



**CITY OF SAND CITY
MONTEREY COUNTY, CALIFORNIA**

**MEASURE X
ANNUAL PROGRAM COMPLIANCE REPORT
FISCAL YEAR 2023/2024**

Prepared: December 30, 2024

ANNUAL PROGRAM COMPLIANCE REPORT

The Annual Program Compliance Report should, at a minimum, describe the efforts of the local jurisdiction to comply with the policies of Measure X over the reporting period. The report should include a narrative of how the jurisdiction spent Measure X funds on local projects including the project title; brief description; discussion of the project benefits; and before and after pictures. A balance sheet should also be included with the report detailing the receipt and expenditure of Measure X funds, as shown in the example below.

Fiscal Year Update

During FY 23/24, the City of Sand City (City) was able to successfully work with the Transportation Agency for Monterey County (TAMC) and the Measure X Citizen's Oversight Committee (XTOC) to approve a modification to its Maintenance of Effort (MOE) requirement.

In December 2023, the City submitted a letter to TAMC requesting a reduction in its MOE requirement to a more reasonable amount of \$200,000, which the City would be able to comply with going forward.

At the February 20, 2024, XTOC meeting, TAMC staff presented the City's request to modify its MOE requirement and requested feedback from committee members. The City Manager and City Engineer were in attendance to answer questions. Committee members requested TAMC staff provide additional information including a draft resolution to modify the City's MOE requirement for consideration at a future meeting.

At the April 16, 2024, XTOC meeting, TAMC staff provided the requested information and recommended that the committee amend Ordinance 2016-01 to revise the MOE requirement for the City. The committee approved TAMC's recommendation and directed TAMC staff to re-evaluate the 2019-23 Sand City information and release past funds that were held from the City.

At the August 28, 2024, the TAMC Board of Directors adopted Ordinance 2024-01 to revise the MOE calculation and authorized the Executive Director to execute Amendment #2 to the Measure X funding agreement with Sand City to make the MOE requirement consistent with the amended ordinance.

As reported previously, the City is banking its share of Measure X funds towards the West End Stormwater Improvement Project on Contra Costa Street (the WESI Project). This year, we have added in Citywide Street Maintenance and Rehabilitation Projects that will maintain and/or rehabilitate street segments based on the City's Pavement Management Program (PMP).

CITY OF SAND CITY – FY 23/24 BALANCE SHEET

REVENUES	
Carryover from Previous Year	\$107,689 ¹
Measure X Revenues	\$0.00
Earning on Interest	\$0.00
TOTAL REVENUES:	\$107,689
EXPENDITURES	
Program Expenditures FY 23/24	\$0.00
TOTAL EXPENDITURES:	\$0.00
FUND BALANCE, END OF PERIOD:	\$107,689

¹ The carryover amount shown is the same as was reported in the FY 22/23 annual program compliance report because the city received its share of Measure X funds that were previously held back in September 2024, which is outside of the FY 23/24 reporting period.

As attachments to the Annual Program Compliance Report, the jurisdiction should include the following additional reports:

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 Letter

ATTACHMENT 1

INDEPENDENT AUDIT OF FINANCIAL STATEMENTS

Note: as described in this report, the City has been banking its share of Measure X revenues towards a future project and did not expend any Measure X funds during Fiscal Year 23/24. As a result, the City's audit will not reflect or include any Measure X spending and a separate audit was not conducted on Measure X funds. Please refer to the attached letter.

