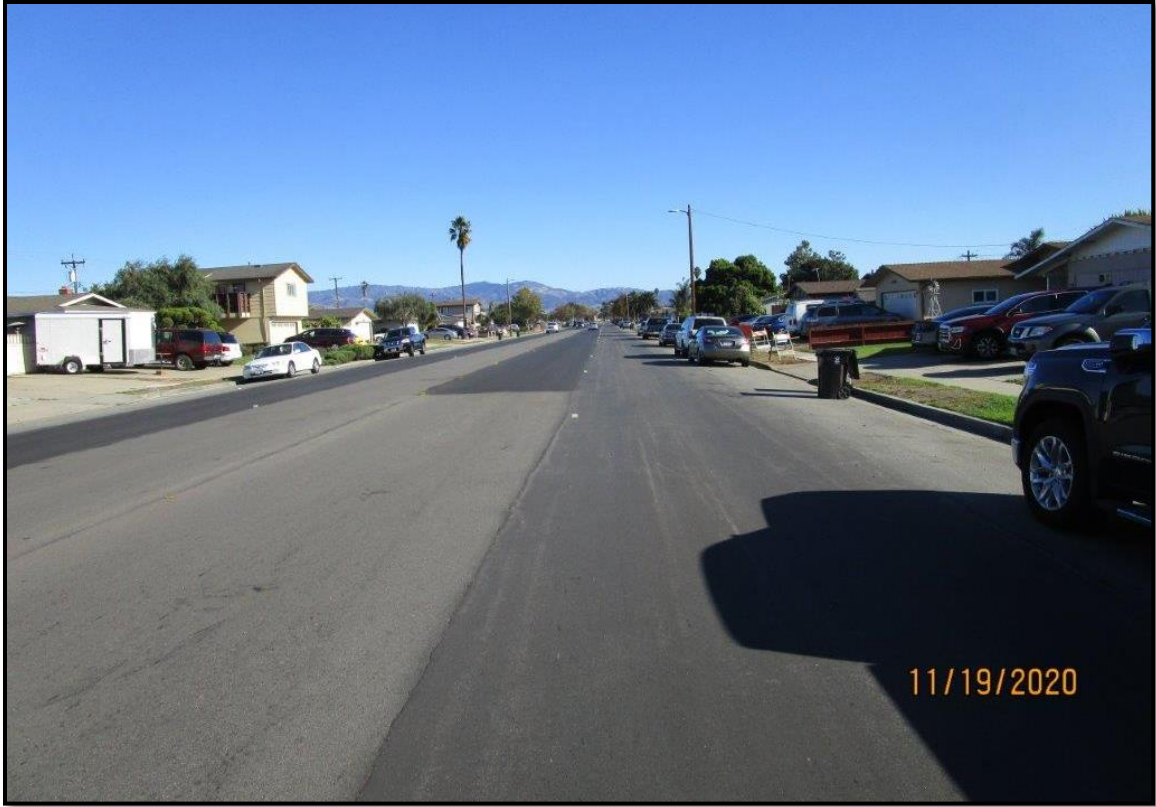
Before Photo at Alvin Drive (East of Natividad Road)



After Photo at Alvin Drive (East of Natividad Road)



Before Photo at Alvin Drive (East of Linwood Drive)



After Photo at Alvin Drive (East of Linwood Drive)



Before Photo at Alvin Drive (West of Linwood Drive)



After Photo at Alvin Drive (West of Linwood Drive)



Before Photo at Alvin Drive (East of Christensen Avenue)



After Photo at Alvin drive at Christensen Avenue

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.

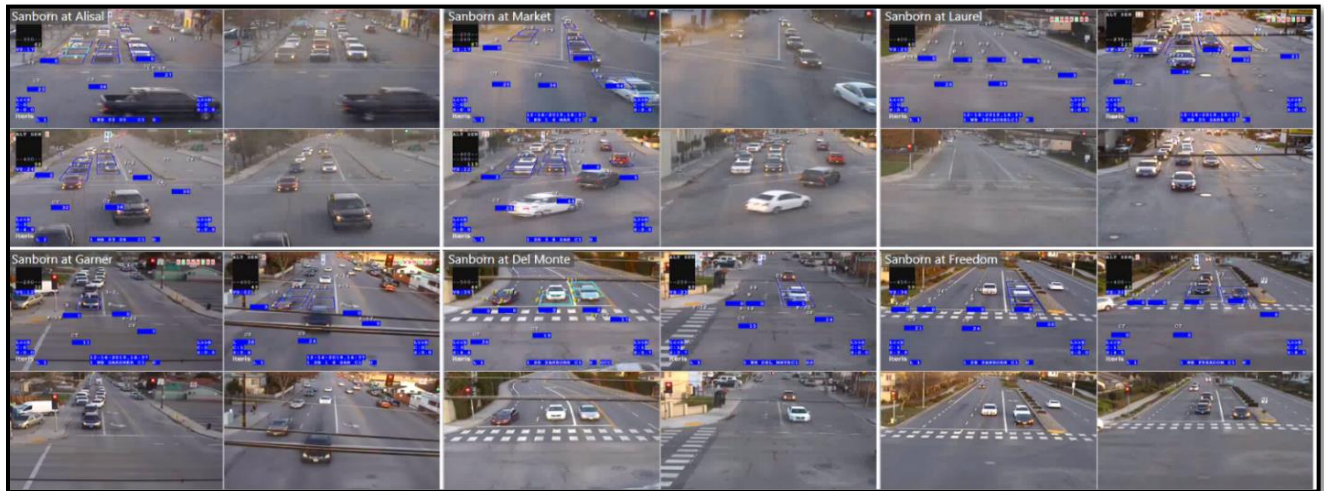
Phase: This is an ongoing program that includes upgrades of traffic signal system to keep the City signal system connected and communicating with the traffic signal operations center (TOC). The project also funds replacement of major signal equipment (cabinets, signal poles, battery back-up systems)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

