

City of Carmel-by-the-Sea

POST OFFICE BOX CC
CARMEL-BY-THE-SEA, CA 93921
(831) 620-2000

December 23, 2021

Transportation Agency for Monterey County (TAMC)
Attn: Todd Muck, Executive Director
55-B Plaza Circle
Salinas, CA 93901-2902

Dear Mr. Muck, 

Enclosed please find the Measure X Annual Program Compliance Report for Fiscal Year 2020-2021 for the City of Carmel-by-the-Sea. We appreciate TAMC's leadership in placing this sales tax measure before the voters and the organization's overall support of local governments' transportation needs.

Please contact the City's Public Works Director Robert Harary at 831-620-2021 or rharary@ci.carmel.ca.us or the City's Acting Budget Director Robin Scattini at 831-620-2019 or rscattini@ci.carmel.ca.us if TAMC staff should have any questions or need additional information.

Sincerely,



Chip Rerig
City Administrator

CITY OF CARMEL-BY-THE-SEA ANNUAL PROGRAM COMPLIANCE REPORT

Measure X Funding for Fiscal Year 2020-2021

The City of Carmel-by-the-Sea previously utilized Measure X funds toward costs incurred for the engineering and design phases of the "Fiscal Year 2020/2021 Citywide Paving Rehabilitation Project". Timing wise, the next phase of the project, developing bid specifications, coincided with the emergency of the coronavirus pandemic in the spring of 2020 resulting in the postponement of the project. In anticipation of significantly diminished revenues compared to prior years due to COVID-19, the City curtailed spending on capital projects, including its annual paving program. The pavement project remained on hold and, as illustrated in the table below, the City did not expend any Measure X funds in fiscal year 2020-2021.

REVENUES	
Carryover from Previous Year	36,452.37
Measure X Revenues	200,840.83
Earning on Interest	415.92
TOTAL REVENUES:	237,709.12
EXPENDITURES	
TOTAL EXPENDITURES:	0.00
FUND BALANCE, END OF PERIOD:	237,709.12

During fiscal year 2020-2021, City staff focused on performing in-house street, sidewalk and drainage maintenance activities. The City spent \$494,000 toward its maintenance of effort of \$584,000 on staffing costs, materials and supplies for maintenance activities as well as the final payment for storm drain improvements that commenced in the prior fiscal year. Moving forward, the Fiscal Year 2021-2022 Adopted Budget and Capital Improvement Program includes the use of Measure X fund balance. The City has already incurred costs in July 2020 to update technical specifications and bid documents for both the paving and sidewalk components of the project and expects to utilize Measure X funds in fiscal year 2021-2022.

Project Title: Fiscal Year 2020/2021 Citywide Paving Rehabilitation Project

Project Description: The project includes applying either a Type II micro surface treatment or a 2 to 2-1/2-inch asphalt pavement overlay to the selected street segments identified below.

TYPE II MICRO SURFACE TREATMENT	2" ASPHALT PAVEMENT OVERLAY
Junipero Street. between 4 th Ave. and Ocean Ave.	Junipero Street between 3 rd Ave. and 4 th Ave. Junipero Street between 5 th Ave. and 6 th Ave. (northbound lanes)
San Carlos Street between 8 th Ave. and 13 th Ave.	5 th Ave. between Junipero Street and Torres Street
	Camino Del Monte between 2 nd Ave. and Junipero Street
	San Antonio Ave. between 4 th Ave. and Ocean Ave.
	San Antonio Ave. between Ocean Ave. and 8 th Ave.
	Santa Fe St. between 5 th Ave. and 6 th Ave.
	Torres St. between 2 nd Ave. and 4 th Ave.

The surface treatment scope of work includes the removal and repair of failed pavement areas, application of a micro surfacing treatment, and restoration of traffic striping and pavement markings along the street segments. This also includes the installation of ADA-compliant ramps as indicated on the plans. The asphalt concrete pavement overlay scope of work includes removal and repair of failed pavement areas; milling of existing pavement where required; paving 2" to 2-1/2" of asphalt concrete overlay, and restoring berms, drainage facilities, traffic striping, and pavement markings along the street segments. The City's 2018 Pavement Management Program Report identifies the street selections, where limited funds can provide the most benefit in extending the life of the pavement.

