



THE CITY OF SEASIDE

**MEASURE X ANNUAL PROGRAM
COMPLIANCE REPORT**

FISCAL YEAR 2023/2024

THE CITY OF SEASIDE
MEASURE X ANNUAL PROGRAM COMPLIANCE REPORT
FISCAL YEAR 2023/2024

The City of Seaside Annual Program Compliance Report presents the City’s efforts and actions taken during the fiscal year (FY) 2023/2024 on the programming and use of Measure X to fund local roadway rehabilitation projects within the City of Seaside.

The City of Seaside received a Bond of approximately \$10,000,000 for improvements to various roadways as part of the Pavement Rehabilitation Project for both the design and construction elements. The Bond financing payments use Measure X Revenues, which are included in the Measure X Revenues in the table below.

The revenue earned in FY23/24 that was not expended by the end of the Fiscal Year will be carried over and applied to the projects programmed for FY24/25.

CITY OF SEASIDE - FISCAL YEAR 2023/24 BALANCE SHEET

REVENUES	
Carryover from Previous Year*	\$1,668,766.960
Measure X Prior Year Adjustment**	(\$99,208.06)
Measure X Revenues	\$1,272,389.670
Earning on Interest	\$ 53,361.14
TOTAL REVENUES:	\$2,895,309.71
EXPENDITURES – MEASURE X	
FY 2021/2022 Pavement Rehabilitation (Construction)	\$ 78,474.41
FY 2022/2023 Pavement Rehabilitation (Design & Construction)	\$186,853.06
Traffic Calming – Hilby Avenue (Design)	\$102,361.72
Traffic Calming – Ord Terrace Elementary School Crossing Improvements (Construction)	\$49,864.26
Traffic Calming – San Pablo Calming (Design)	\$75,880.39
Street Sign Upgrades	\$ 3.25
Pavement Management Program	\$3,000
Debt Service – Measure X Bond	\$642,996.50
Audit Fee	\$7,725.00
Central Service Charge	\$345.00
TOTAL EXPENDITURES:	\$1,147,503.59
TOTAL EXPENDITURES (MSR X AND BOND):	\$1,147,503.59
FUND BALANCE, END OF PERIOD (MSR X):	\$1,747,806.12

* FY 22/23 Audited Report

**Prior Year (PY) Transfer Adjustments:	
Pavement Rehabilitation - Retention Cost	94,320.33
Pavement Rehabilitation - Cost Reclass to General Fund	(533.72)
Traffic Calming Ord Terrace - Retention Cost	1,805.87
Street Sign Upgrades - Retention Cost	3,648.75
Internal Service Charges	(33.17)
Total	99,208.06

Project Details

Title: FY 2021/2022 Pavement Rehabilitation

Description:

The actions performed by City staff in fiscal year (FY) 23/24 included construction and construction management services for the FY 2021/2022 Pavement Rehabilitation Project. Several roadway segments from the previous pavement rehabilitation project (A&C Roadway Rehabilitation Project Phase 3) were removed from the project due to utility conflicts and Caltrans permitting delays. The roadway segments include the north and south portions of Fremont Boulevard, Kimball Avenue and Wheeler Street. The City incorporated citywide striping into the scope of the project and several locations of base repairs.

The project was funded through Measure X funds, Regional Surface Transportation Program (RSTP) funds, and Measure X supported Bond revenue.

Benefits: At the completion of the project, it is anticipated that the overall PCI of the arterial and collector network within the City will be improved. Base repairs on residential/local streets will improve drivability and the quality of the roadway, and alleviate further pavement deterioration. Citywide striping improves safety for motorists and pedestrians and compliments the regulatory signage.

Phase: Construction - Completed

Title: FY 2022/2023 Pavement Rehabilitation

Description:

The actions performed by City staff in fiscal year (FY) 23/24 included design of FY 2022/2023 Pavement Rehabilitation Project. The residential roadway segments will be overlaid with HMA on portions of the following streets: Flores Place, Flores Street, Grandview Street, Harding Street, Lincoln Street, Waring Street, Yosemite Street, Villa Nova Court, and Velerton Court.

The design began in June 2023 and was completed in June 2024. The project construction phase began in August 2024 with an anticipated completion in February 2025. The scope of the work includes base repairs, AC overlay, and accessibility improvements. The project is funded through Measure X, SB 1 funds and City General Funds.

Benefits: At the completion, the project will improve the overall PCI of the residential roadway network within the City. Overlays will improve drivability and the quality of the roadway, and alleviate further pavement deterioration.

Phase: Design is complete and project is currently under construction.