ATTACHMENT 2

FIVE YEAR CAPITAL IMPROVEMENT PROGRAM

CITY OF SAND CITY
MEASURE X FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM
FOR FISCAL YEARS 2024 – 2029¹

YEAR 1 – FY 24/25

Project	Description & Phase	Total Cost	Measure X	PCI
West End Stormwater Improvement Project – Contra Costa Street	Description: retrofit of an existing collector street to incorporate Low Impact Development (LID) strategies. Phase: Construction / Implementation	\$300,000 (est.)	\$50,000	59
FY 24/25 Citywide Street Maintenance and Rehabilitation	Description: maintenance and rehabilitation of street sections based on the city's Pavement Management Program (PMP). Phase: Design and Construction	\$250,000 (est.)	\$30,000	<70
Totals:		\$275,000	\$0.00	

YEAR 2 – FY 25/26

Project	Description & Phase	Total Cost	Measure X	PCI
West End Stormwater Improvement Project – Contra Costa Street	Description: retrofit of an existing collector street to incorporate Low Impact Development (LID) strategies. Phase: Construction / Implementation	\$3,300,000 (est.)	\$60,000	100
FY 24/25 Citywide Street Maintenance and Rehabilitation	Description: maintenance and rehabilitation of street sections based on the city's Pavement Management Program (PMP). Phase: Design and Construction	\$250,000 (est.)	\$22,000	<70
Totals:		\$1,375,000	\$0.00	

YEAR 3 – FY 26/27

Project	Description & Phase	Total Cost	Measure X	PCI
FY 24/25 Citywide Street Maintenance and Rehabilitation	Description: maintenance and rehabilitation of street sections based on the city's Pavement Management Program (PMP). Phase: Design and Construction	\$250,000 (est.)	\$15,000	<70
Totals:				

YEAR 4 – FY 27/28

Project	Description & Phase	Total Cost	Measure X	PCI
FY 24/25 Citywide Street Maintenance and Rehabilitation	Description: maintenance and rehabilitation of street sections based on the city's Pavement Management Program (PMP). Phase: Design and Construction	\$250,000 (est.)	\$15,000	<70
Totals:				

YEAR 5 – FY 28/29

Project	Description & Phase	Total Cost	Measure X	PCI
FY 24/25 Citywide Street Maintenance and Rehabilitation	Description: maintenance and rehabilitation of street sections based on the city's Pavement Management Program (PMP). Phase: Design and Construction	\$250,000 (est.)	\$15,000	<70
Totals:				

¹ The CIP presented in this report is based on the city's previously adopted CIP with projected expenditures for Measure X funds. The City is currently updating its CIP for approval by city council in Spring 2025 and this information may change.

DEFINITIONS OF REQUESTED INFORMATION:

1. Project: The title of the project to receive Measure X funding.
2. Description & Phase: A general description of the project and the phase (e.g. Environmental; Design; Right-of-Way; or Construction) that will be funded in the given year.
3. Total Cost: The total cost of the project by the Tasks listed.
4. Measure X: The amount of Measure X funding that will be expended on the project.
5. PCI: The Pavement Condition Index for the roadway, from the local jurisdiction's Pavement Management Program.

ATTACHMENT 3

PAVEMENT MANAGEMENT PROGRAM REPORT LETTER

PAVEMENT MANAGEMENT PROGRAM REQUIREMENTS

The approved ordinance for the Transportation Safety & Investment Plan (Measure X) outlines the requirements for the use of local road maintenance, pothole repair and safety funds. It includes a requirement for each jurisdiction to have a pavement management program. "Each city and the County of Monterey shall develop, or participate in the development of by TAMC, a pavement management program. They shall submit regular reports on the conditions of their streets, to ensure timely repairs and keep the public informed. Development of the pavement management program by TAMC is eligible to be funded out of this program prior to distribution of funds to the cities and the County."