Amount of Measure X funds spent on the project: \$74,576.97 from Measure X Bond Proceeds Fund

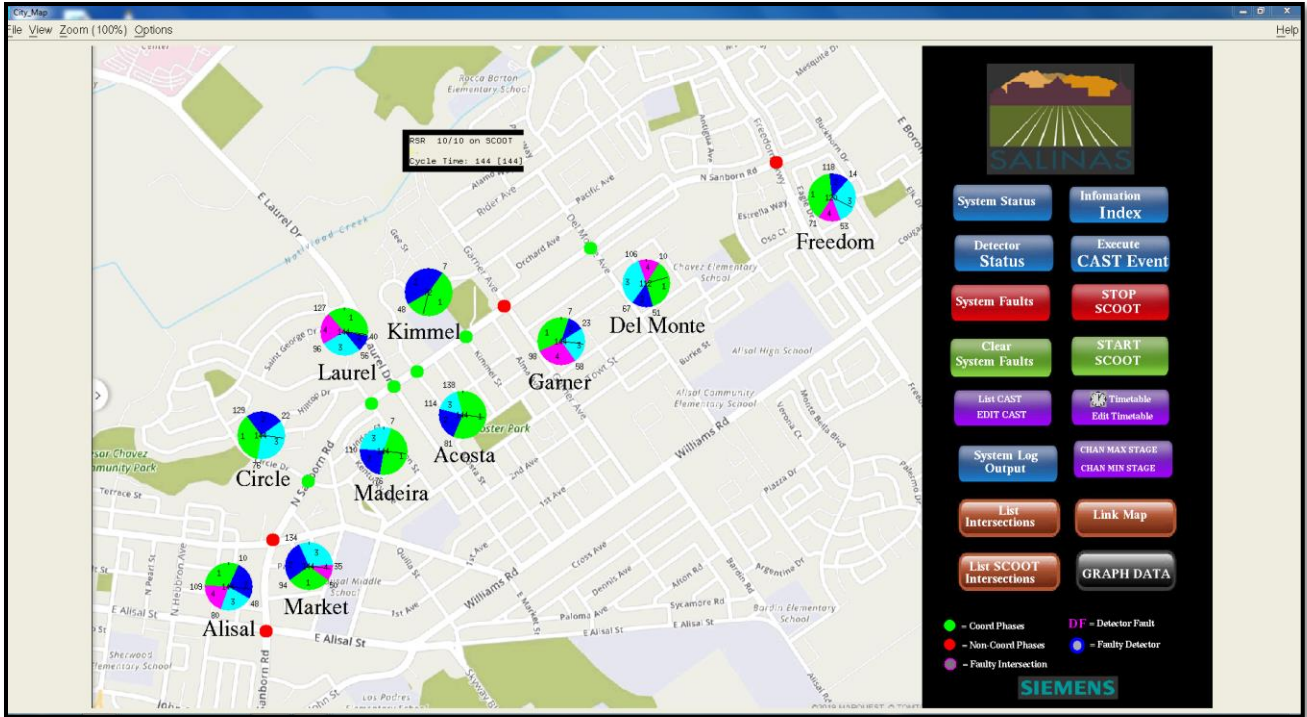
Amount of other funds leveraged: None

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.