Sidewalk improvements consist of removal and replacement of asphalt and concrete paver sidewalk segments, installation of new permeable pavers, blocking out tree wells, installing 3-inch curb outlet pipes, and adjusting existing utility boxes. Locations include Mission Street between 4th Ave. and 5th Ave. and 5th Ave. and 6th Ave.; Dolores Street between 5th Ave. and 6th Ave. and San Carlos Street between 3rd Ave. and 4th Ave. Improvements eliminate potential trip hazards and correct drainage issues due to the improper grade of existing sidewalks.

In addition, this Project includes planning and design to install signage and markings for a shared bike lane along San Carlos Street from 8th to 13th Avenues. This will be the City's first official bike route and a launching platform for a number of interconnecting bike routes.

Project Benefits:

This Project will remove and replace areas of failed or heavily deteriorated asphalt pavement on 10 street segments, including collector streets and on several residential streets utilizing cost effective treatments recommended by the pavement management system. In addition, this Project includes signage and pavement markings along the Truck/Bus route on San Carlos Street, between 8th and 13th Avenues. This road segment is marked in the City's Circulation Element of the General Plan, and is ideally located in the center of the City, passing alongside the Sunset Cultural Center. This central "hub" location will allow for the extension of bike routes in multiple directions in the future. In fact, this segment of bike route is part of the newly designated USBR 95, ultimately extending the full coast from the Mexican to Canadian borders.

ATTACHMENT 1: Independent Audit of Financial Statements for Measure X Funds, Prior Fiscal Year
ATTACHMENT 2: Five-Year Capital Improvement Program
ATTACHMENT 3: Pavement Management Program Report

ATTACHMENT 1: Independent Audit of Financial Statements for Measure X Funds,
Prior Fiscal Year

CITY OF CARMEL-BY-THE-SEA
TRANSPORTATION SAFETY AND
INVESTMENT PLAN ACCOUNT FUND

WITH INDEPENDENT
AUDITORS' REPORT

JUNE 30, 2021

* * *



Chavan & Associates, LLP
Certified Public Accountants
15105 Concord Circle, Suite 130
Morgan Hill, California 95037

CITY OF CARMEL-BY-THE-SEA
Transportation Safety and Investment Plan Account Fund
June 30, 2021

Table of Contents

	<u>Page No.</u>
FINANCIAL SECTION:	
Independent Auditors' Report.....	1 - 2
Financial Statements:	
Balance Sheet.....	3
Statement of Revenue, Expenditures and Changes in Fund Balance	4
Notes to the Financial Statements.....	5 - 6
SUPPLEMENTARY INFORMATION:	
Statement of Revenues, Expenditures, and Changes in Fund Balance – Budget and Actual.....	8
OTHER INDEPENDENT AUDITORS' REPORT:	
Independent Auditors' on Internal Control over Financial Reporting and on Compliance with TAMC Ordinance No. 2016-01 – Transportation Safety and Investment Plan Fund and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	10 - 11

FINANCIAL SECTION



INDEPENDENT AUDITORS' REPORT

City Council
City of Carmel-by-the-Sea
Carmel-by-the-Sea, California

Report on the Financial Statements

We have audited the accompanying financial statements of the City of Carmel-By-The-Sea Transportation Safety and Investment Plan Account Fund, as of and for the fiscal year ended June 30, 2021, and the related notes to the financial statements, as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

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

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the City's Transportation Safety and Investment Plan Account Fund, as of June 30, 2021, and the changes in financial position thereof for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America.



Emphasis of Matter

As discussed in Note 1, the financial statements present only the Transportation Safety and Investment Plan Account Fund and do not purport to, and do not, present fairly the financial position of the City of Carmel-By-The-Sea, as of June 30, 2021, the changes in its financial position, or, where applicable, its cash flows for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Other Matters

