



City of Greenfield

PO Box 127 / 599 El Camino Real
Greenfield, CA 93927

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www.ci.greenfield.ca.us

December 18, 2025

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

Re: Pavement Management Program Annual Report Letter for FY 2024-2025

The City of Greenfield 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, New 2018 (Updated June 2023)

The system was updated by a TAMC contract consultant and contains, at a minimum, the following elements:

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

Centerline miles:	<u>36.2</u>
Total lane miles (or equivalent units):	<u>145.55</u>
Centerline miles that are arterials:	<u>2.0</u>
Centerline miles that are collectors:	<u>3.4</u>
The last update of the inventory was completed on:	<u>2025</u>

- 2023 Ave. Pavement Condition Index (PCI) per updated PMP (“Fair” Condition) 65.0

Percent of network in “Good” condition:	<u>21.1 %</u>
Percent of network in “Poor” or “Failed” condition:	<u>27 %</u>

- 2024 Post Pavement Maintenance Program construction (PCI estimate): 66

Percent of network in “Good” Condition(estimate):	<u>21.1 %</u>
Percent of network in “Poor” or “Failed” Condition(estimate):	<u>27 %</u>

- Identification of sections of roadways brought up to acceptable PCI levels for the current year:

Street Maintenance – Crews and Equipment (5 mi)	<u>60</u>
Contract Pavement Maintenance (Various West-side, 2 Mi)	<u>68</u>
Contract Street Overlay & Reconstruction (12 th Street, .24 Mi)	<u>98</u>

- Total Amount spent to rehabilitate or replace deficient sections for the current year from all funding sources: Approx. \$1,955,666

You may direct any questions regarding the system to Manuel Ayala, PW Manager at 831-383-8051, or Douglas Pike, Contract City Engineer at 805-331-3553.

Sincerely,



Jamie Tugel, Public Works Director

ANNUAL PROGRAM COMPLIANCE REPORT

The City of Greenfield dedicates all Measure X Funds toward efforts to comply with the policies of Measure X over the reporting period. This past FY 2024-25, the City transferred \$400,000 in funds to the City Capital Project Fund (CIP) to pay for consultant design costs for:

1. 12th Street Improvements Project
2. Walnut Ave Pedestrian and Bike Improvements Project
3. Pavement Maintenance Project Year 3 Construction

Measure X funds also contributed partially to construction costs for:

1. 12th Street Improvements Project
2. Walnut Ave Pedestrian and Bike Improvements Project
3. Pavement Maintenance Project Year 3 Construction

Additionally, the City continued to accrue funds for anticipated projects in the 5-Year Capital Program of projects defined in the CITY OF GREENFIELD MEASURE X FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FOR FISCAL YEARS 2025/26 – 2029/30 (See tables below). This represents an adjustment to the timing/scheduling of the projects presented in last year’s report.

The City’s participation in the TAMC Consultant Services for the Regional Pavement Maintenance Program did not require the use of Measure X funds from this FY funding. A balance sheet is included below.

CITY OF GREENFIELD - FY YEAR 2024-25 BALANCE SHEET

REVENUES	
Measure X Revenues	586,540
Use of money and property	<u>83,814</u>
TOTAL REVENUES:	670,354
EXPENDITURES	
Administration	0
TOTAL EXPENDITURES:	<u>0</u>
Excess (deficiency) of revenues over expenditures	670,354
OTHER FINANCING SOURCES (USES)	
Transfers out to Capital Project Fund	264,498
Total other financing sources (uses)	<u>264,498</u>
Net Change in fund balance	405,856
Fund Balance – beginning of year	<u>2,594,268</u>
FUND BALANCE, END OF PERIOD:	3,000,124

ATTACHMENTS

- **ATTACHMENT 1: Independent Audit of Financial Statements for Measure X Funds, FY 2024-2025**
- **ATTACHMENT 2: Five-Year Capital Improvement Program**
- **ATTACHMENT 3: Pavement Management Program Report**
- **ATTACHMENT 4: Maintenance of Effort Report**
- **ATTACHMENT 5: Progress on FY 2024-2025 Projects with Photos**

ATTACHMENT 1

INDEPENDENT AUDIT OF FINANCIAL STATEMENTS

FOR MEASURE X FUNDS, FY 2024-25

CITY OF GREENFIELD
TRANSPORTATION SAFETY AND INVESTMENT
PLAN ACCOUNT FUND

AUDITED FINANCIAL STATEMENTS

JUNE 30, 2025



CITY OF GREENFIELD
TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND
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INDEPENDENT AUDITOR'S REPORT

To the City Council
City of Greenfield
Greenfield, California

Report on the Audit of the Financial Statements

Opinion

We have audited the accompanying financial statements of the Transportation Safety and Investment Plan Account Fund (the "Fund"), a nonmajor special revenue fund of the City of Greenfield (the "City"), as of and for the fiscal year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the fund's basic financial statement as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Fund of the City, as of June 30, 2025, and the respective 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 Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Fund of the City 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 Fund, and do not purport to, and do not, present fairly the financial position of the City, as of June 30, 2025, 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.

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.

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 opinions. 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.

Required Supplementary Information

Management has omitted 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 the financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this missing information.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the Fund financial statements that collectively comprise the City of Greenfield's Transportation Safety and Investment Plan Account Fund financial statements.

The 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. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the City's 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 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 November 25, 2025, on our consideration of the City of Greenfield Transportation 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. 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 Greenfield Transportation 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 Greenfield Transportation Safety and Investment Plan Account Fund's internal control over financial reporting and compliance.