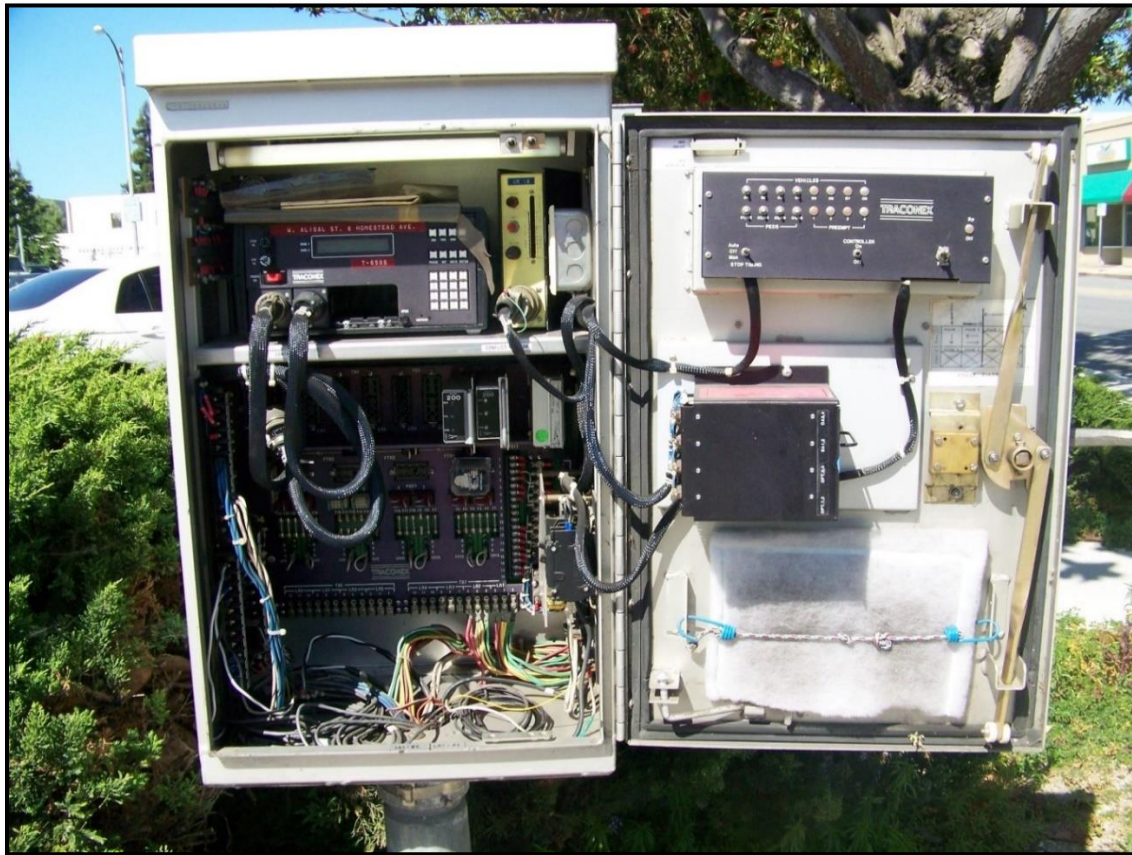
Before and after photos:



Traffic Signal Operations Monitored from City TOC.



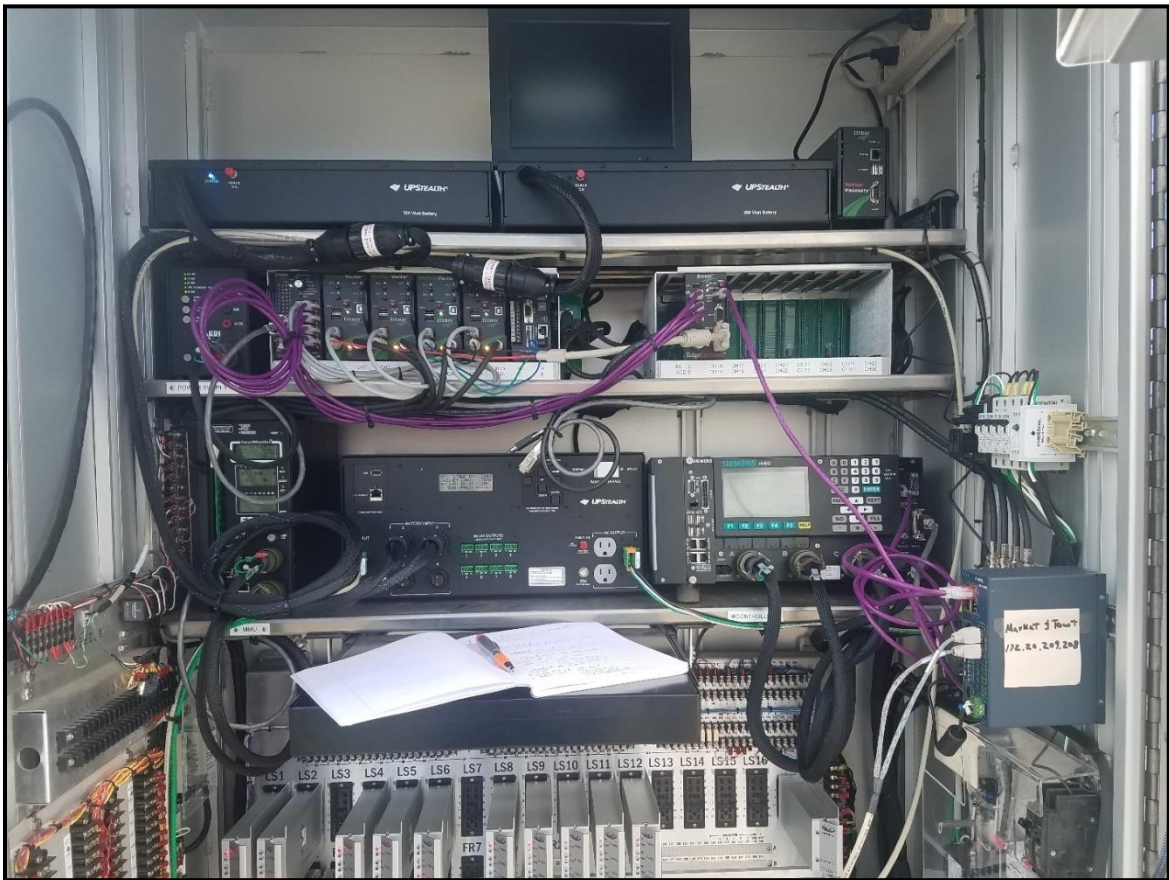
Monitoring Adaptive Corridor Signal control cycle lengths.