Other Information

Our audit was conducted for the purpose of forming an opinion on the Transportation Safety and Investment Plan Account Fund financial statements that collectively comprise the City of Carmel-By-The-Sea Transportation Safety and Investment Plan Account Fund financial statements. The accompanying supplemental information – Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget and Actual on page 8 is presented for purposes of additional analysis and is not a required part of the basic financial statements. The supplemental schedule is the responsibility of management and was derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the City’s Transportation Safety and Investment Plan Account Fund financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplemental schedule – Schedule of Revenues, Expenditures and Changes in Fund Balance – Budget and Actual is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 21, 2021, on our consideration of the City of Carmel-By-The-Sea Traffic Safety and Investment Plan Account Fund’s internal control over financial reporting and on our tests of its compliance with the requirements described in the TAMC’s Ordinance No. 2016-01 and in the Agreement between TAMC and the City and other matters for the fiscal year ended June 30, 2021. The purpose of that report is solely to report our opinion on compliance and to describe the scope of our testing of internal control over financial reporting and the results of that testing, and not to provide an opinion on the effectiveness of the City of Carmel-By-The-Sea Traffic Safety and Investment Plan Account Fund’s internal control over financial reporting. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City of Carmel-By-The-Sea Traffic Safety and Investment Plan Account Fund’s compliance.

C & A LLP

December 21, 2021
Morgan Hill, California

City of Carmel-by-the-Sea
Transportation Safety and Investment Plan Accounting Fund
Balance Sheet
June 30, 2021

ASSETS	
Cash and investments	\$ 237,709
Total Assets	<u>\$ 237,709</u>
FUND BALANCE	
Restricted	\$ 237,709
Total Fund Balance	<u>\$ 237,709</u>

The accompanying notes are an integral part of these financial statements

City of Carmel-by-the-Sea
Transportation Safety and Investment Plan Accounting Fund
Statement of Revenues, Expenditures
and Changes in Fund Balance
June 30, 2021

REVENUES

Transportation Safety and Investment Plan Account revenue	\$ 200,841
Use of money and property	416
Total Revenues	<u>201,257</u>

EXPENDITURES

Streets and roads maintenance	-
Total Expenditures	<u>-</u>

Net Change in Fund Balance	201,257
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Fund Balance Beginning	<u>36,452</u>
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Fund Balance Ending	<u>\$ 237,709</u>
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The accompanying notes are an integral part of these financial statements

City of Carmel-by-the-Sea
Transportation Safety and Investment Plan Account Fund
Notes to the Financial Statements
For the Fiscal Year Ended June 30, 2021

NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES

Basis of Accounting

The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. The Transportation Safety and Investment Plan Account Fund of the City of Carmel-By-The-Sea (the City) is a governmental fund type. Governmental funds are accounted for using a current financial resources measurement focus. The application of this measurement focus provides that, in general, only current assets and current liabilities are present on the balance sheet. Operating statements of these funds present revenues and expenditures.

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

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

Reporting Entity

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

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

The financial statements present only the Transportation Safety and Investment Plan Account Fund and do not purport to, and do not present, the City's financial position and changes in financial position. The City's basic financial statements are available from the Finance Department at City's address and website.

NOTE 2 – CASH DEPOSITS

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

City of Carmel-by-the-Sea
Transportation Safety and Investment Plan Account Fund
Notes to the Financial Statements
For the Fiscal Year Ended June 30, 2021

NOTE 3 – MAINTENANCE OF EFFORT

The Measure X Master Programs Funding Agreement between the City and the Transportation Agency for Monterey County, as amended, requires 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 2009-10, 2010-11, and 2011-12 fiscal years, but not less than what was expended in 2016-17 (when Measure X passed), as reported to the Controller pursuant to Streets and Highways Code section 2151 (“Maintenance of Effort”). This baseline amount will be indexed annually to the Engineering News Record construction index.

The following eligible expenditures were made:

Fiscal year ended June 30:	
2010	\$ 482,699
2011	870,129
2012	<u>318,316</u>
Total	<u>\$ 1,671,144</u>
Three-year average	\$ 557,048
Fiscal year ended June 30, 2017	\$ 175,508
Maintenance of effort baseline	\$ 557,048
Engineering News Record construction index FY 2019/20	1.37%
Engineering News Record construction index FY 2020/21	<u>1.27%</u>
Index-adjusted maintenance of effort requirement	<u>\$ 571,815</u>
Current year eligible expenditures	\$ 518,030
Compliant (Yes or No)	N/A

Total expenditures from the general fund for street and highway purposes for the fiscal year ended June 30, 2021 was \$518,030. The City was not in compliance with the Maintenance of Effort requirement of the Measure X Master Programs Funding Agreement between the City of Carmel-by-the-Sea and the Transportation Agency for Monterey County. While the City's current year local resources spent did not meet the minimum amount required by Measure X, the City was exempt from the MOE requirement since it did not spend any Measure X funds during the fiscal year. Therefore, the Measure X funds received were not used to supplant any local resources.