SYSTEM REQUIREMENTS: In order to receive Measure X funds, the cities and the County shall utilize a pavement management program (PMP) and submit regular reports on the conditions of their streets, to ensure timely repairs and keep the public informed. The pavement management program should utilize an approved software-based tool for analyzing pavement conditions and reports findings on rehabilitation/maintenance strategies based on funding levels. The pavement management program used by the jurisdiction must contain, at a minimum, the following features:

- Store the inventory all roadways within a jurisdiction (in a compatible database with other jurisdictions).
- Assess the condition of the roadways (based on seven distresses and three severity levels).
- Provide the current Pavement Condition Index (PCI) for the roadways (as per ASTM D6433)
- Identify all pavement sections needing maintenance, rehabilitation, or replacement.
- Calculate budget needs for maintenance, rehabilitation or replacement of deficient pavement sections (for the current year and the next three years at various overall condition levels).
- Develop maintenance strategies for the most cost effective level of maintenance or repair appropriate at the time of the inspection.
- Generate pavement management program reports (in various formats).

All jurisdictions must implement and maintain an approved Pavement Management Program ("StreetSaver" or equivalent). The "StreetSaver" Pavement Management Program developed by Metropolitan Transportation Commission (MTC) is the most utilized program in the Bay Area and would be an excellent program for this region as well. The use of the "StreetSaver" Pavement Management Program is recommended (but not required) since it would allow good compatibility between local jurisdictions and also provide regional benefits. Jurisdictions may elect to use an alternative pavement management program provided it meets the above listed minimum requirements and receives written approval from TAMC.

The Agency will assist with the development of an overall pavement management implementation plan for this region with the participation and coordination of all the cities and the county. The Agency recommends the development of a regional system to benefit from a coordinated system. The regional system would be developed collaboratively between local jurisdictions. In order to have a regional database, it is recommended that all agencies utilize a common pavement management program. This would allow compilation of information on a

regional basis. It would also create opportunities for interagency coordination and to guide regional transportation investments and planning.

UPDATE REQUIREMENTS: The jurisdictions must complete the following updates:

- Review and update the pavement information for all roads every two years.
- Pavement conditions must be re-inspected every three years for arterials and collectors.
- Pavement conditions must be re-inspected every six years for residential streets and local/rural roads, unless otherwise approved by TAMC. Pavement condition surveys may be done by either automated or manual inspections, and may be done either individually or in conjunction with another agency. A percentage of the network can be scheduled each year so that the entire network is updated on a regular cycle.

REPORT REQUIREMENTS: All jurisdictions shall submit an annual Pavement Management Program Report Letter to TAMC no later than December 31 of each year the Measure X tax is in effect using the approved report letter format. It shall include all the highlighted information and shall be on local agency letterhead (see attached template).

All jurisdictions shall also participate in the biennial pavement needs survey conducted for the California Statewide Local Streets and Roads Needs Assessment and provide the requested roadway data for their jurisdiction.



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93955

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(831) 394-3054

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(831) 394-6700

FAX
(831) 394-3054

Police
(831) 394-1451

FAX
(831) 394-1038

Incorporated
May 31, 1960

Attachment 3

Date: December 30, 2024

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

The PMP utilizes a software system developed by:

 X Metropolitan Transportation Commission StreetSaver, version 9.0.0
 Other _____

The system was updated by Harris & Associates and contains, at a minimum, the following elements:

- Inventory of all existing pavements under the local agency jurisdiction:

Centerline miles:	<u>5.10</u>
Total lane miles (or equivalent units):	<u>9.96</u>
The last update of the inventory was completed on:	<u>3/5/21</u>
- Average 2023 Pavement Condition Index (PCI): 57
- Identification of sections of roadways brought up to acceptable PCI levels for the current year:

As noted in this report, the City worked with TAMC to modify its MOE requirement and to receive its share of Measure X funds that were previously withheld. The City will continue to bank its share of Measure X funds towards a street reconstruction project that will improve the overall street network PCI.
- Amount spent to rehabilitate or replace deficient sections for the current year: \$0.00

Please direct any questions regarding this letter to Mr. Leon Gomez, contract City Engineer with Harris & Associates, at (831) 272-4909 (direct) or via email at: leon.gomez@weareharris.com

Sincerely,

Leon D. Gomez, P.E.
City Engineer
Harris & Associates