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 8,800 square feet for sidewalk and 1,000 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 San Felipe JOC Project (along W Alisal St, Ambrose Dr, Sierra Madre Dr, and San Felipe St), staff time initiating the E Alvin JOC Project (from N Main St to Natividad Rd), and the initiating of the John St JOC Project (from N Wood St to Sanborn Rd).

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: \$226,737.46 from Measure X Bond Proceeds Fund

Amount of other funds leveraged: \$0

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 San Felipe JOC Sidewalk Repair



Before photo of San Felipe JOC Sidewalk Repair



After photo of San Felipe JOC Sidewalk Repair



After photos of San Felipe JOC Sidewalk Repair

Attachment 1: Independent Audit of Financial Statements

Please note that although the independent audit of financial statements is submitted in its draft form, the results of the audit are final; however, the report will not be signed or dated until the City's audit is complete. A final audit report will be submitted once executed.

CITY OF SALINAS

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

FINANCIAL STATEMENTS
with
INDEPENDENT AUDITOR'S REPORT

JUNE 30, 2020

DRAFT

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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, 2020, 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.

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 City of Salinas' Measure X Fund, as of June 30, 2020, 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 of June 30, 2020, the changes in its financial position, 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 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 XX, 2020**, on our consideration of the City of Salinas' Measure X Transportation Safety and Investment Plan Fund's internal control over financial reporting and on our tests of its compliance with the requirements described in the TAMC's Ordinance No. 2016-01 and in the Agreement between TAMC and the City and other matters for the fiscal year ended June 30, 2020.

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 XX, 2020

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MEASURE X FUND FINANCIAL STATEMENTS

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**CITY OF SALINAS
MEASURE X FUND
BALANCE SHEET
JUNE 30, 2020**

| | |
|--|----------------------------|
| ASSETS | |
| Pooled cash and investments | \$ 7,545,794 |
| Interest receivables | 20,681 |
| Due from Transportation Agency for Monterey County | <u>1,075,284</u> |
| Total assets | <u><u>\$ 8,641,759</u></u> |
| LIABILITIES | |
| Due to other funds | <u>\$ 26,622</u> |
| Total liabilities | <u>26,622</u> |
| FUND BALANCE | |
| Restricted | <u>8,615,137</u> |
| Total fund balances | <u>8,615,137</u> |
| Total liabilities and fund balances | <u><u>\$ 8,641,759</u></u> |

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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, 2020**

| | |
|---|----------------------------|
| REVENUES | |
| Transportation Safety and Investment Plan Revenue | \$ 4,307,505 |
| Interest | 120,465 |
| Total revenues | <u>4,427,970</u> |
| EXPENDITURES | |
| Streets and road maintenance | <u>-</u> |
| Total expenditures | <u>-</u> |
| Excess of revenues over expenditures | <u>4,427,970</u> |
| OTHER FINANCING USES | |
| Transfers in | - |
| Transfers out | <u>(2,651,436)</u> |
| Total other financing uses | <u>(2,651,436)</u> |
| Net Change in Fund Balance | 1,776,534 |
| Fund Balance, beginning of year | <u>6,838,603</u> |
| Fund Balance, end of year | <u><u>\$ 8,615,137</u></u> |

DRAFT

The accompanying notes are an integral part of these financial statements

REQUIRED SUPPLEMENTARY INFORMATION

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CITY OF SALINAS
MEASURE X FUND
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2020

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

A. Reporting Entity

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

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

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

B. Basis of Accounting

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 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, 2020

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 of Salinas (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, 2020, the outstanding balance was \$36,820,000. Annual debt service for the year ended June 30, 2020 was \$2,331,000.

