

MEASURE X ANNUAL PROGRAM COMPLIANCE REPORT

FISCAL YEAR 2021-2022

The **City of Salinas** hereby presents its fiscal year 2021-22 expenditures from Measure X funds starting with a balance sheet and following with a description of the projects funded said fiscal year, including explanation on how these funds were used/applied. In addition, the following support this compliance report: Independent Audit of Financial Statements (Attachment 1); Five Year Capital Improvement Program (Attachment 2); and Pavement Management Program Report Letter (Attachment 3).



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

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Measure X Fiscal Year 2021-2022 Balance Sheet

City of Salinas Schedule of Revenue, Expenditures and Changes in Fund Balances
For the Year Ending June 30, 2022

	Measure X Special Revenue Fund	Measure X Bond Proceeds Fund	Total Measure X
Fund Balance at the Beginning of the Year	\$7,682,145.72	\$12,744,122.48	\$20,426,268.20
Beginning Balance Adjustment	\$0.00	\$0.00	\$0.00
Adjusted Beginning Balance	\$7,682,145.72	\$12,744,122.48	\$20,426,268.20
Revenues			
Measure X Revenue	\$5,668,939.95	\$0.00	\$5,668,939.95
Interest	\$15,442.89	\$0.00	\$15,442.89
Total Revenue & Interest	\$5,684,382.84	\$0.00	\$5,684,382.84
Transfers In - PY CIP Funding Correction	\$0.00	\$0.00	\$0.00
Total Revenues	\$5,684,382.84	\$0.00	\$5,684,382.84
Expenditures (Measure X Sales Tax Spent in FY 2021-22)			
CIP No.	Project Name		
9030	Street Maintenance Equipment Replacement		
	\$0.00	\$280,685.51	\$280,685.51
9071	Williams Rd UD/Street/Streetscape & Median Island		
	\$0.00	\$0.00	\$0.00
9080	San Juan Grade Road Improvements		
	\$0.00	\$78,826.64	\$78,826.64
9090	Downtown Complete Streets		
	\$63,928.80	\$8,903.40	\$72,832.20
9094	Priority Traffic Signals		
	\$46,241.80	\$36,947.90	\$83,189.70
9103	Geographic Information Systems		
	\$12,566.00	\$0.00	\$12,566.00
9163	Traffic Calming Improvements		
	\$97,167.02	\$0.00	\$97,167.02
9188	Pedestrian Crossing Enhancement		
	\$0.00	\$1,127.94	\$1,127.94
9200	Vision Zero Action Plan		
	\$1,472.79	\$0.00	\$1,472.79
9216	ADA Pedestrian Ramp		
	\$0.00	\$0.00	\$0.00
9218	Bardin Rd Safe Route to School		
	\$326,553.70	\$1,845,296.08	\$2,171,849.78
9219	E Alvin/Linwood/Maryal Routes		
	\$33,186.03	\$19,305.70	\$52,491.73
9220	E Laurel Dr Sidewalk & Lights		
	\$99,301.49	\$1,877,373.78	\$1,976,675.27
9226	Fleet Consolidation Replacement		
	\$0.00	\$14,163.14	\$14,163.14
9230	Vibrancy Plan Infrastructure		
	\$0.00	\$462,788.66	\$462,788.66
9237	Street Tree Trimming		
	\$51,646.69	\$0.00	\$51,646.69
9253	ADA Traffic Signal Upgrades		
	\$0.00	\$7,322.79	\$7,322.79
9262	North Main St Intersection		
	\$48,948.81	\$1,147.79	\$50,096.60
9266	Bridge Maintenance Program		
	\$0.00	\$0.00	\$0.00
9267	Streetlight Installation		
	\$0.00	\$0.00	\$0.00
9391	School Safety Enhancements		
	\$0.00	\$27,911.16	\$27,911.16
9431	Traffic Signal Coordination		
	\$8,672.00	\$0.00	\$8,672.00
9438	Annual City Sts Rehab Program (MVF Tax 7360)		
	\$0.00	\$178,701.29	\$178,701.29
9510	E Boronda Rd Traffic Congestion Relief		
	\$145,732.36	\$0.00	\$145,732.36
9607	Bicycle Lane Installations		
	\$0.00	\$924.55	\$924.55
9654	Traffic Signal Installation		
	\$174,535.00	\$39,162.80	\$213,697.80
9720	Sidewalk & Drainage Repairs		
	\$191,030.10	\$639,797.96	\$830,828.06
9981	Slurry Seal Improvements		
	\$7,028.93	\$864,462.21	\$871,491.14
Total Measure X Sales Tax Spent in FY 2021-22			
	\$1,308,011.52	\$6,384,849.30	\$7,692,860.82
Transfers Out - PY CIP Funding Correction	\$0.00	\$0.00	\$0.00
Bond Proceeds	\$0.00	\$0.00	\$0.00
Transfer Out for Debt Service	\$2,340,075.00	\$0.00	\$2,340,075.00
Total Expenditures	\$3,648,086.52	\$6,384,849.30	\$10,032,935.82
Fund Balance at the End of the Year	\$9,718,442.04	\$6,359,273.18	\$16,077,715.22

Fiscal Year 2021-2022 Measure X Funded Projects

Project: Street Maintenance Equipment Replacement, CIP No. 9030

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

Phase: Procurement.

Amount of Measure X funds spent on the project: \$280,685.51 from Measure X Bond Proceeds Fund.

Amount of other funds leveraged: None.

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

Before and after photos:



Before Photo of Old Crack Seal Machine



After Photo of New Crack Seal Machine

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

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

Phase: Design

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

Amount of other funds leveraged: None.

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

Before and after photos: Before 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)



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: The work includes the removal of existing asphalt concrete pavement and portion of the aggregate base; placement of Hot Mix Asphalt (HMA); installation of new striping and raised pavement markings; installation of two ADA compliant ramps; and construction of new sidewalk at the west side of San Juan Grade Road between Northridge Way and Van Buren Avenue. Additive Alternatives include similar roadway work along Work Street from Alisal Street to Work Circle.

Phase: Design (98% PS&E)

Amount of Measure X funds spent on the project: \$78,826.64 from Measure X Bond Proceeds Fund.

Amount of other funds leveraged: None

Benefits: The replacement of new pavement will renew the pavement life and place the PCI in excellent category.

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

Project: Downtown Complete Streets, CIP No. 9090

Description: The Downtown Complete Streets project made the corridor on West Alisal Street and Lincoln Avenue a more safe, efficient, and complete street. The first phase included “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. The next phase will improve Lincoln Avenue between the new Intermodal Transit Center and the first phase, the Alisal Complete Streets Project. This project implements the Salinas section of the TAMC adopted Marina to Salinas Multimodal Corridor Plan.

Phase: Alisal complete streets phase is complete. Lincoln phase is going to construction.

Amount of Measure X funds spent on the project this year: \$63,928.80 from Measure X Special Revenue Fund, and \$8,903.40 from Measure X Bond Proceeds Fund; a total of \$72,832.20.

Amount of other funds leveraged:

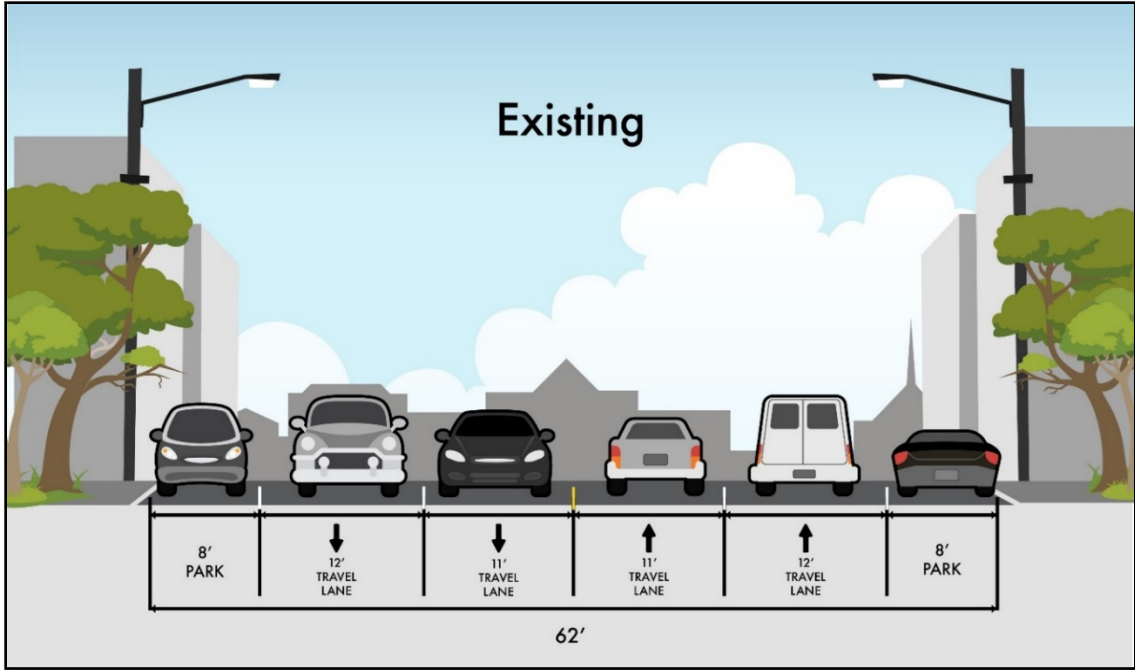
The total project cost including all soft costs in addition to the construction cost was just over \$8.4 million. The project funding came from a variety of sources as shown below.