**SUPPLEMENTARY
INFORMATION**

City of Carmel-by-the-Sea
Transportation Safety and Investment Plan Account Fund
Statement of Revenues, Expenditures, and
Changes in Fund Balance
Budget and Actual (GAAP Basis)
For the Fiscal Year Ended June 30, 2021

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	Variance with Final Budget
	<u>Original</u>	<u>Final</u>		<u>Positive (Negative)</u>
REVENUES				
Transportation Safety and Investment Plan Account revenue	\$ (183,000)	\$ (183,000)	\$ 200,841	\$ 383,841
Use of money and property	-	-	416	416
Total Revenues	<u>(183,000)</u>	<u>(183,000)</u>	<u>201,257</u>	<u>384,257</u>
EXPENDITURES				
Current:				
Streets and roads maintenance	-	-	-	-
Total Expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Net Change in Fund Balance	(183,000)	(183,000)	201,257	384,257
Fund Balance Beginning	36,452	36,452	36,452	-
Fund Balance Ending	<u>\$ (146,548)</u>	<u>\$ (146,548)</u>	<u>\$ 237,709</u>	<u>\$ 384,257</u>

The City employs budget control by object codes and by individual appropriation accounts. Budgets are prepared on the modified accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America as prescribed by the Governmental Accounting Standards Board. The budgets are revised during the year by the City Council to provide for revised priorities. Expenditures cannot legally exceed appropriations by major object code. The originally adopted and final revised budgets for the Measure X Special Revenue Fund are presented as Required Supplementary Information. The basis of budgeting is the same as GAAP.

**OTHER INDEPENDENT
AUDITORS REPORT**



INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE WITH TAMC ORDINANCE NO. 2016-01 TRANSPORTATION SAFETY AND INVESTMENT PLAN FUND AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS

City Council
City of Carmel-by-the-Sea
Carmel-by-the-Sea, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the City of Carmel-By-The-Sea Transportation Safety and Investment Plan Account Fund (the City's Measure X Fund), as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the City of Carmel-By-The-Sea Transportation Safety and Investment Plan Account Fund's financial statements, and have issued our report thereon dated December 21, 2021.

We have also audited the City's compliance with the types of compliance requirements described in the Transportation Agency's for Monterey County's (TAMC) Ordinance No. 2016-01 and the Measure X Master Programs Funding Agreement (the Agreement) between TAMC and the City, applicable for the fiscal year ended June 30, 2021.

Management's Responsibility

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

Auditor's Responsibility

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



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

Opinion on Compliance with the Transportation Safety and Investment Plan Account Fund

In our opinion, the funds allocated to and received by the City's Transportation Safety and Investment Plan Account Fund, complied, in all material respects, with the compliance requirements referred to above that are applicable in accordance to the compliance requirements described in the Transportation Agency for Monterey County's (TAMC) Ordinance No. 2016-01 and in the Measure X Master Programs Funding Agreement between TAMC and the City for the fiscal year ended June 30, 2021.

Internal Control over Financial Reporting

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

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

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

Purpose of this Report

The purpose of that report is solely to report our opinion on compliance and to describe the scope of our testing of internal control over financial reporting and the results of that testing, and not to provide an opinion on the effectiveness of the City of Carmel-By-The-Sea Measure X Fund's internal control over financial reporting. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control and compliance. This report is intended solely for the information and use of City Council, management of the Transportation Agency for Monterey County and for filing with the appropriate regulatory agencies and is not intended to be and should not be used by anyone other than these specified parties.