Title: Hilby Avenue Traffic Calming Improvement Project

Description:

The actions performed by City staff in fiscal year (FY) 23/24 included preparation of a comprehensive traffic calming plan for Hilby Avenue from Canyon Del Rey Boulevard to General Jim Moore Boulevard.

The final traffic-calming plan was approved in the Fall of 2023 with design beginning in Winter 2024. The scope of the work included data collection, preparation of existing conditions map, development of a “toolkit” of potential traffic calming measures, an in-person community outreach workshop, and draft plan presentation to the Traffic Advisory Committee and City Council for final approval. The project is funded through Measure X, SB 1 funds and City General Funds.

Benefits: Hilby Avenue is minor arterial roadway in the City, which has high rates of speeding and collisions. Construction of traffic calming measure along Hilby Avenue will reduce speeds and collisions and resulting in safety gains for the community.

Phase: Design

Title: Ord Terrace Elementary School Crossing Improvement (Traffic Calming)

Description:

In fiscal year (FY) 23/24 the Project was constructed. The School experiences heavy traffic congestion during the morning and afternoon drop off and pick up periods along with observed parking violations, prompting the need for safety improvements at the school crosswalk.

The construction was completed in September 2023. The scope of the work included construction of a curb extension and median, an accessible curb ramp, a school crosswalk with Rapid Rectangular Flashing Beacon, and striping. The project was funded through Measure X funds, SB 1 funds and City General Funds. This project was the recipient of the 2024 Outstanding Local Streets and Roads Project Award for Excellence and Innovation in Preserving and Improving California’s Local Transportation System presented by the League of California Cities.

Benefits: The traffic calming improvements resulted in a safe crossing for students while minimizing pedestrian-vehicle conflicts.

Phase: Construction – Complete

Title: San Pablo Avenue Traffic Calming Improvement Project

Description:

The actions performed by City staff in fiscal year (FY) 23/24 included preparation of a comprehensive traffic calming plan for San Pablo Avenue from Mescal Street to General Jim Boulevard.

The final traffic-calming plan was approved in December 2023 with design beginning in Winter 2024. The scope of the work included data collection, preparation of existing conditions map, development of a “toolkit” of potential traffic calming measures, an in-person community outreach workshop, and draft plan presentation to the Traffic Advisory Committee. The project is funded through Measure X and SB 1 funds.

Benefits: San Pablo Avenue is a residential roadway in the City, which has high rates of speeding. Construction of traffic calming measure along San Pablo Avenue will reduce speeds, increase visibility, and provide high visibility crosswalks, resulting in increased safety for the surrounding neighborhood.

Phase: Design

Title: School Area Speed Reduction Zones (Traffic Calming)

Description:

The actions performed by City staff in fiscal year (FY) 22/23 included design and installation of the reduced speed limit signs in school zones. The project included installation of 25 mph and 20 mph school speed limits within the school zones of 14 schools within the city.

The installation was completed in April 2023 and due to slight oversight there were additional costs incurred. The project was funded through Measure X.

Benefits: Unsafe speed is a primary collision factor for many streets within the City and reducing speeds within school zones results in large safety gains for children, who are more vulnerable and lack critical perception and ability to process information.

Phase: Installation - Completed

Title: Pavement Management Program

Description:

The ongoing expense of the Pavement Management Program in FY 23/24 was the cost of the annual subscription of StreetSaver, a pavement management system. StreetSaver provides the City with a powerful Pavement Management System analysis tool to maintain our local streets and roads.

The purpose of a Pavement Management Program is to track inventory, store work history and furnish budget estimates to optimize funding for improving the city's pavement system. The program is only funded through Measure X funds.

Benefits: This Pavement Management Program assists the City in its efforts to monitor treatments and track their effectiveness and help the City in setting future priorities and treatment policies.

Phase: Subscription costs

List of Attachments

The following Attachments are included in the Annual Program Compliance Report:

ATTACHMENT 1: Annual Independent Audit

ATTACHMENT 2: Five-Year Capital Improvement Program

ATTACHMENT 3: Pavement Management Program Report

ATTACHMENT 4: Project Photos

ATTACHMENT 1
ANNUAL INDPENDENT AUDIT

CITY OF SEASIDE

**TRANSPORTATION SAFETY AND
INVESTMENT PLAN ACCOUNT FUND
BASIC FINANCIAL STATEMENTS**

WITH INDEPENDENT AUDITOR'S REPORTS

**FOR THE FISCAL YEAR ENDED
JUNE 30, 2024**

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**CITY OF SEASIDE
TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND
FOR THE FISCAL YEAR ENDED JUNE 30, 2024**