Measure X bond proceeds	\$1,365,033.75
Measure X revenue	\$517,912.54
SB 1	\$82,442.30
HSIP	\$2,199,458.17
RSTP*	\$3,112,627.65
Measure G	\$1,140,206.81
Project Total	\$8,417,681.22

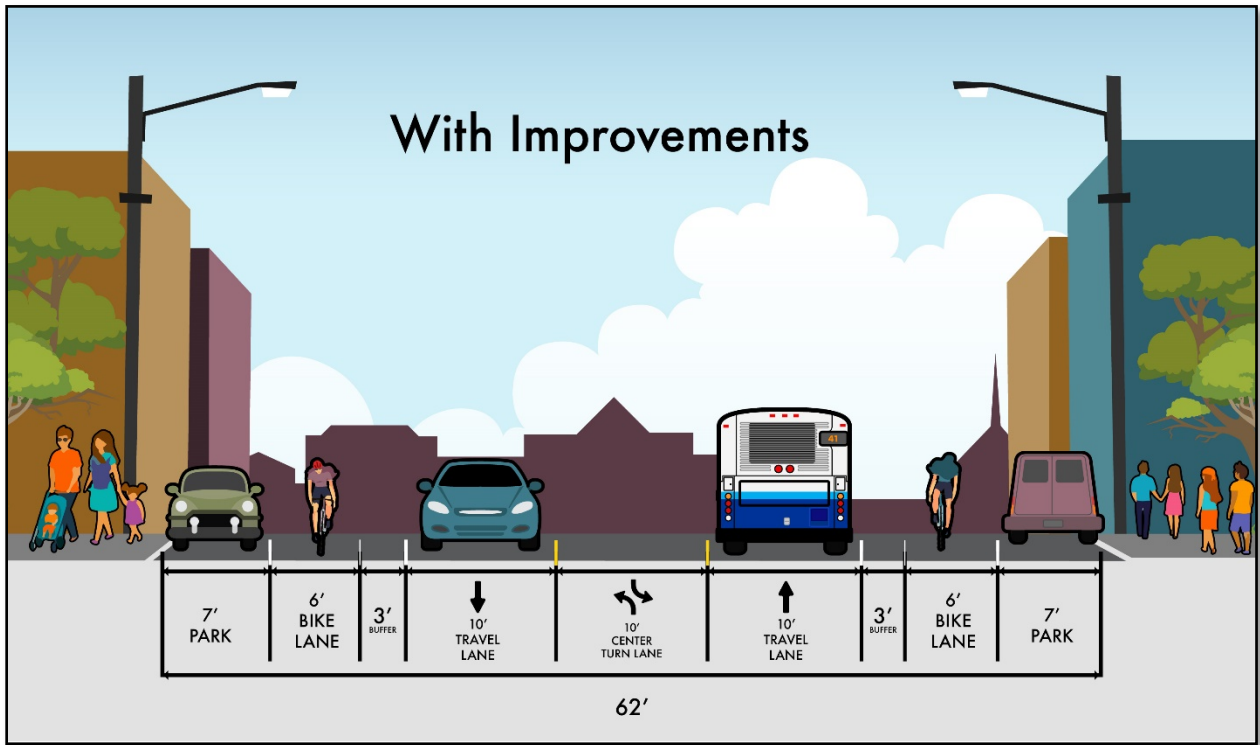
*\$300K set aside for Lincoln phase of Downtown Complete Streets

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

Before and after photos:



Outreach Material: Before Cross-Section



Outreach Material: After Cross-Section



Outreach Material: Before Photo



Outreach Material: Before Photo and After Rendering



After Construction: New buffered bike lanes and road diet in front of Hartnell College



After Construction: New signal with a pedestrian scramble at Alisal St and Main St



After Construction: New signal with protected left phasing at Alisal St and Church St

Project: Priority Traffic Signals, CIP No. 9094

Description: The City Traffic Signal Prioritization Program routinely evaluates unsignalized intersections to determine if an intersection warrants additional control and allow City Council to set priorities. The Traffic Signal Priority program includes traffic signal projects at Alvin Drive and Linwood Drive, Constitution Boulevard at Las Casitas Drive (ready for construction), Alisal Street at Murphy Street (ready for construction early 2023), Williams Road at Garner Avenue (in design); and a roundabout at Boronda Road and Sanborn Road (in planning phase).

Phase: Construction/Construction-Ready/Design/Planning

Amount of Measure X funds spent on the project: \$36,947.90 from Measure X Bond Proceeds and \$46,241.80 from Measure X Special Revenue Fund, for a total of \$83,189.70.

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

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

Before and after photos:



Image: East Alisal Street and Murphy Street Outreach Conceptual Exhibit. Construction is anticipating begin early 2023.



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



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

Project: Geographic Information Systems, CIP No. 9103

Description: ESRI and Support Software Maintenance - The purpose of the software annual maintenance is to provide staff with tools to support the design, planning and monitoring of street repair projects. As part of the City's efforts to support 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: \$12,566.00 from Measure X Special Revenue Fund.

Amount of other funds leveraged: \$25,600.00 from the General Fund.

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

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

Phase: Continuous

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

Amount of other funds leveraged: None.

Benefits:

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

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

Description: Training - The purpose of the software and technical training is to upskill staff to operate in the new City's Enterprise GIS platform and Portal. The work included systems architecture design, software customization, data restructure, database migration and

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

Phase: Continuous

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

Amount of other funds leveraged: \$4,916.00 General Fund

Benefits:

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

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

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

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

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

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

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

Phase: Continuous

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

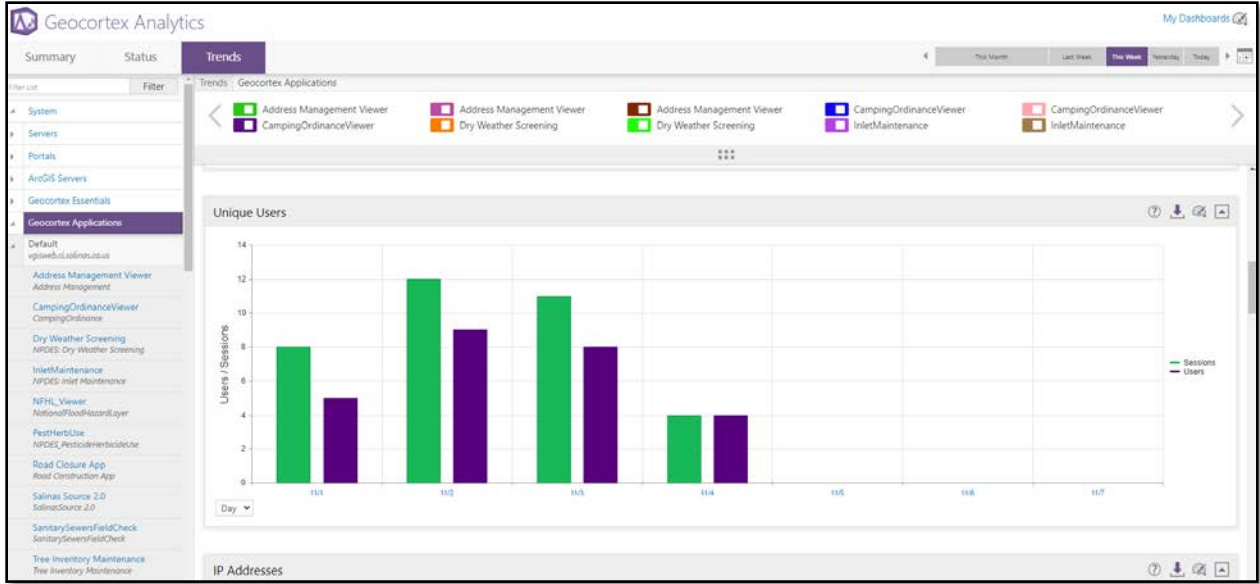
Amount of other funds leveraged: \$1,566.00 General Fund

Benefits:

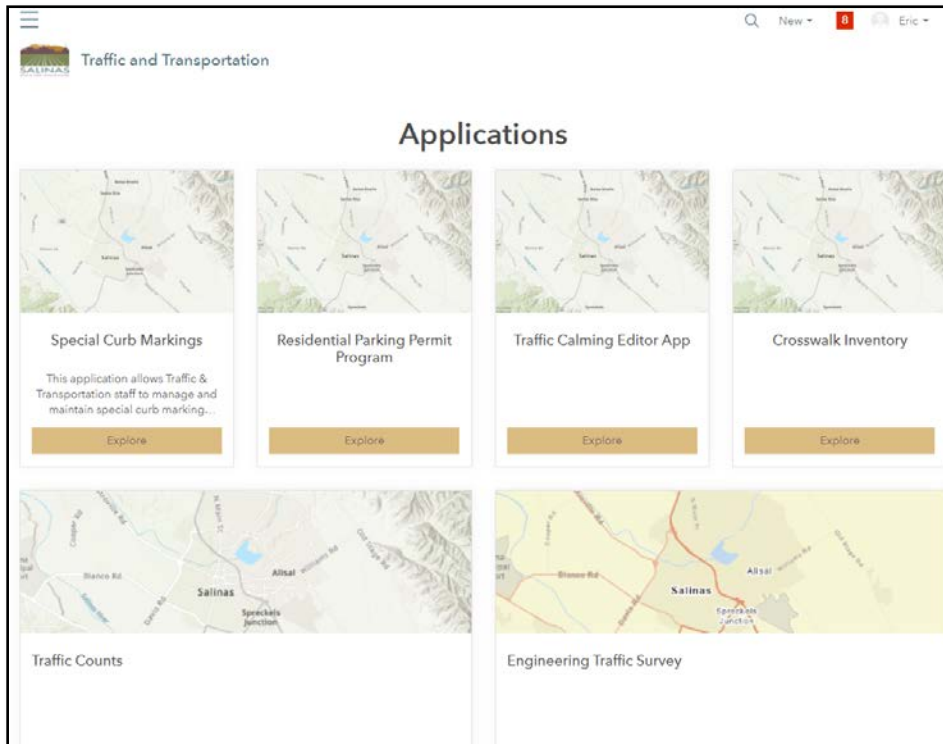
The new GIS Enterprise system supports the efforts for the Pavement Management System, traffic routing analysis, Safe Routes to School, Traffic Calming Improvements, Road Construction and Closures, Downtown Complete Streets, and Vision Zero.



Laurel Boardwalk construction



Mobile and Desktop App Monitoring Dashboard



Web Portal for Traffic Desktop and Mobile Apps

Project: 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 program is extremely sought after by residents, with over 90 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 21/22 fiscal year, the City continued to work on implementing the Giel Street traffic calming plan and the E Bolivar Street traffic calming plan. City staff also continued accepting and responding to petitions from new neighborhoods.

Phase: Completed/Construction/Planning

Amount of Measure X funds spent on the project: \$97,167.02 from Measure X Special Revenue Fund.

Amount of other funds leveraged: None.

Benefits:

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

Before and after photos:



Construction Photo: Geil Street traffic calming installation



Planning Photo: East Bolivar Traffic Calming Community Meeting



Construction Photo: East Bolivar Street traffic calming installation

Project: Pedestrian Crossing Enhancement, CIP No. 9188

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

Phase: Construction

Amount of Measure X funds spent on the project: \$1,127.94 from Measure X bond proceeds.

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

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

Before and After photos:



Existing Conditions Sanborn Road at Buckhorn Drive



Construction Photo: Installing the Pedestrian Hybrid Beacon at Sanborn Rd and Buckhorn Dr



Before Photo: Natividad Rd crossing at Pacheco St



October 27, 2022 at 12:35:57 PM
N 36° 41' 53", W 121° 38' 12"
Natividad Rd
Salinas CA 93906

Construction Photo: Staking new pedestrian refuge island on Natividad Rd at Pacheco St

Project: Vision Zero Action Plan, CIP No. 9200

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

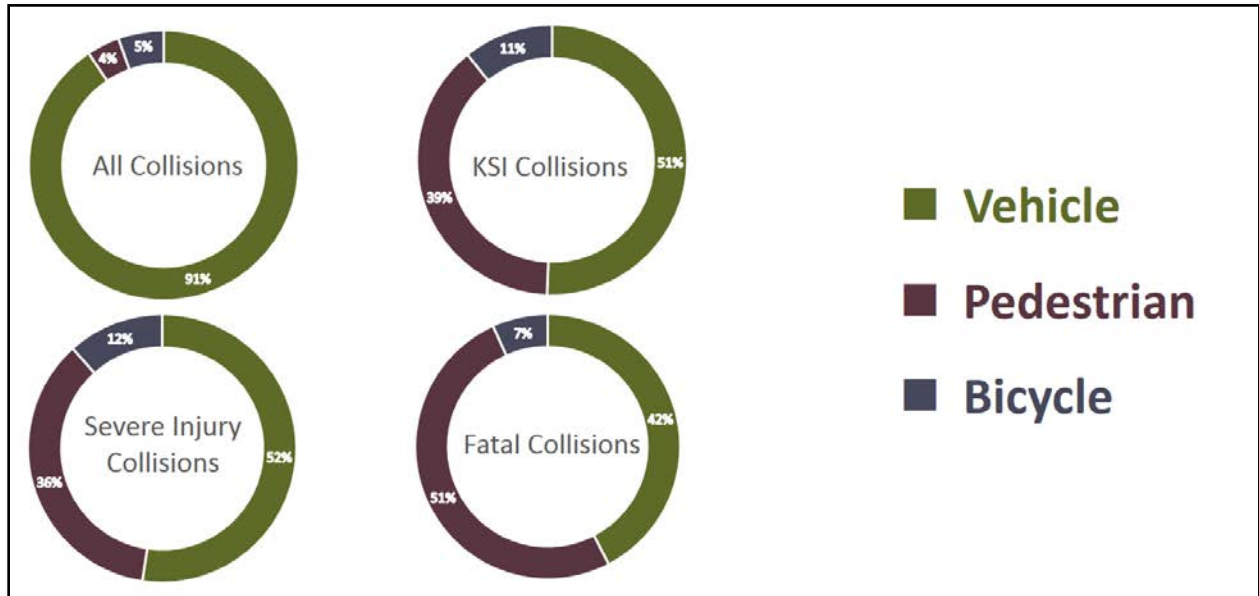
Phase: Vision Zero Action Plan has been adopted. The program is now in the implementation planning phase and preparing for grant opportunities.

Amount of Measure X funds spent on the project: \$1,472.79 from Measure X Special Revenue Fund

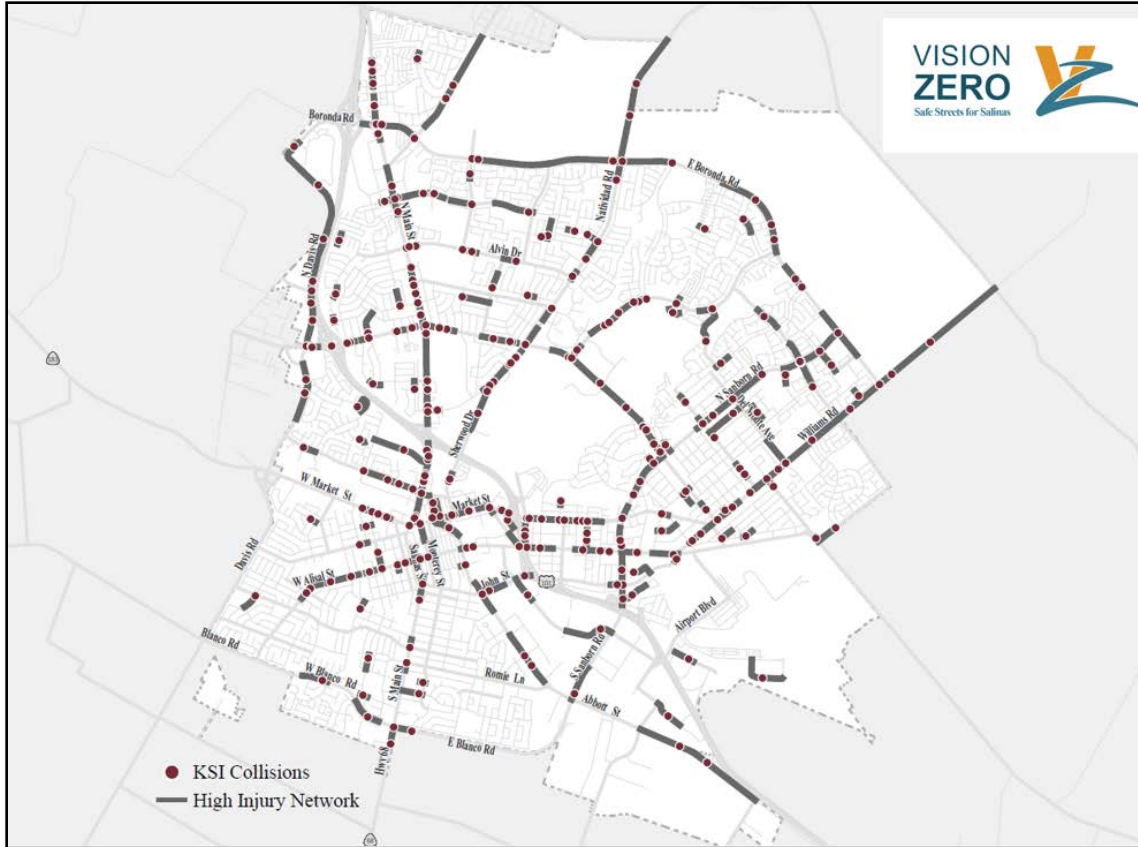
Amount of other funds leveraged: \$72,000 State Grant

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.