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 \$322,734 to the Capital Project Fund and \$2,328,702 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 the Transportation Agency for Monterey County required that the City must expend each fiscal year from its general fund for street and highway purposes an amount not less than the annual average of its expenditures from its general fund during the preceding three fiscal years 2009-10, 2010-11, and 2011-12, but not less than what was expended in 2016-17 as reported to the Controller pursuant to Streets and Highways Code Section 2151 (“Maintenance of Effort”). Exemptions from this calculation include one-time capital expenses, and expiration of any voter-approved fund sources, the three-year average baseline would be recalculated in the next annual verification period without said expired fund sources. Revenues from a fee imposed or contribution first received by a local jurisdiction on or after January 1, 2016 which are used on or after July 1, 2016, by that local jurisdiction for maintenance or improvement purposes on its streets and highways shall be considered as general

CITY OF SALINAS
 MEASURE X FUND
 NOTES TO THE FINANCIAL STATEMENTS
 JUNE 30, 2020

fund expenditures for the purposes of compliance with the provisions of this Section in the fiscal year in which such expenditures are made. The following eligible expenditures were made:

Fiscal year ended June 30:

| | |
|--|------------------|
| 2010 | \$ 2,566,632 |
| 2011 | 2,012,218 |
| 2012 | 2,022,712 |
| Total | \$ 6,601,562 |
| Three year average | \$ 2,200,521 |
| 2016-17 | \$ 4,429,476 |
| Current year eligible expenditures | \$ 5,339,448 |
| Compliant (Yes or No) | Yes |

Total expenditures from the general fund for street and highway purposes for the fiscal year ended June 30, 2020 was \$5,339,448. The City was in compliance with the Maintenance of Effort requirement of the Measure X Master Programs Funding Agreement between the City of Salinas and the Transportation Agency for Monterey County.

**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, 2020**

| | Original Budget | Final Amended Budget | Actual | Variance with Final Budget |
|---|----------------------------|-------------------------------------|----------------------------|---|
| REVENUES | | | | |
| Transportation Safety and Investment Plan Revenue | \$ 4,530,000 | \$ 4,530,000 | \$ 4,307,505 | \$ (222,495) |
| Interest | 30,000 | 30,000 | 120,465 | 90,465 |
| Total revenues | <u>4,560,000</u> | <u>4,560,000</u> | <u>4,427,970</u> | <u>(132,030)</u> |
| EXPENDITURES | | | | |
| Streets and road maintenance | - | - | - | - |
| Total expenditures | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> |
| Excess of revenues over expenditures | <u>4,560,000</u> | <u>4,560,000</u> | <u>4,427,970</u> | <u>(132,030)</u> |
| OTHER FINANCING SOURCES (USES) | | | | |
| Transfers out | <u>(4,100,000)</u> | <u>(6,669,612)</u> | <u>(2,651,436)</u> | <u>4,018,176</u> |
| Total other financing sources (uses) | <u>(4,100,000)</u> | <u>(6,669,612)</u> | <u>(2,651,436)</u> | <u>4,018,176</u> |
| Net Change in Fund Balance | 460,000 | (2,109,612) | 1,776,534 | 3,886,146 |
| Fund Balance, beginning of year | <u>6,838,603</u> | <u>6,838,603</u> | <u>6,838,603</u> | <u>-</u> |
| Fund Balance, end of year | <u><u>\$ 7,298,603</u></u> | <u><u>\$ 4,728,991</u></u> | <u><u>\$ 8,615,137</u></u> | <u><u>\$ 3,886,146</u></u> |

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

CITY OF SALINAS
MEASURE X FUND
NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION
JUNE 30, 2020

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 2019-20 Annual Operating Budgets on June 4, 2019. 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 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.

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH TAMC ORDINANCE
NO. 2016-01 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

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. 2016-01 (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, 2020.

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 based on our audit in accordance with the compliance requirements described in the Measure X ordinance and in the Agreement. The Agreement requires that the independent auditor shall perform at least the following tasks: (1) determine whether the recipient expended all Measure X funds received in compliance with Measure X, the Measure X Investment Plan, and the Policies and Project Descriptions, as they may be adopted or amended by TAMC from time to time, and the Agreement, (2) determine whether the Measure X revenues received and expended were accounted for and tracked in its own separate budget and fund titled "Transportation Safety and Investment Plan Fund" and were not comingled with any other funds and that the accounting system provides adequate internal controls and audit trails to facilitate an annual compliance audit for each fund type and the respective usage and application of said funds, and (3) determine whether the City met the Maintenance of Effort requirements imposed by Measure X and State law. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America, the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards required that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the compliance requirements referred to above that could have a direct and material effect on the state laws and regulations applicable to the City occurred. An audit includes examining, on a test basis, evidence about the City's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

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

Opinion

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, 2020.

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 XX, 2020

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, 2020, 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 XX, 2020**.

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.