TABLE OF CONTENTS

Independent Auditor’s Report	1
Basic Financial Statements:	
Balance Sheet.....	3
Statement of Revenues, Expenditures, and Changes in Fund Balance	4
Notes to the Financial Statements	5
Independent Auditor’s Report on Compliance with TAMC Ordinance No 2016-01 – Transportation Safety and Investment Plan (TAMC PLAN)	7
Independent Auditor’s Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	11

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INDEPENDENT AUDITOR'S REPORT

To the Honorable Members of the City Council
City of Seaside, California

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the City of Seaside, California (City) Transportation Safety and Investment Plan Account Fund (Fund) as of and for the fiscal year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Fund's basic 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 Fund as of June 30, 2024, 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 Opinions

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 Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with the relevant ethical requirement relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management 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, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of the financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's 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 generally accepted auditing standards 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 generally accepted auditing standards 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 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.

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.

Emphasis of Matter

As discussed in Note 1, the financial statements present only the Fund and do not purport to, and do not, present fairly the financial position of the City of Seaside, as of June 30, 2024 or the changes in its financial position 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 Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated November 8, 2024, on our consideration of the 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 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 Fund's internal control over financial reporting and compliance.



Pleasant Hill, California
November 8, 2024

**CITY OF SEASIDE
TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND
BALANCE SHEET
JUNE 30, 2024**

ASSETS

Cash and Investments	\$ 1,432,080
Accounts Receivable	<u>318,301</u>
Total Assets	<u>\$ 1,750,381</u>

LIABILITIES

Accounts payable	<u>\$ 2,574</u>
Total Liabilities	<u>\$ 2,574</u>

FUND BALANCES

Restricted	<u>\$ 1,747,807</u>
Total Fund Balances	<u>\$ 1,747,807</u>
Total Liabilities and Fund Balances	<u>\$ 1,750,381</u>

See accompanying Notes to the Financial Statements

**CITY OF SEASIDE
TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
FOR THE YEAR ENDED JUNE 30, 2024**

REVENUES

Transportation Safety Taxes	\$ 1,272,390
Interest Revenue	<u>53,361</u>
Total Revenues	<u>1,325,751</u>

EXPENDITURES

Transfers to City of Seaside for Bond payment and capital projects	1,238,675
Reporting and Implementation	<u>8,037</u>
Total Expenditures	<u>1,246,712</u>

**EXCESS (DEFICIENCY) OF REVENUES
OVER (UNDER) EXPENDITURES**

79,039

Fund Balances - Beginning of Year

1,668,768

FUND BALANCES - END OF YEAR

\$ 1,747,807

See accompanying Notes to the Financial Statements

CITY OF SEASIDE
TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2024

NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES

The financial statements of the City of Seaside Transportation Safety and Investment Plan Account Fund are prepared in accordance with accounting principles generally accepted in the United States of America as applied to governmental units (GAAP). The Activities' reporting entity applies all relevant *Governmental Accounting Standards Board* (GASB) pronouncements.

Reporting Entity

The City of Seaside receives Measure X funding from the Transportation Agency of Monterey County for the purpose of street and road infrastructure improvements. In addition, Measure X funds can be utilized to match grants, loans, programs, and pay annual debt service to fund eligible approved bonds for local road maintenance or safety projects. The financial statements present only the City of Seaside 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 of Seaside's basic financial statements are available from the City's website at <http://www.ci.seaside.ca.us/190/Budget-Financial-Statements>.

Basis of Accounting

The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. The City of Seaside Transportation Safety and Investment Plan Account Fund is presented as 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 all governmental funds. 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 Measure X Funds, the City considers revenues to be available if they are collected within 120 days of the end of the current fiscal period, in order to capture all revenues related to the current fiscal year.

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

NOTE 2 – CASH DEPOSITS

The City follows the practice of pooling cash and investments for all funds 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 City of Seaside basic financial statements.

**CITY OF SEASIDE
TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2024**

NOTE 3 – MAINTENANCE OF EFFORT

The Measure X Master Programs Funding Agreement between the City of Seaside and the Transportation Agency of 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 State of California 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.

Maintenance of Effort: \$771,486

Total expenditures from the general fund for street and highway purposes for the fiscal year ended June 30, 2024 was \$1,481,210. The City was in compliance with the Maintenance of Effort requirement of the Measure X Master Programs Funding Agreement between the City of Seaside and the Transportation Agency for Monterey County.