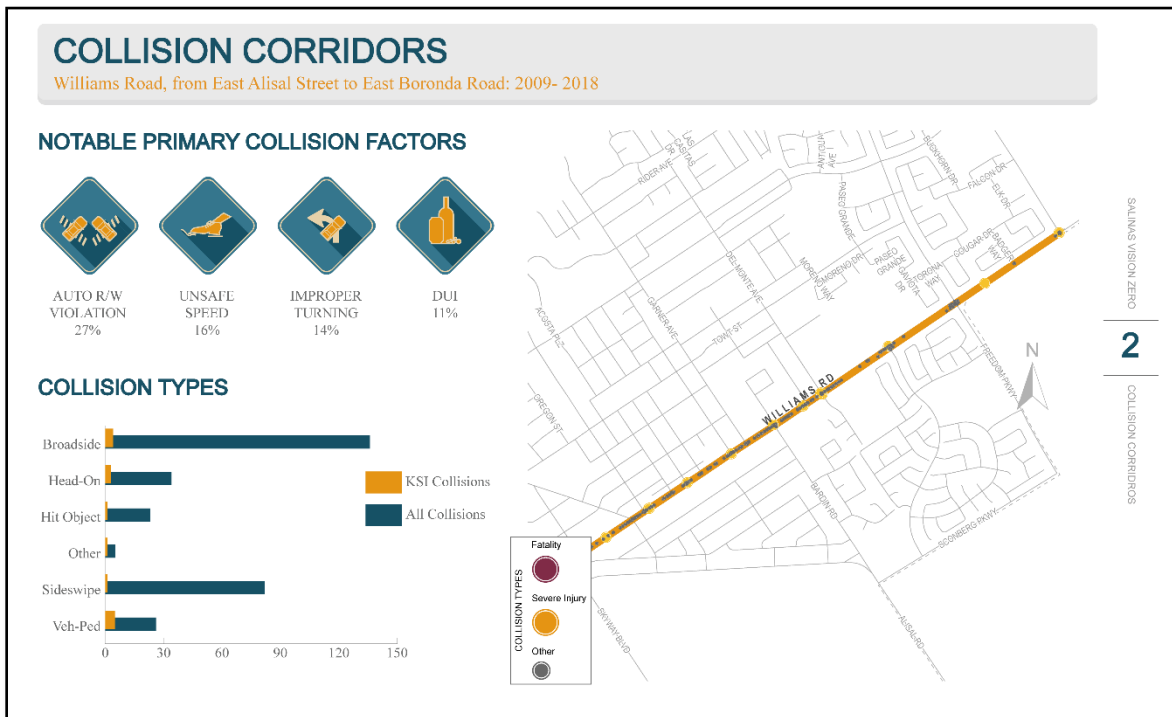
Before and after photos: On-going program currently unfunded. Below shows general Vision Zero Policy Strategies and sample of street safety messaging sought by staff.



Vision Zero 10 Year Collision Data Trends



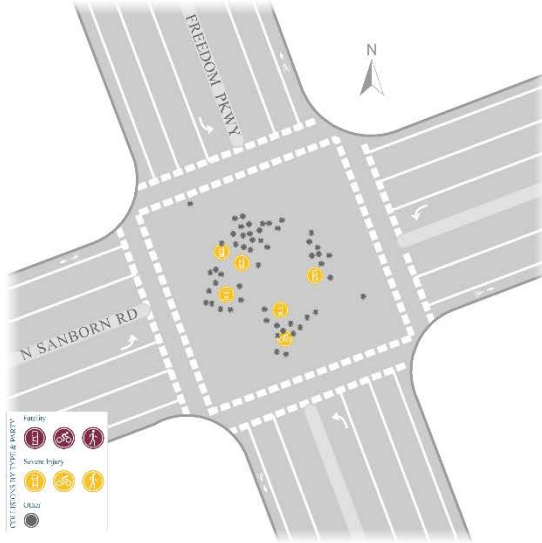
Vision Zero High Injury Network



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%

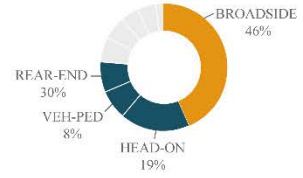


TRAFFIC SIGNALS & SIGNS
24%



UNSAFE SPEED
8%

NOTABLE COLLISION TYPES



SMITH'S VISION ZERO

1

INTERSECTION COLLISIONS

Vision Zero Emphasis Area Sanborn Road at Freedom Parkway Collision Data

Project: ADA Pedestrian Ramp, CIP No. 9216

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

Phase: Design.

Amount of Measure X funds spent on the project: \$0 from Measure X Special Revenue Fund, and \$0 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 Project locations are still to be determined for the next phase.

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

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

Phase: Construction

Amount of Measure X funds spent on the project: \$1,845,296.08 from Measure X Bond Proceeds Fund, and \$326,553.70 from Measure X Special Revenue Fund, for a total of \$2,171,849.78.

Amount of other funds leveraged: \$3,614,000 ATP Funds; \$535,000 County Cooperative Agreement; \$1,800,000 RSTP Competitive Grant; \$1,300,000 SB1 Funding; \$532,600 Gas Tax (CIP 9227 Sewer Funds)

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

Before and after photos: Before, conceptual, and construction photos are provided below.



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



Bardin Road/Alisal St/Alisal Road intersection April 2022



Bardin Road/Alisal St/Alisal Road intersection



Bardin Road/Alisal St/Alisal Road intersection



Before photo of Alisal Road near Sconberg Parkway



During Contrsution: Alisal Road near Sconberg Parkway



Bardin Road/Alisal St/Alisal Road intersection facing South



Bardin Road/Alisal St/Alisal Road intersection facing North



After: Bardin Road @ Afton Road South Bound facing South



Before: Bardin Road @ Williams Road South Bound facing North intersection



After: Bardin Road @ Williams Road intersection



After: Bardin Road @ Toro Ave facing West

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

Description: The City of Salinas was awarded a grant to make improvements along Alvin Drive and Linwood Drive that will support safe travels to school. The project transformed Alvin Drive and Linwood Drive into a multi-modal “complete street” corridor, providing/installing bicycle, and pedestrian facilities. Roadway enhancements included the reduction of vehicular travel lanes from 4 lanes to 2 lanes (road diet) and addition of buffered bicycle lanes on Alvin Drive between Main Street and Natividad Road. It also included the addition of bicycle lanes, bicycle pavement markings, or sharrows on Linwood Drive, Maryal Drive and Chaparral Street. The project provided pedestrian ramps and crosswalks at key locations along Alvin Drive, Linwood Drive, and Maryal Drive. The project also included the installation of a traffic signal at Alvin Drive and El Dorado Drive.

Phase: Complete

Amount of Measure X funds spent on the project this year: \$19,305.70 from Measure X Bond Proceeds Fund, and \$33,186.03 from Measure X Special Revenue Fund, for a total of \$52,491.73.

Amount of other funds leveraged:

The total project cost including all soft costs in addition to the construction cost was just over \$8.4 million. The project funding came from a variety of sources as shown below.

Measure X bond proceeds	\$503,239.89
Measure X revenue	\$331,499.31
ATP Grant	\$2,722,898.76
Project Total	\$3,557,637.96

Benefits:

The Alvin Drive Safe Routes to School project aimed to enhance the safety of all users along the East Alvin Drive (between North Main Street and Natividad Road), Linwood Drive, Chaparral Street (between Linwood Drive and Maryal Drive), and Maryal Drive by implementing complete street elements. The Alvin Drive Safe Routes to School project includes the following benefits:

- **Complete Streets:** Roadway restriping to reduce the number of vehicle travel lanes on East Alvin Drive from 4 lanes to 2 travel lanes and 1 center lane (turning lane) between Kip Street and Natividad Road.
- **Buffered Bike Lanes:** Installation of buffered bike lanes to provide access to an alternative mode of transportation along East Alvin Drive and Linwood Drive.
- **Traffic Signal Improvements:** The installation of a traffic signals at the intersection of El Dorado Drive at East Alvin Drive
- **Crosswalks:** This project installed high visibility crosswalks at all existing crosswalks throughout the project area.

American Disabilities Act (ADA) Compliance: The existing pedestrian access ramps at selected locations were upgraded with ADA compliant pedestrian access ramps.

Before and after photos:



Before Photo: Eastbound Alvin Dr at El Dorado



After Photo: Eastbound Alvin Dr at El Dorado: new signal, road diet, and bike boxes



Construction Photo – Installation of mast arm signs at E Alvin Dr and McKinnon St



After Construction – New Striping on Maryal Dr



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



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

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.