December 21, 2021
Morgan Hill, California

ATTACHMENT 2: Five-Year Capital Improvement Program

City of Carmel-by-the-Sea
Five-Year Capital Improvement Plan - Measure X Funding
For Fiscal Years 2021/22 Through 2025/26

Category	Year 1 FY 2021/22	Year 1 Estimate	Year 2 FY 2022/23	Year 2 Estimate	Year 3 FY 2023/24	Year 3 Estimate	Year 4 FY 2024/25	Year 4 Estimate	Year 5 FY 2025/26	Year 5 Estimate
Drainage	Design Pipes & MH, D & F rated (GF)	\$100	Spot Repairs D & F-rated Pipes (GF)	\$500	Junipero (7th-9th) Bypass Pipe (GF)	\$500	Spot repairs (GF)	\$350	4th Avenue CDS (GF)	\$150
									Rio Box Culvert Design (GF)	\$100
	Subtotal	\$100		\$500		\$500		\$350		\$250
Streets/Sidewalks	Pavement Overlay/Micro Surfacing (GF)	\$145	Concrete Street Repairs (GF)	\$450	Resurface parking areas (GF)	\$250	Pavement - Reconstruction (GF)	\$450	Pavement-Slurry (GF)	\$525
	San Carlos Bike Route (GF)	\$21	Concrete: RMRA, HUTA	\$290	Pavement Overlay/Slurry (GF)	\$300			Pavement Survey Update- Measure X	\$25
	Pavement: RMRA, HUTA	\$307	Concrete Street- Measure X	\$240	Pavement: RMRA, HUTA	\$200	Reconstruction: RMRA, HUTA	\$200	Slurry: RMRA, HUTA	\$200
	Pavement: Measure X	\$319	Pavement Survey Update- Measure X	\$25	Pavement-Measure X	\$175	Pavement-Measure X	\$175	Pavement-Measure X	\$150
	Pavement: Street Maintenance (GF)	\$229							Pavement Survey Update- Measure X	\$25
	San Carlos Medians (GF)	\$34								
	Sidewalks (GF)	\$121	Sidewalk Repair (GF)	\$150			Sidewalk Repair (GF)	\$150		
	Sidewalks: Other	\$15								
	Subtotal	\$1,191		\$1,155		\$925		\$975		\$925
Pathways/Bikepaths	Scenic Pathways Barrier Rails (GF)	\$50	Bicycle Facilities- Measure X	\$25	Bicycle Facilities- Measure X	\$25	Bicycle Facilities- Measure X	\$25	Bicycle Facilities- Measure X	\$25
Grand Totals		\$1,241		\$1,680		\$1,450		\$1,350		\$1,200
City General Fund (GF)		\$600		\$1,100		\$1,050		\$950		\$775
Funding by Others		\$322		\$290		\$200		\$200		\$200
Measure X Funding		\$319		\$290		\$200		\$200		\$200

*All costs X 1,000

ATTACHMENT 3: Pavement Management Program Report

City of Carmel-by-the-Sea

POST OFFICE BOX CC
CARMEL-BY-THE-SEA, CA 93921
(831) 620-2000

December 9, 2021

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

Re: Pavement Management Program Annual Report Letter

Dear Todd,

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

The Pavement Management Program (PMP) utilizes a software system developed by the Metropolitan Transportation Commission known as "StreetSaver." The PMP system and field data was updated by Nichols Consulting Engineers in 2018, continues to be maintained by Public Works Superintendent Rob Culver, and contains, at a minimum, the following elements:

- Inventory of all existing pavements under the local agency jurisdiction:
 - Centerline miles: 27
 - Total lane miles : 54.6
 - The last update of the inventory was completed on: 8/2018
- Average Pavement Condition Index (PCI) 73
- Identification of roadway classifications brought up to acceptable PCI levels for the current year:
 - Arterial 76
 - Collector 70
 - Residential 72
 - Other 80
- Amount spent to rehabilitate or replace deficient sections for the current year: \$0 This was due to significant staffing shortages resulting from the COVID-19 pandemic.