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 XX, 2020

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Attachment 2: Five Year Capital Improvement Program

CITY OF SALINAS MEASURE X FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FOR YEARS 2020-2025

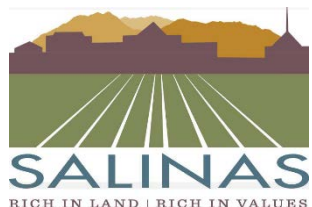
| Project No. | Name / Description | FY '20/'21 | FY '21/'22 | FY '22/'23 | FY '23/'24 | FY '24/'25 | Total |
|-----------------------|--|---------------------|--------------------|--------------------|-------------------|-------------------|--------------------|
| 9034 | Alisal Airport Multi-Use Trail | | | | | | |
| Total Cost | Installation of Multi-Use trail - 10' AC two-way bike trail with 5' wide DG | \$50,000 | | \$1,065,000 | \$5,500,000 | | \$6,615,000 |
| Measure X | walkway with trail lighting and fencing along E. Alisal (Hartnell College | | | \$265,000 | | | \$265,000 |
| Measure X Bond | driveaway to Skyway), along Skyway (Alisal to Airport), Airport Blvd. (Skyway to HWY). Trail into golf course, rec ditch, school area. Sharrows on | \$50,000 | | | | | \$50,000 |
| PCI | Moffett + Carol. City to organize Community Meeting and plan for grant | N/A | | | | | |
| Phase | funding opportunities. | PLANNING | | DESIGN | CONSTRUCTION | | |
| 9071 | Williams Rd UD/Street/Streetscape & Median Island | | | | | | |
| Total Cost | With the utility undergrounding of Williams Road (Bardin to Alisal) the | \$2,000,000 | \$4,449,000 | \$4,450,000 | | | \$10,899,000 |
| Measure X | roadway will need to be reconstructed to include: environmental; design; | | \$1,000,000 | \$2,000,000 | | | \$3,000,000 |
| Measure X Bond | 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 |
| PCI | WILLIAMS RD 010 & 020 | 46&44 | | | | | |
| Phase | | DESIGN | DESIGN | CONSTRUCTION | | | |
| 9080 | San Juan Grade Road Improvements | | | | | | |
| Total Cost | Road improvements to San Juan Grade Road to include road repairs, sidewalk | \$500,000 | | | | | \$500,000 |
| Measure X | construction, and asphalt concrete overlay or cold-in-place pavement | | | | | | \$0 |
| Measure X Bond | 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 | | | | | \$500,000 |
| PCI | SANJUANGRA 060 & 070 / WORKST 10 & 20 | 46&30/29&25 | | | | | |
| Phase | | DESIGN/CONSTRUCTION | | | | | |
| 9103 | Geographic Information Systems | | | | | | |
| Total Cost | The Project provides supporting technology, data and analytical services for | \$35,000 | \$85,000 | \$35,000 | \$60,000 | | \$215,000 |
| Measure X | the City's transportation safety, construction and maintenance programs. | \$35,000 | \$85,000 | \$35,000 | \$60,000 | | \$215,000 |
| Measure X Bond | | | | | | | \$0 |
| PCI | | | | | | | |
| Phase | | ONGOING | ONGOING | ONGOING | ONGOING | ONGOING | |
| 9117 | Sanborn Rd/US 101 Impvts- Ag Ind Cener | | | | | | |
| Total Cost | Elvee Drive extension to Work Street, extend right turn lane onto Work from | \$93,000 | | | | | \$93,000 |
| Measure X | Sanborn Road, Traffic Signal at Fairview and Sanborn Road, TS | \$93,000 | | | | | \$93,000 |
| Measure X Bond | modification at Elvee and Sanborn for right in-right out, Installation of span bridge at Rec ditch; sidewalk, street lights, landscape; Reconstruction of Elvee Drive, Modify RT lane on Sanborn at Work St. | | | | | | \$0 |
| PCI | A traffic study was requested following a post-construction audit | N/A | | | | | |
| Phase | to confirm Level of Service was improved. | | CONSTRUCTION | | | | |