Phase: Complete

Amount of Measure X funds spent on the project: \$99,301.49 from Measure X Special Revenue Fund, and \$1,877,373.78 from Measure X Bond Proceeds Fund, for a total of \$1,976,675.37.

Amount of other funds leveraged: RSTP \$914,129.22 and \$156,467.70 contribution from Monterey County Public Works department.

Benefits: The new sidewalk allows 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, bicyclists, and pedestrians. Traffic Signal safety modifications and ADA improvements at the East Laurel/Constitution Blvd intersection enhanced the safety at this intersection. Recommendations from the ITS Berkeley Monterey County and City of Salinas Complete Streets safety assessment were implemented.

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



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



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



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



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



Constitution Blvd looking North – New sidewalk



Constitution Blvd looking North – New sidewalk



Conceptual rendering of the pedestrian boardwalk overlooking Carr Lake.



View of the pedestrian boardwalk under construction.



Pedestrian boardwalk completed.

Project: Fleet Consolidation Replacement, CIP No. 9226

Description: Six-year project to replace and consolidate vehicles (not service trucks) of Public Works under a centralized fleet management activity. Replace light and medium duty vehicles.

Phase: On-going

Amount of Measure X funds spent on the project: \$14,163.14 from Measure X Bond Proceeds Fund.

Amount of other funds leveraged: \$35,000 City of Salinas General Funds.

Benefits: The replacement of old vehicles with new electric or hybrid vehicles support air quality improvements.

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: Complete

Amount of Measure X funds spent on the project: \$462,788.66 from Measure X Bond Proceeds Fund.

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

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

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

The project improves safety and increases 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; installing bollards and other vehicular barriers to protect high pedestrian areas; reconstructing the road to improve pavement condition index, stormwater control and matching the improved sidewalk grades; reducing collision potential through traffic calming features, including narrower lanes and horizontal and vertical deflection roadway alignment; encouraging safe cycling through the improved traffic circulation, increased visibility, and enhanced bicycle facilities; improving vehicular circulation by converting the existing one-way traffic flow to two-

way and modernizing signal equipment to efficiently move traffic; encouraging walking and improving visitor access to downtown businesses to support a healthy and vibrant downtown community; improving the treatment and volume reduction of storm water runoff.

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



Before: 200 Block Facing South



After: 200 Block Facing South



Before: 200 Block Sidewalk Facing South



After: 200 Block Sidewalk Facing South



Before: 200 Block Plaza



After: 200 Block Plaza



Before: 300 Block Plaza Area Facing North



After: 300 Block Plaza Area Facing North



Main St at Gabilan St facing South.



200 Block Facing North at W Alisal St



Construction Photo: Grading for New Roadway Pavement



Construction Photo: 200 Block – Placing New Pavement



Main St at San Luis St: During Construction



Main St at San Luis St: After Completion

Project: Street Tree Trimming, CIP No. 9237

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

Phase: On-Going Street tree trimming.

Amount of Measure X funds spent on the project: \$51,646.69 from Measure X Special Revenue Fund.

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

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

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



Street trimming around Permit Center



Clearance trim at Boronda Rd and Freedom Pkwy



Tree trimming entire street at Klamath Drive

Project: ADA Traffic Signal Upgrades, CIP No. 9253

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

Phase: On-Going Construction and Engineering

Amount of Measure X funds spent on the project: \$7,322.79 from Measure X Bond Proceeds Fund

Amount of other funds leveraged: None.

Benefits: Provide accessible traffic signals and push buttons for all roadway users.

Before and after photos:



Before Photo: Main at Northridge Main Entrance Pedestrian Push Button



After Photo: Accessible Pedestrian Push Button at Northridge Main Entrance



Accessible Pedestrian Push Button iCCU-S2 unit

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: Complete/Close-out

Amount of Measure X funds spent on the project: \$48,948.81 from Measure X Special Revenue Fund, and \$1,147.79 from Measure X Bond Proceeds, for a total of \$50,096.60.

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

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

Before and after photos:



Before Photo: North Main Street at Navajo Drive



Before Photo: North Main Street and Chaparral Street



Before Photo North Main Street at Chaparral Street



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



Construction Photo: Installing the Video Detection Cameras



After Construction Photo: New signal facing northbound

Project: Bridge Maintenance Program, CIP No. 9266

Description: Routine maintenance of bridges throughout the City that are ineligible for federal funds.

Phase: Planning

Amount of Measure X funds spent on the project: \$0.

Amount of other funds leveraged: None.

Benefits: The program will correct deficiencies of bridges throughout the City.

Before and After photos: Before and After photos are not available as the project is in its planning phase.

Project: Streetlight Installation, CIP No. 9267

Description: East Salinas Street Lights Project (Phase 13): Removal and replacement of streetlights on PG&E poles and installation of new streetlights with underground service connection on Roosevelt St, Kern St, Kings St, N Madeira Ave, N Wood St, and Ragsdale Ct.

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

Phase: Design

Amount of Measure X funds spent on the project: \$0.

Amount of other funds leveraged: None.

Benefits: New streetlighting supports visible and effective directional signage as well as makes the streets safe in the dark.

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

Project: School Safety Enhancements, CIP No. 9391

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

Phase: On-Going.

Amount of Measure X funds spent on the project: \$27,911.16 from Measure X Bond Proceeds Fund.

Amount of other funds leveraged: None.

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

Before and after photos:



After Photo: New Reduced School Zone Speed Limit Signs



After Photo: New Reduced School Zone Speed Limit Signs

Project: Traffic Signal Coordination, CIP No. 9431

Description: This project provides the planning and construction of improvements to improve operation efficiencies at the Front St./Market St. Underpass. Improvements include upgrades of cabinets, controllers and detection systems at four signalized intersections. This project will also include development of signal timing plans and explore the feasibility of traffic signal coordination that will better serve the Front St. and Market St. corridors.

Phase: Pre-construction.

Amount of Measure X funds spent on the project: \$8,672.00 from Measure X Special Revenue Funds.

Amount of other funds leveraged: \$400K AB 2766 Grant Program Funds

Benefits: Traffic congestion at signalized intersections is a challenge within the City of Salinas that creates inefficient motor vehicle traffic resulting in considerable emissions of pollutants and particulate matter. Traffic signal coordination reduces travel delay, tailpipe emissions, and rear-end collision rates/

Before and after photos:



Project Location Map



Existing conditions photo

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

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

Phase: Ongoing pavement maintenance of existing City Road network.

Amount of Measure X funds spent on the project: \$178,701.29 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: Pavement maintenance photos are provided below.



Pavement maintenance at E. Romie Lane



Pavement maintenance at E. Romie Lane near San Marino Way



Pavement maintenance at E. Romie Lane near San Marino Way



Pavement maintenance at E. Romie Lane near Abbott Street



Pavement maintenance at E. Romie Lane near Abbott Street



After Photo: Pavement Repair at E Lake Street



AfterPhoto: Patch and repair work at Abbott Street



Pavement Maintenance at E. Alisal Street



Crack Sealing along E. Alisal Street

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

Description: The Boronda Road Congestion Relief Project includes multimodal improvements on East Boronda Road between Dartmouth Way and past Independence Boulevard (2 miles). The City of Salinas (City) has designed the safety modifications to the roadway and upgrades of the pedestrian, bicycle, and transit facilities to accommodate current local and regional travel needs and improve safety along the corridor for all roadway users, converting signalized intersections to roundabouts at four locations (McKinnon Street, El Dorado Drive, Natividad Road, and Independence Boulevard), installing enhanced pedestrian and bicycle crossing treatments at roundabouts, constructing a multi-use path, installing wide buffered bike lanes, constructing bus pullouts and enhanced amenities at transit stops, reducing the vehicle travel lanes from the originally planned six travel lanes to four, constructing medians for improved safety, access management, and stormwater treatment. The project is planned to be constructed in phases.

Phase: Phase 1 Project (McKinnon Roundabout) is in its design phase (95% PS&E)

Amount of Measure X funds spent on the project: \$145,732.36 from Measure X Special Revenue Fund. Measure X funds were used for the engineering/design of the roundabouts.

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

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

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

McKinnon Street Roundabout:



Existing McKinnon/Boronda Intersection



Preliminary Rendering

Before photo and preliminary rendering of McKinnon Street roundabout.

El Dorado Drive Roundabout:



Existing El Dorado/Boronda Intersection



Preliminary Rendering

Before photo and preliminary rendering of El Dorado Drive roundabout.

Natividad Road Roundabout:



Existing Natividad/Boronda Intersection



Preliminary Rendering

Before photo and preliminary rendering of Natividad Road roundabout.

Independence Blvd Roundabout:



Existing Independence/Boronda Intersection



Preliminary Rendering

Before photo and preliminary rendering of Independence Boulevard roundabout.

Project: Bicycle Lane Installations, CIP No. 9607

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

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

Amount of Measure X funds spent on the project: \$924.55 of Measure X Bond Proceeds Funds.

Amount of other funds leveraged: None.

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

Before and after photos: The City is in early phases of updating the Active Transportation Plan. No project photos are available this year.