**INDEPENDENT AUDITOR'S REPORT ON
COMPLIANCE WITH TAMC ORDINANCE NO. 2016-01
TRANSPORTATION SAFETY AND INVESTMENT PLAN (TAMC PLAN)**

To the Honorable Members of the City Council
City of Seaside, California

Report on Compliance for TAMC PLAN

Opinion on Compliance for TAMC Plan

We have audited the City of Seaside, California (City) Transportation Safety and Investment Plan Account Fund's (Fund) compliance with the requirements of laws, regulations, contracts, and grants specified in the Transportation Agency for Monterey County's (TAMC) Ordinance No. 2016-01 Transportation Safety and Investment Plan (TAMC Plan)) and in the Measure X Master Programs Funding Agreement between TAMC and the City (Measure X Agreement) that could have a direct and material effect on the Fund for the year ended June 30, 2024.

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 the Fund for the year ended June 30, 2024.

Basis for Opinion on the TAMC Plan

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (Government Auditing Standards), and requirements specified in the Funding Agreement. Our responsibilities under those standards are further described in the Auditor's 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 TAMC Plan. 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 TAMC Plan.

Auditor's 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 GAAS, Government Auditing Standards and requirements specified in the Funding Agreement 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 TAMC Plan as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards* and the Funding Agreement, 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 requirements referred to above, 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 a federal 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 a federal 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.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's 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, specified in TAMC Ordinance and Measure X Agreement. Accordingly, this report is not suitable for any other purpose.

Maze & Associates

Pleasant Hill, California
November 8, 2024

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

To the Honorable Members of the City Council
City of Seaside, 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 basic financial statements of the City of Seaside, California (City) Transportation Safety and Investment Plan Account Fund (Fund) as of and for the fiscal year ended June 30, 2024, and the related notes to the financial statements, and have issued our report thereon dated November 8, 2024.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the 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 the Fund's internal control. Accordingly, we do not express an opinion on the effectiveness of the 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 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 have not been identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the 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.

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 Fund'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 Fund's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Maze & Associates

Pleasant Hill, California
November 8, 2024

**ATTACHMENT 2
FIVE-YEAR CAPITAL IMPROVEMENT
PROGRAM**

CITY of SEASIDE Attachment 2
MEASURE X FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM
FOR FISCAL YEARS 2024/25– 2028/29

YEAR 1 (FY24/25)

Project	Description & Phase	Total Cost	Measure X	PCI
2023 Pavement Rehabilitation (Carry over)	Design & Construction - Residential Road Rehabilitation on Grandview St., Flores St., Flores Pl., Lincoln St., Villa Nova Ct., Velerton Ct. Harding St., Yosemite St., and Waring St.	\$3,165,145	\$835,815	<60
2025 Pavement Rehabilitation (Carry Over)	Design & Construction: Rehabilitate deteriorated roadway sections within the City	\$1,000,000	\$837,085	<60
Hilby Avenue Traffic Calming (Carry Over)	Design & Construction – traffic calming measure on Hilby Avenue from General Jim Moore Blvd. to Canyon Del Rey Blvd.	\$1,527,580	\$1,357,710	NA
San Pablo Traffic Calming (Carry Over)	Design & Construction – traffic calming measures on San Pablo from Mescal St to General Jim Moore Blvd.	\$710,270	\$55,280	NA
Baker Street Traffic Calming	Design & Construction – speed cushion and striping improvements on Baker Street from Clementina to Echo Street	\$70,000	\$70,000	NA
Pavement Management Program	Conduct pavement condition survey for the arterial and collector roadway segments and update the StreetSaver database.	\$24,990.00	24,990.00	NA
Broadway Complete Street Corridor Improvements	Plan Review Services-provide plan review comments on the 65%, 90%, and 100% design bid documents for the project.	\$32,280.00	\$32,280.00	NA
Totals:		\$6,530,265	\$3,213,160	

YEAR 2 (FY 25/26)

Project	Description & Phase	Total Cost	Measure X	PCI
2026 Pavement Rehabilitation	Design & Construction: Rehabilitate deteriorated roadway sections within the City	\$1,000,000	\$300,000	<60
Totals:		\$1,000,000	\$300,000	

CITY of SEASIDE
MEASURE X FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM
FOR YEARS 2024/25– 2027/28

YEAR 3 (FY 26/27)

Project	Description & Phase	Total Cost	Measure X	PCI
2027 Pavement Rehabilitation	Design & Construction: Rehabilitate deteriorated roadway sections within the City	\$1,000,000	\$300,000	<60
Totals:		\$1,000,000	\$300,000	

YEAR 4 (FY 27/28)

Project	Description & Phase	Total Cost	Measure X	PCI
2028 Pavement Rehabilitation	Design & Construction: Rehabilitate deteriorated roadway sections within the City	\$1,000,000	\$300,000	<60
Totals:		\$1,000,000	\$300,000	

YEAR 5 (FY 28/29)

Project	Description & Phase	Total Cost	Measure X	PCI
2029 Pavement Rehabilitation	Design & Construction: Rehabilitate deteriorated roadway sections within the City	\$1,000,000	\$300,000	<60
Totals:		\$1,000,000	\$300,000	

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.
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.