You may direct any questions regarding the system to the Director of Budgets and Contracts Sharon Friedrichsen at (831) 620-2009, or myself at (831) 620-2021

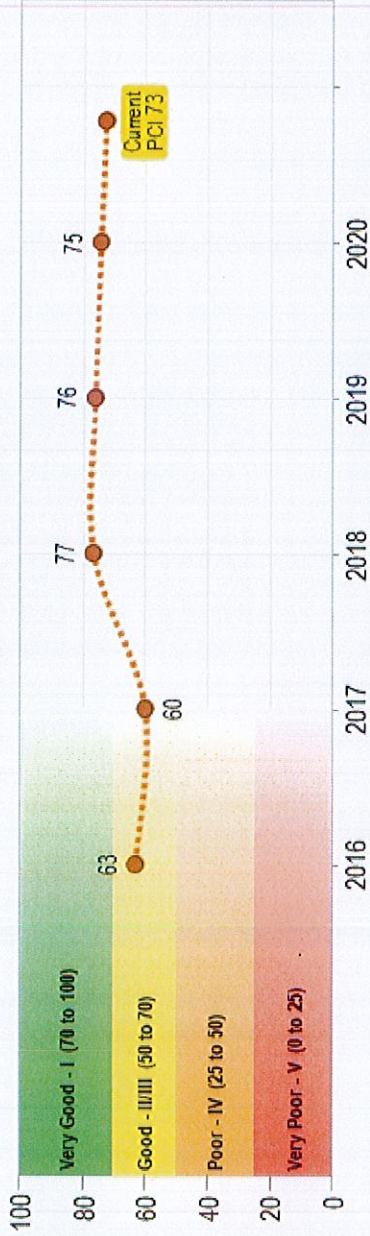
Sincerely,



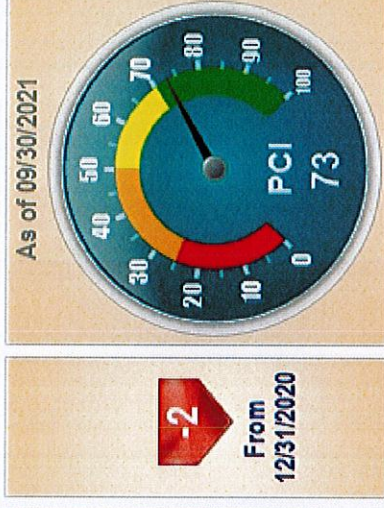
Robert Harary, P.E.
Director of Public Works

cc: Sharon Friedrichsen, Director of Budgets and Contracts
Rob Culver, Public Works Superintendent

*Historical Pavement Condition Trends



*Current PCI



Network Inventory

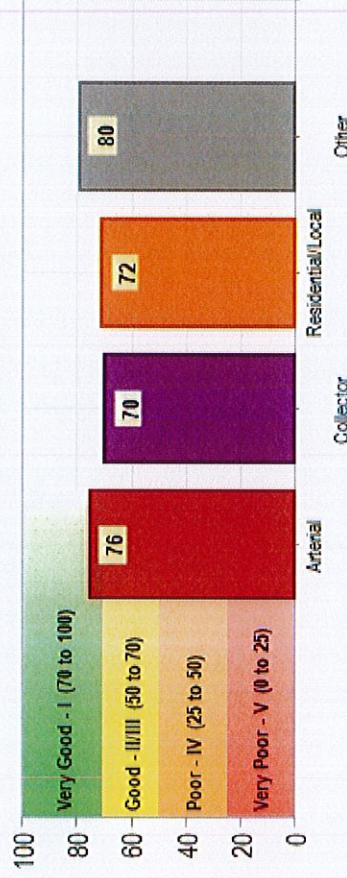
Pavement Area: **0.1**
 (square miles)

Miles: **27.0**

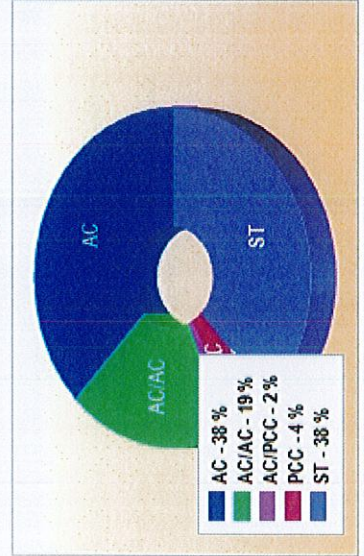
Lane Miles: **54.6**

Sections: **233**

*Current PCI by Functional Class



Surface Type



Historical Network Condition Trends