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: \$39,162.80 from Measure X Bond Proceeds Fund and \$174,535.00 from Measure X Special Revenue Fund, for a total of \$213,697.80.

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 provide 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:



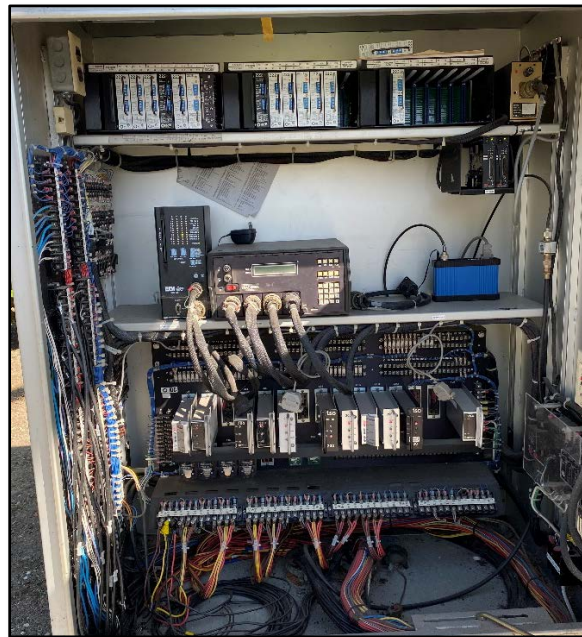
Traffic Signal Operations Monitored from the City's TOC.



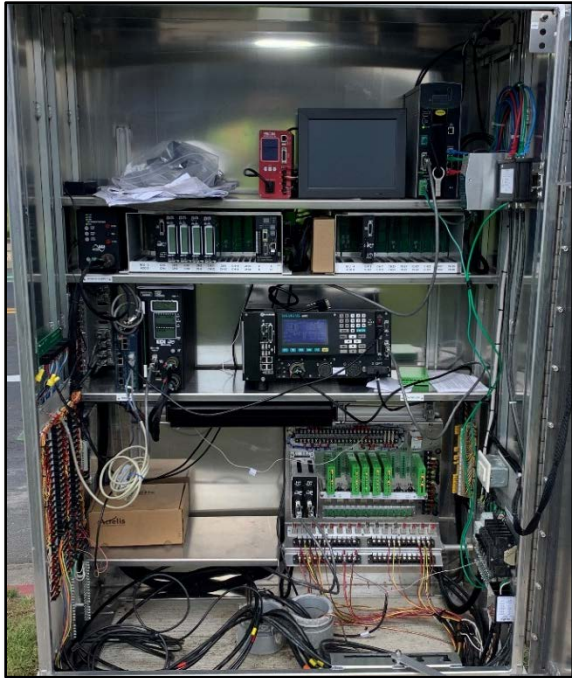
Radio installation at signalized intersections



New Actelis Switch for communication to and from signalized intersections



TS1 Traffic Signal Cabinet



TS2-Type 1 Cabinet



Old 390-Controller



New M60-Controller

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 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 2021-2022 FY includes completion of the Polk St JOC Project (along Polk St from Tyler St to W Laurel Dr and at Tyler St/Rochex Ave) and S Filice St JOC Project (along S Filice St from John St to E Market St). Approximate total of 12,300 SF of sidewalk and 2,000 LF of curb and gutter were repaired and 10 ADA ramps were installed.

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: \$639,797.96 from Measure X Bond Proceeds Fund and \$191,030.10 from Measure X Special Revenue Fund, for a total of \$830,828.06.

Amount of other funds leveraged: \$14,628.62 General Fund, \$16,775.51 Measure G.

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 S Filice St JOC Sidewalk Repair



After photo of S Filice St JOC Sidewalk Repair



Before photo of S Filice St JOC Sidewalk Repair



After photos of S Filice St JOC Sidewalk Repair



Before photo of S Filice St JOC Sidewalk Repair



After photo of S Filice St JOC Sidewalk Repair



Before photo of S Filice St JOC Sidewalk Repair



After photo of S Filice St JOC Sidewalk Repair



Before photo of Polk St JOC Sidewalk Repair



After photo of Polk St JOC Sidewalk Repair



Before photo of Polk St JOC Sidewalk Repair



After photo of Polk St JOC Sidewalk Repair



Before photo of Polk St JOC Sidewalk Repair



After photo of Polk St JOC Sidewalk Repair



Before photo of Polk St JOC Sidewalk Repair



After photo of Polk St JOC Sidewalk Repair



Before photo of Polk St JOC Sidewalk Repair



After photo of Polk St JOC Sidewalk Repair

Project: Street Preventive Maintenance Program, CIP No. 9981

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

Phase: 2021 Chip Seal - Complete

90% Design for 2022-2023 Pavement Maintenance Project (Chip Seal and Slurry Seal)

Amount of Measure X funds spent on the project: \$7,028.93 from Measure X Special Revenue Fund, and \$864,462.21 from Measure X Bond Proceeds Fund for a total of \$871,491.14.

Amount of other funds leveraged: None.

Benefits: Regular maintenance of existing roads extends useful life and provides opportunities for new roadway striping and improvements.

Before and After photos: Before photos are provided below.



Before photo of Abbott Street at Los Palos



After photo of Abbott Street at Los Palos



Before photo of East Bernal Rd.



After photo of East Bernal Rd.



Before photo at East Rossi St.



After photo at East Rossi St.



Before photo of N. Sanborn Rd at Acosta Plaza



After photo of N. Sanborn Rd at Acosta Plaza



Before photo of E Boronda Rd at Mesquite Dr.



After photo of E Boronda Rd at Mesquite Dr.



Before photo of W Blanco Rd.



After photo of W Blanco Rd.



Before photo of Airport Blvd.



After photo of Airport Blvd.

Attachment 1: Independent Audit of Financial Statements

(The City of Salinas' Annual Independent Audit is in progress. We will forward the Report as soon as it is available.)

City of Salinas
Transportation Safety and Investment
Plan (Measure X) Fund

Salinas, California

Financial Statements and
Independent Auditors' Report

For the Year Ended June 30, 2022



City of Salinas
Transportation Safety and Investment Plan (Measure X) Fund
For the Year Ended June 30, 2022

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INDEPENDENT AUDITORS' REPORT



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

Report on the Audit of the Financial Statements

Opinion

We have audited the accompanying financial statements of the City of Salinas' (the "City") Transportation Safety and Investment Plan ("Measure X") Fund ("Measure X Fund"), which comprise the balance sheet as of June 30, 2022, and the related statement of revenues, expenditures, and changes in fund balance for the year then ended, and the related notes to the financial statements, as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Measure X Fund as of June 30, 2022, and the changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

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. Our responsibilities under those standards are further described in the Auditors' Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Measure X Fund, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

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, as of June 30, 2022, the changes in its financial position, or, where applicable, its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for 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.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Measure X Fund's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit 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 Measure X Fund's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Measure X Fund's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the budgetary comparison information be presented to supplement the basic financial statements. Such information is the responsibility of management and, 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 auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, 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.

To the Honorable Mayor and Members of City Council
of the City of Salinas
Salinas, California
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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 financial statements in an appropriate operational, economic, or historical context. Our opinions on the basic financial statements are 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 January 30, 2023 on our consideration of the Measure X Fund’s internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the 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 Measure X Fund’s internal control over financial reporting and compliance.

A handwritten signature in black ink that reads "The PwC Group, LLP". The signature is written in a cursive, flowing style.

Santa Ana, California
January 30, 2023

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City of Salinas
Transportation Safety and Investment Plan (Measure X) Fund
Balance Sheet
June 30, 2022

ASSETS

Cash and investments	\$ 9,894,999
Due from Transportation Agency for Monterey County	1,548,757
Interest receivable	<u>15,764</u>
Total assets	<u><u>\$ 11,459,520</u></u>

LIABILITIES AND FUND BALANCE

Liabilities:

Due to other City's funds	<u>\$ 272,811</u>
Total liabilities	<u>272,811</u>

Fund Balance:

Restricted	<u>11,186,709</u>
Total liabilities	<u>11,186,709</u>
Total liabilities and fund balance	<u><u>\$ 11,459,520</u></u>

See accompanying notes to the financial statements.

City of Salinas
Transportation Safety and Investment Plan (Measure X) Fund
Statement of Revenues, Expenditures, and Changes in Fund Balance
For the Year Ended June 30, 2022

REVENUES:

Sales tax revenues - Measure X	\$ 5,801,801
Interest income (loss)	(103,082)
Total revenues	<u>5,698,719</u>

EXPENDITURES:

Streets and road maintenance	1,308,011
Debt service:	
Principal	740,000
Interest and fiscal charges	1,600,075
Total expenditures	<u>3,648,086</u>

NET CHANGE IN FUND BALANCE

2,050,633

FUND BALANCE:

Beginning of year	9,136,076
End of year	<u>\$ 11,186,709</u>

See accompanying notes to the financial statements.