| Project No. | Name / Description | FY '20/'21 | FY '21/'22 | FY '22/'23 | FY '23/'24 | FY '24/'25 | Total |
|-----------------------|--|--------------------|-----------------------|------------------|-------------------------------|------------------|--------------------|
| 9139 | Storm Sewer Drainage Repairs | | | | | | |
| Total Cost | Reconstruction of damaged facilities, including catch basins, manholes, storm | \$250,000 | | | | | \$250,000 |
| Measure X | sewer pipelines, curbs, gutters and access ramps as necessary. | \$250,000 | | | | | \$250,000 |
| Measure X Bond | | | | | | | \$0 |
| PCI | | | N/A | | | | |
| Phase | | | CONSTRUCTION | | | | |
| 9148 | Train Station Electrical Transformer Upgrades | | | | | | |
| Total Cost | Electrical transformer upgrades at the Salinas Intermodal Transportation | | | \$700,000 | | | \$700,000 |
| Measure X | Center (ITC). Increased electrical demand requires upgrading an existing | | | \$700,000 | | | \$700,000 |
| Measure X Bond | transformer for existing buildings/future tenants and installing a new | | | | | | \$0 |
| | transformer for electrical vehicle (EV) charging stations in coordination with | | | | | | |
| PCI | Pacific Gas & Electric (PG&E). The City will operate and maintain the EV | N/A | | | | | |
| Phase | charging stations through separate contracts. | | | | CONSTRUCTION | | |
| 9163 | Traffic Calming Improvements | | | | | | |
| Total Cost | This project implements the City-wide traffic calming policy for residential | | \$524,698 | \$537,500 | \$550,615 | \$564,050 | \$2,176,863 |
| Measure X | streets throughout Salinas adopted in 2009. Council prioritizes Traffic | | \$524,698 | \$537,500 | \$550,615 | \$564,050 | \$2,176,863 |
| Measure X Bond | Calming projects annually. For 2019-2020, the communities of Villa Street, | | | | | | \$0 |
| | First Avenue and Kittery/Snug Harbor were selected for Traffic calming. | | | | | | |
| PCI | | | N/A | | | | |
| Phase | | | | | ONGOING DESIGN & CONSTRUCTION | | |
| 9218 | Bardin Rd Safe Routes to School | | | | | | |
| Total Cost | Reduce the number of travel lanes along Bardin Rd between Williams Rd and | \$1,654,655 | \$10,000,000 | | | | \$11,654,655 |
| Measure X | Sycamore Rd from 4 to 2 and include a two way left turn lane and bike lanes. | | | | | | \$0 |
| Measure X Bond | Modify control intersections of Alisal St at Bardin Rd and at Sconberg | \$1,654,655 | | | | | \$1,654,655 |
| | 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. | | | | | | |
| PCI | BARDINRD 10 & 20/EALISALST 010, 015, 020 & 030 | | 17&33/55,18,51&47 | | | | |
| Phase | | | DESIGN - CONSTRUCTION | | | | |
| 9237 | Street Tree Trimming | | | | | | |
| Total Cost | Six year project to maintenance prune all street trees in the City of Salinas. | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$1,500,000 |
| Measure X | | \$300,000 | | | | | \$300,000 |
| Measure X Bond | | | | | | | \$0 |
| PCI | | | N/A | | | | |
| Phase | | | ONGOING | | | | |

| Project No. | Name / Description | FY '20/'21 | FY '21/'22 | FY '22/'23 | FY '23/'24 | FY '24/'25 | Total |
|-----------------------|--|---------------------|----------------------------------|--------------------|-----------------|-----------------|---------------------|
| 9253 | ADA Traffic Signal Upgrades | | | | | | |
| Total Cost | Upgrade traffic signals to meet ADA standards with pushbuttons, audible signals and various ADA upgrades. Design and construct in alternating years. | | \$50,000 | \$56,425 | \$50,000 | \$56,250 | \$212,675 |
| Measure X | | | | | \$50,000 | \$56,250 | \$106,250 |
| Measure X Bond | | | | | | | \$0 |
| PCI | | N/A | | | | | |
| Phase | | N/A | ON-GOING DESIGN AND CONSTRUCTION | | | | |
| 9267 | Streetlight Installation | | | | | | |
| Total Cost | Analyze lighting in high crime areas. Follow the E Salinas Streetlight priority list. | \$37,000 | | | | | \$37,000 |
| Measure X | | \$37,000 | | | | | \$37,000 |
| Measure X Bond | | | | | | | \$0 |
| PCI | | N/A | | | | | |
| Phase | | DESIGN | | | | | |
| 9461 | Congestion Mgmt Agency City % | | | | | | |
| Total Cost | This project provides for the City's proportionate share of the cost for the Congestion Management Program which is being conducted by the Transportation Agency for Monterey County (TAMC). | \$57,000 | \$57,000 | \$57,000 | \$57,000 | | \$228,000 |
| Measure X | | \$57,000 | \$57,000 | \$57,000 | \$57,000 | | \$228,000 |
| Measure X Bond | | | | | | | \$0 |
| PCI | | N/A | | | | | |
| Phase | | N/A | | | | | |
| 9510 | E Boronda Rd Traffic Congestion Relief | | | | | | |
| Total Cost | Construct roundabouts at McKinnon, El Dorado, Natividad, and Independence Blvd. Construct 2 additional lanes; bike lanes; median island; overlay or rehab of existing lanes; landscape and irrigation; farmers ditch, signing and striping; NPDES features from Dartmouth Way to East of Independence, including widening of existing bridge over Gabilan Creek. | \$2,000,000 | \$8,170,000 | | | | \$10,170,000 |
| Measure X | | \$2,000,000 | \$8,170,000 | | | | \$10,170,000 |
| Measure X Bond | | | | | | | \$0 |
| PCI | EBORONDARD 05, 10, 20, 30 & 40 | 63, 49, 52, 37 & 48 | | | | | |
| Phase | | DESIGN | CONSTRUCTION | CONSTRUCTION | | | |
| 9654 | Traffic Signal Installations and Upgrades | | | | | | |
| Total Cost | The Public Works Department installs traffic signals and upgrades, 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. | \$760,000 | \$760,000 | \$760,000 | \$760,000 | | \$3,040,000 |
| Measure X | | \$760,000 | \$490,000 | \$490,000 | | | \$0 |
| Measure X Bond | | | | | | | \$1,740,000 |
| PCI | | N/A | | | | | |
| Phase | | ONGOING | ONGOING | | | | |
| 9720 | Sidewalk & Drainage Repairs | | | | | | |
| Total Cost | This project provides for the repair of damaged curbs, gutters, sidewalks, and driveway approaches throughout the City damaged by City trees within the street right-of-way. The work will be performed through the On-Call Contractor list and by in-house City personnel (Four Street Maintenance Workers). | \$1,000,000 | \$1,720,000 | \$1,720,000 | | | \$4,440,000 |
| Measure X | | \$1,000,000 | \$1,000,000 | \$1,000,000 | | | \$3,000,000 |
| Measure X Bond | | | | | | | \$0 |
| PCI | | N/A | | | | | |
| Phase | | ONGOING | ONGOING | | | | |