ATTACHEMENT 3
PAVEMENT MANAGEMENT PROGRAM REPORT



ENGINEERING & PUBLIC WORKS DEPARTMENT

440 Harcourt Avenue
Seaside, CA 93955
www.ci.seaside.ca.us

Telephone 831-899-6835
Fax 831-899-6211

December 5, 2024

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

Re: Pavement Management Program Annual Report Letter

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

The Pavement Management Program utilizes a software system developed by:
[X] Metropolitan Transportation Commission StreetSaver
Other : _____

The system was updated by PEI and contains, at a minimum, the following elements:

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

Centerline miles: 80.05 miles
Total lane miles (or equivalent units): 152.92 miles
The last update of the inventory was completed on: November 2024

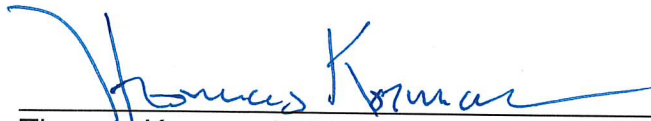
- Pavement Condition Index (PCI) 55
Identification of sections of roadways brought up to acceptable PCI levels for the current year.

Table with 2 columns: Roadway Section and PCI value. Rows include Circle Avenue, Metz Avenue, Waring Street, Roberts Avenue, East Frontage Rd, Baker Street, Lincoln Street, Sonoma Ave., Elm Ave., and Trinity Ave.

- Estimated budget needs to rehabilitate or replace deficient sections for the current year and the next three years: \$128,194,709.00 (Unconstrained Needs)

You may direct any questions regarding the system to Leslie Llantero at (831) 899-6832, lllantero@ci.seaside.ca.us, or myself at (831) 899-6884.

Sincerely,



Thomas Korman, Public Works Director/City Engineer

**ATTACHMENT 4
PROJECT PHOTOS**

FY 2021/2022 Pavement Rehabilitation

Kimball Avenue

Before



After Photos



Kimball Avenue at Wheeler Street

During



Wheeler Street

Before

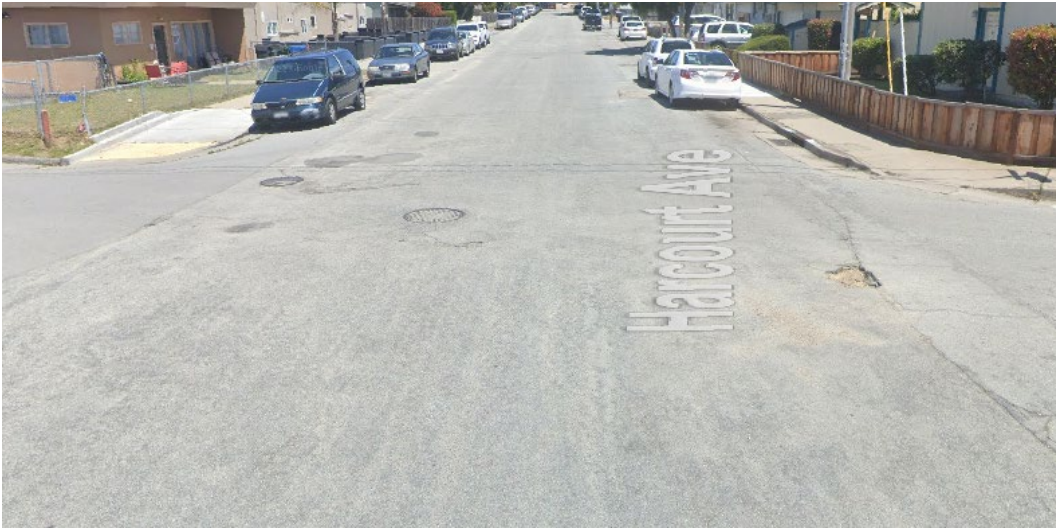


After



Harcourt Avenue

Before



After



ORD TERRACE ELEMENTARY SCHOOL CROSSING IMPROVEMENTS

Before



After



SCHOOL AREA SPEED REDUCTION ZONES

Dual Language Academy of Monterey Peninsula (Sonoma Avenue & Yosemite Street)

BEFORE



AFTER