City of Salinas
Transportation Safety and Investment Plan (Measure X) Fund
Notes to the Financial Statements
For the Year Ended June 30, 2022

Note 1 – Summary of Significant Accounting Policies

The Transportation Safety and Investment Plan (“Measure X”) Fund (“Measure X Fund”) financial statements of the City of Salinas, California (the “City”) have been prepared in conformity with accounting principles generally accepted in the United States of America (“U.S. GAAP”) applied to governmental agencies. The Governmental Accounting Standards Board (“GASB”) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The following is a summary of the significant accounting policies:

A. Reporting Entity

On November 8, 2016, the voters of Monterey County, pursuant to the provisions of the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 et seq. (the “Act”), approved Measure X (TAMC Ordinance No. 2016-01) on the Monterey County Ballot thereby authorizing Transportation Agency for Monterey County (“TAMC”) to impose and administer the proceeds from a three-eighths cents (\$0.375) retail transaction and use tax (“Measure X”).

The duration of the Measure X sales tax is 30 years from the initial year of collection, which began on April 1, 2017, with said tax terminate/expire on March 31, 2047. The tax proceeds are used to pay for the programs and projects outlined in TAMC’s Transportation Safety Investment Plan.

The City entered into the Master Agreement with TAMC dated June 20, 2017 and receives Measure X funding to fund transportation safety and mobility projects in Monterey County. Expenditures are restricted to street and road improvements, pothole repairs, street and road maintenance, traffic reduction and regional safety, mobility, and walkability.

The financial statements present only the Measure X Fund and do not purport to, and do not present the City’s financial position, changes in financial position or, where applicable, its cash flows. 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 Avenue, Salinas CA 93901.

B. Basis of Accounting

The Measure X Fund is accounted for on a spending or “*current financial resources*” measurement focus and the modified accrual basis of accounting. Accordingly, only current assets and current liabilities are included on the Balance Sheet. The Statement of Revenues, Expenditures and Changes in Fund Balance present increases (revenues and other financing sources) and decreases (expenditures and other financing uses) in fund balance. Under the modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period.

Revenues are recognized as soon as they are both “*measurable*” and “*available*”. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For these purposes, the City considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. The primary revenue sources, which have been treated as susceptible to accrual by the City, are Measure X sales tax revenues, and interest revenue. Expenditures are recorded in the accounting period in which the related fund liability is incurred.

The City accounts for the Measure X Fund using a Special Revenue Fund to track and record the revenues and expenditures related to this ordinance.

City of Salinas
Transportation Safety and Investment Plan (Measure X) Fund
Notes to the Financial Statements (Continued)
For the Year Ended June 30, 2022

Note 1 – Summary of Significant Accounting Policies (Continued)

C. Cash and Investments

The Measure X Fund's cash balance was pooled with various other City funds for deposit and investment purposes. The share of each fund in the pooled cash account was separately maintained and interest income was apportioned to the participating funds based on the relationship of their average quarter-end cash balances to the total of the pooled cash and investments.

D. Classification of Fund Balance

All fund balance in the Measure X Fund is restricted.

Restricted – Restricted fund balances encompass the portion of net fund resources subject to externally enforceable legal restrictions. This includes externally imposed restrictions by creditors, such as through debt covenants, grantors, contributors, laws or regulations of other governments, as well as restrictions imposed by law through constitutional provisions or enabling legislation.

E. Use of Estimates

The preparation of the financial statements in conformity with U.S. GAAP requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

Note 2 – Cash and Investments

The Measure X Fund's cash and investments are pooled with the City in the amount of \$9,894,999. Each fund's share of the pooled cash account is separately accounted for, and investment income is allocated to all participating funds based on the relationship of their month-end cash balances to the total of the pooled cash and investments. Information regarding the authorized types of deposits and investments, the type of risks (i.e. credit, interest rate, custodial, etc.) and other disclosures associated with the Fund's pooled cash and investments is included in the City's basic financial statements, which are available at 200 Lincoln Avenue, Salinas CA 93901, or on the City's website.

Note 3 – Commitments and Contingencies

The Measure X Fund is subject to litigation arising in the normal course of business. In the opinion of legal counsel there is no pending litigation, which is likely to have a material adverse effect on the financial position of the Fund.

Note 4 – Risk Management

The Measure X Fund is covered under the City's insurance policies. Therefore, the limitations and self-insured retentions applicable to the City also apply to the Measure X Fund. Additional information on coverage and self-insured retentions can be obtained by contacting the City.

City of Salinas
Transportation Safety and Investment Plan (Measure X) Fund
Notes to the Financial Statements (Continued)
For the Year Ended June 30, 2022

Note 5 – Measure X Bond

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

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

As of June 30, 2022, the outstanding balance was \$37,500,000. For the year ended June 30, 2022, principal and interest payments were \$740,000 and \$1,600,075, respectively.

Annual debt service schedule is as follows:

Year Ended June 30,	Principal	Interest	Total
2023	\$ 750,000	\$ 69,240,000	\$ 1,448,081
2024	800,000	67,640,000	2,331,925
2025	850,000	65,940,000	2,334,125
2026	890,000	64,160,000	2,335,125
2027	925,000	62,310,000	2,311,575
2028-2032	5,285,000	280,860,000	11,632,125
2033-2037	6,710,000	219,740,000	11,610,375
2038-2042	8,565,000	141,890,000	11,567,750
2043-2047	10,595,000	43,850,000	9,236,525
Total	<u>\$ 37,500,000</u>	<u>\$ 28,840,294</u>	<u>\$ 66,340,294</u>

City of Salinas
Transportation Safety and Investment Plan (Measure X) Fund
Notes to the Financial Statements (Continued)
For the Year Ended June 30, 2022

Note 6 – Maintenance of Effort

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

Fiscal Year Ended June 30.	
2010	\$ 2,566,632
2011	2,012,218
2012	<u>2,022,712</u>
Total	<u>\$ 6,601,562</u>
Three year average	\$ 2,200,521
2016-2017	\$ 4,429,476
2022 - Indexed for Inflation	\$ 4,640,297
Current Year Eligible Expenditures	\$ 6,590,652

Total expenditures from the general fund for street and highway purposes for the fiscal year ended June 30, 2022 was \$6,590,652. The City was in compliance with the Maintenance of Effort requirement of the Measure X Master Programs Funding Agreement between the City and TAMC.

REQUIRED SUPPLEMENTARY INFORMATION

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City of Salinas
Transportation Safety and Investment Plan (Measure X) Fund
Statement of Revenues, Expenditures, and Changes in Fund Balance - Budget and Actual
For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES:				
Sales tax revenues - Measure X	\$ 3,600,000	\$ 3,600,000	\$ 5,801,801	\$ 2,201,801
Interest income (loss)	30,000	30,000	(103,082)	(133,082)
Total revenues	3,630,000	3,630,000	5,698,719	2,068,719
EXPENDITURES:				
Streets and road maintenance	2,291,000	8,650,853	1,308,011	7,342,842
Debt service:				
Principal	740,000	740,000	740,000	-
Interest and fiscal charges	1,600,200	1,600,200	1,600,075	125
Total expenditures	4,631,200	10,991,053	3,648,086	7,342,967
NET CHANGE IN FUND BALANCE	\$ (1,001,200)	\$ (7,361,053)	2,050,633	\$ (5,274,248)
FUND BALANCE:				
Beginning of year			9,136,076	
End of year			\$ 11,186,709	

See accompanying notes to the financial statements.

City of Salinas
Transportation Safety and Investment Plan (Measure X) Fund
Required Supplementary Information
For the Year Ended June 30, 2022

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 2021-22 Annual Operating Budgets on June 8, 2021, which includes the budget for the Transportation Safety and Investment Plan (“Measure X”) Fund. The capital project budget is updated annually.

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

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

The City does not distinguish between Basis of Budgetary and Basis of Accounting. The principles set forth as the Basis of Accounting are observed in the budgeting process. Only revenues and expenditures anticipated during the fiscal year are 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 AUDITORS' REPORT ON COMPLIANCE WITH TAMC ORDINANCE
NO. 2019-01 TRANSPORTATION SAFETY INVESTMENT PLAN (MEASURE X) FUND
AND ON INTERNAL CONTROL OVER COMPLIANCE**

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

**Report on Compliance with TAMC Ordinance No. 2019-01 Transportation Safety Investment Plan Fund
(Measure X Program)**

Opinion on Measure X Program

We have audited the City of Salinas, California's (the "City") compliance with the types of compliance requirements as described in the Transportation Agency's for Monterey County's (the "TAMC") Ordinance No. 2019-01 and the Measure X Master Programs Funding Agreement between TAMC and the City (the "Agreement") for the year ended June 30, 2022.

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 Program for the year ended June 30, 2022.

Basis for Opinion on Measure X Program

We conducted our audit of compliance 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, are further described in the Auditors' Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the Measure X Program. Our audit does not provide a legal determination of the City's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the City's Measure X Program.

Auditors' Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the City's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with auditing standards in the United States of America and *Government Auditing Standards* will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the City's compliance with the requirements of the Measure X Program as a whole.