| Project No. | Name / Description | FY '20/'21 | FY '21/'22 | FY '22/'23 | FY '23/'24 | FY '24/'25 | Total |
|---|---|--------------------|---------------------|--------------------|-------------------|-------------------|---------------------|
| 9981 | Street Preventive Maintenance Program | | | | | | |
| Total Cost | Pavement preventive maintenance limits and striping within City streets | \$3,000,000 | \$4,824,300 | \$2,118,800 | \$2,118,800 | \$2,118,800 | \$14,180,700 |
| Measure X | limits. Treatment includes, but not limited to, patch/repair, crack seal, slurry, | | | | | | \$0 |
| Measure X Bond | chip seal. | \$2,500,000 | \$2,000,000 | | | | \$4,500,000 |
| PCI | CITY OVERALL NETWORK | 55 | | | | | |
| Phase | | N/A | | | | | |
| Measure X Transportation & Safety Total | | \$3,772,000 | \$10,836,698 | \$4,594,500 | \$717,615 | \$620,300 | \$20,541,113 |
| Measure X Bond - Special Construction Assist-Bonds | | \$5,464,655 | \$2,490,000 | \$490,000 | \$0 | \$0 | \$8,444,655 |

Attachment 3: Pavement Management Program Annual Report – Letter



City of Salinas

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

(831) 758-7241 • (831) 758-7935 (Fax) • www.ci.salinas.ca.us

Date: December 18, 2020
To: Todd Muck
Deputy Executive Director
Transportation Agency for Monterey County
55-B Plaza Circle
Salinas, CA 93901

Re: Pavement Management Program Annual Report Letter

The City of Salinas confirms that it has a Pavement Management Program that conforms to the criteria established by the Transportation Agency for Monterey County and included in the Measure X Agreement with the Local Agency. An approved Pavement Management Program must be in place to be eligible for Measure X funds.

The Pavement Management Program utilizes a software system developed by:
Metropolitan Transportation Commission StreetSaver, **Version 52.746.31**

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: **291.09**
Total lane miles (or equivalent units): **671.39**
The last update of the inventory was completed: **December 14, 2020**
- Average Pavement Condition Index (PCI) **55**
- Identification of sections of roadways brought up to acceptable PCI levels for the current year:

| | |
|----------------------|---------------|
| EALISALST 140 | PCI 85 |
| WALISALST 010 | PCI 90 |
| WALISALST 020 | PCI 90 |
| WALISALST 030 | PCI 90 |
| WALISALST 040 | PCI 90 |
| WALISALST 050 | PCI 90 |
| WALISALST 060 | PCI 90 |
| WALISALST 070 | PCI 90 |
| WALISALST 080 | PCI 90 |
| EALVINDR 15 | PCI 94 |
| EALVINDR 25 | PCI 94 |
| EALVINDR 35 | PCI 94 |
| EALVINDR 45 | PCI 94 |
| EALVINDR 55 | PCI 94 |

- Amount spent to rehabilitate or replace deficient sections for the current year: **\$329,355.63.**

Both the 2017 Pavement Condition Assessment Budget Options Report and Data Collection Report may be downloaded for review at <https://www.cityofsalinas.org/our-city-services/public-works/engineering>. The City hired PEI to assist the City in reviewing and updating the current pavement information for all roads including re-inspection of the pavement condition of all the City's arterials and collectors. A Draft of this update will be available for review the first week of January 2021; however, the updated report will not be ready for publication until it is presented to City Council (tentatively scheduled for late February 2021). You may direct any questions regarding the system to Eda Herrera, Senior Civil Engineer, at (831)758-7438.

Sincerely,



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