In performing an audit in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the City's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the City's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Measure X Program, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on 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 requirement of the Measure X Program 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 material noncompliance with a type of compliance requirement of a federal program 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 with a type of compliance requirement of the Measure X Program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

To the Honorable Mayor and Members of City Council
of the City of Salinas
Salinas, California
Page 3

Our consideration of internal control over compliance was for the limited purpose described in the Auditors' Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

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 requirements of the Measure X Program. Accordingly, this report is not suitable for any other purpose.

The PwC Group, LLP

Santa Ana, California
January 30, 2023

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

To the Honorable Mayor and Members of City Council
of the 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 Transportation Safety and Investment Plan Account (“Measure X”) Fund (“Measure X Fund”) of the City of Salinas, California, as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the Measure X Fund’s financial statements, and have issued our report thereon dated January 30, 2023.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered Measure X Fund’s internal control over financial reporting (internal control) as a basis for designing 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 Measure X Fund’s internal control. Accordingly, we do not express an opinion on the effectiveness of Measure X Fund’s internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements, on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Measure X Fund’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 or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether Measure X Fund’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 statements. 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*.

To the Honorable Mayor and Members of City Council
of the City of Salinas
Salinas, California
Page 2

Purpose of This Report

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

The PwC Group, LLP

Santa Ana, California
January 30, 2023

Attachment 2: Five Year Capital Improvement Program

The Adopted Capital Improvement Budget for FY 2021-2022 and the Adopted Capital Improvement Program for FY 2022-2027 can be viewed/downloaded at the following link:

https://www.cityofsalinas.org/sites/default/files/departments_files/finance_department_files/fy_21-22_adopted_cip_budget.pdf

Attachment 3: Pavement Management Program Annual Report – Letter

(See attached 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 1, 2022
 To: Todd Muck
 Deputy Executive Director
 Transportation Agency for Monterey County
 55-B Plaza Circle
 Salinas, CA 93901

Re: Pavement Management Program Annual Report Letter

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

The Pavement Management Program utilizes a software system developed by:
 Metropolitan Transportation Commission StreetSaver, current Web App Version

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

- Inventory of all existing pavements under the local agency jurisdiction:
 Centerline miles: **291.23**
 Total lane miles (or equivalent units): **671.26**
 The last update of the inventory was completed on: **June 30, 2022**
- Average Pavement Condition Index (PCI) **51**
- Identification of sections of roadways brought up to acceptable PCI levels for the current year:

StreetID	SectionID	RoadName	CurrentPCI
ABBOTTST	NB040	ABBOTT ST	87
ABBOTTST	NB050	ABBOTT ST	78
ABBOTTST	NB060	ABBOTT ST	85
ABBOTTST	NB070	ABBOTT ST	84
ABBOTTST	NB080	ABBOTT ST	83
ABBOTTST	NB090	ABBOTT ST	79
ABBOTTST	SB020	ABBOTT ST	77
ABBOTTST	SB030	ABBOTT ST	80
ABBOTTST	SB040	ABBOTT ST	80
ABBOTTST	SB050	ABBOTT ST	80
ABBOTTST	SB060	ABBOTT ST	86
ABBOTTST	SB070	ABBOTT ST	77
AIRPORTBLV	020	AIRPORT BLVD	88
CALLECEBU	15	CALLE CEBU	90
EALISALST	080	E ALISAL ST	51
EALISALST	090	E ALISAL ST	63

StreetID	SectionID	RoadName	CurrentPCI
ELISALST	100	E ALISAL ST	75
EBERNALDR	20	E BERNAL DR	82
EBERNALDR	30	E BERNAL DR	83
EBORONDARD	100	E BORONDA RD	80
EBORONDARD	110	E BORONDA RD	92
ELAKEST	15	E LAKE ST	65
EROMIELN	010	E ROMIE LN	66
EROMIELN	020	E ROMIE LN	61
EROSSIST	15	E ROSSI ST	77
NSANBORNRD	40	N SANBORN RD	79
NSANBORNRD	50	N SANBORN RD	89
ROYDIAZST	010	ROY DIAZ ST	92
SANTA CLARA	10	SANTA CLARA AVE	84
WBERNALDR	15	W BERNAL DR	65
WBLANCORD	EB010	W BLANCO RD	83
WBLANCORD	EB020	W BLANCO RD	83
WBLANCORD	EB030	W BLANCO RD	85
WBLANCORD	EB040	W BLANCO RD	85
WBLANCORD	WB010	W BLANCO RD	90
WBLANCORD	WB020	W BLANCO RD	81
WBLANCORD	WB030	W BLANCO RD	81
WBLANCORD	WB040	W BLANCO RD	81
WMENKEST	10	W MENKE ST	62
BARDINRD		BARDIN RD	100*

*Bardin Road is an assumed PCI at this time. It is a new roadway alignment, and has not yet been entered/included in the PMP System as of June 30, 2022 (current reporting period). The roadway paving work was completed after June 30, 2022, and will be added to the PMP System for next year's reporting, but Measure X Funds have already been partially spent and encumbered for this reporting period. The total amount of Measure X funds spent for this current reporting period includes progress payments spent on the Bardin Road Safe Route to School Project.

- Amount spent to rehabilitate or replace deficient sections for the current year: **\$3,222,042.21.**

The City hired Pavement Engineering Inc. to assist the City in updating the pavement information for all roads including inspections on all centerline miles of city-maintained roadways. Field inspections were completed in November 2020. The 2020 Pavement Management System Update Final Report dated March 4, 2021, may be viewed and/or downloaded at https://www.cityofsalinas.org/sites/default/files/departments_files/public_works_files/pms_final_report.2020.pdf. You may direct any questions regarding the system to Josie Lantaca, Assistant Engineer, at (831)758-7185.

Sincerely,



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



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 1, 2022
 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

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ABBOTTST	NB050	ABBOTT ST	78
ABBOTTST	NB060	ABBOTT ST	85
ABBOTTST	NB070	ABBOTT ST	84
ABBOTTST	NB080	ABBOTT ST	83
ABBOTTST	NB090	ABBOTT ST	79
ABBOTTST	SB020	ABBOTT ST	77
ABBOTTST	SB030	ABBOTT ST	80
ABBOTTST	SB040	ABBOTT ST	80
ABBOTTST	SB050	ABBOTT ST	80
ABBOTTST	SB060	ABBOTT ST	86
ABBOTTST	SB070	ABBOTT ST	77
AIRPORTBLV	020	AIRPORT BLVD	88
CALLECEBU	15	CALLE CEBU	90
EALISALST	080	E ALISAL ST	51
EALISALST	090	E ALISAL ST	63

StreetID	SectionID	RoadName	CurrentPCI
ELISALST	100	E ALISAL ST	75
EBERNALDR	20	E BERNAL DR	82
EBERNALDR	30	E BERNAL DR	83
EBORONDARD	100	E BORONDA RD	80
EBORONDARD	110	E BORONDA RD	92
ELAKEST	15	E LAKE ST	65
EROMIELN	010	E ROMIE LN	66
EROMIELN	020	E ROMIE LN	61
EROSSIST	15	E ROSSI ST	77
NSANBORNRD	40	N SANBORN RD	79
NSANBORNRD	50	N SANBORN RD	89
ROYDIAZST	010	ROY DIAZ ST	92
SANTA CLARA	10	SANTA CLARA AVE	84
WBERNALDR	15	W BERNAL DR	65
WBLANCORD	EB010	W BLANCO RD	83
WBLANCORD	EB020	W BLANCO RD	83
WBLANCORD	EB030	W BLANCO RD	85
WBLANCORD	EB040	W BLANCO RD	85
WBLANCORD	WB010	W BLANCO RD	90
WBLANCORD	WB020	W BLANCO RD	81
WBLANCORD	WB030	W BLANCO RD	81
WBLANCORD	WB040	W BLANCO RD	81
WMENKEST	10	W MENKE ST	62
BARDINRD		BARDIN RD	100*

*Bardin Road is an assumed PCI at this time. It is a new roadway alignment, and has not yet been entered/included in the PMP System as of June 30, 2022 (current reporting period). The roadway paving work was completed after June 30, 2022, and will be added to the PMP System for next year's reporting, but Measure X Funds have already been partially spent and encumbered for this reporting period. The total amount of Measure X funds spent for this current reporting period includes progress payments spent on the Bardin Road Safe Route to School Project.

- Amount spent to rehabilitate or replace deficient sections for the current year: **\$3,222,042.21.**

The City hired Pavement Engineering Inc. to assist the City in updating the pavement information for all roads including inspections on all centerline miles of city-maintained roadways. Field inspections were completed in November 2020. The 2020 Pavement Management System Update Final Report dated March 4, 2021, may be viewed and/or downloaded at https://www.cityofsalinas.org/sites/default/files/departments_files/public_works_files/pms_final_report.2020.pdf. You may direct any questions regarding the system to Josie Lantaca, Assistant Engineer, at (831)758-7185.

Sincerely,



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