Harshwal & Company LLP

San Diego, California
November 25, 2025

BASIC FINANCIAL STATEMENTS

**CITY OF GREENFIELD
TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND
BALANCE SHEET
JUNE 30, 2025**

ASSETS

Cash	\$ 2,821,519
Accounts receivable	<u>178,605</u>
Total assets	<u>3,000,124</u>

LIABILITIES AND FUND BALANCE

LIABILITIES

Due to Capital Project Fund	<u>-</u>
Total liabilities	<u>-</u>

FUND BALANCE

Restricted	<u>3,000,124</u>
Total fund balance	<u>3,000,124</u>
Total liabilities and fund balance	<u><u>\$ 3,000,124</u></u>

The accompanying notes are an integral part of these financial statements.

CITY OF GREENFIELD
TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND
STATEMENT OF REVENUES, EXPENDITURES,
AND CHANGES IN FUND BALANCE
FOR THE YEAR ENDED JUNE 30, 2025

REVENUES

Transportation Safety and Investment Plan Account revenue	\$ 586,540
Use of money and property	<u>83,814</u>
Total revenues	<u>670,354</u>

EXPENDITURES

Administration	<u>-</u>
Total expenditures	<u>-</u>
Excess (deficiency) of revenues over expenditures	<u>670,354</u>

OTHER FINANCING SOURCES (USES)

Transfers out	<u>264,498</u>
Total other financing sources (uses)	<u>264,498</u>
Net change in fund balance	405,856
Fund balance - beginning of year	<u>2,594,268</u>
Fund balance - end of year	<u><u>\$ 3,000,124</u></u>

The accompanying notes are an integral part of these financial statements.

CITY OF GREENFIELD
TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND
NOTES TO BASIC FINANCIAL STATEMENTS
JUNE 30, 2025

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. 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 Greenfield 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.

B. 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 is 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 of Greenfield'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 the City's basic financial statements.

**CITY OF GREENFIELD
TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND
NOTES TO BASIC FINANCIAL STATEMENTS
JUNE 30, 2025**

NOTE 3 - MAINTENANCE OF EFFORT

The Measure X Master Programs Funding Agreement between the City of Greenfield 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.

Required Maintenance of Effort: \$ ____-

Total expenditures from the General Fund for street and highway purposes for the fiscal year ended June 30, 2025, were \$531,414. The City was in compliance with the Maintenance of Effort requirement of the Measure X Master Programs Funding Agreement between the City of Greenfield and the Transportation Agency for Monterey County.

SUPPLEMENTARY INFORMATION

**CITY OF GREENFIELD
TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND
SCHEDULE OF REVENUE, EXPENDITURES, AND CHANGES
IN FUND BALANCE - BUDGET AND ACTUAL
JUNE 30, 2025**

	<u>Budgeted Amounts</u>	<u>Actual Amounts</u>	<u>Variance with Budget Positive (Negative)</u>
REVENUES			
Transportation Safety and Investment Plan Account revenue	\$ 731,442	\$ 586,540	\$ (144,902)
Use of money and property	<u>-</u>	<u>83,814</u>	<u>83,814</u>
Total revenues	<u>731,442</u>	<u>670,354</u>	<u>(61,088)</u>
EXPENDITURES			
Administration	<u>-</u>	<u>-</u>	<u>-</u>
Total expenditures	<u>-</u>	<u>-</u>	<u>-</u>
OTHER FINANCING SOURCES (USES)			
Transfers out to Capital Project Fund	<u>(350,513)</u>	<u>(264,498)</u>	<u>86,015</u>
Total other financing sources (uses)	<u>(350,513)</u>	<u>(264,498)</u>	<u>86,015</u>
Net change in fund balance	380,929	405,856	24,927
Fund balance - beginning of year	<u>2,594,268</u>	<u>2,594,268</u>	<u>-</u>
Fund balance - end of year	<u>\$ 2,975,197</u>	<u>\$ 3,000,124</u>	<u>\$ 24,927</u>

COMPLIANCE SECTION

**INDEPENDENT AUDITOR'S 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***

To the City of Council
City of Greenfield
Greenfield, 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 City of Greenfield Transportation Safety and Investment Plan Account Fund (the City's Measure X Fund), as of and for the year ended June 30, 2025, and the related notes of the financial statements, which collectively comprise the City's Measure X Fund's financial statements, and have issued our report thereon dated November 25, 2025.

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, 2025.

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 of Greenfield. The Measure X Master Programs Funding Agreement requires that the independent auditor to 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 a separate budget and fund titled "Transportation Safety and Investment Plan Account" and were not comingled with other funds, ensuring 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 and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States.

Those standards require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the compliance requirements referred to above that could have a direct and material effect on 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 Measure X 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 of Greenfield for the fiscal year ended June 30, 2025.

Report on 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) as a basis for designing our auditing 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 entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

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

Purpose of This Report

The purpose of this report is solely 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'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. 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.

Harshmal & Company LLP

San Diego, California
November 25, 2025

ATTACHMENT 2

FIVE YEAR CAPITAL IMPROVEMENT PROGRAM

**CITY of GREENFIELD
MEASURE X FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM
FOR FISCAL YEARS 2025/26 – 2029/30**

YEAR 1 FY 2025-2026

Project	Description & Phase	Total Cost	Measure X	PCI
Walnut Ave Sidewalk/Bikeway Improvements	Phase 2: Design and Construction in Caltrans ROW @ US 101- Sidewalk and Pedestrian Improvements	\$200,000	\$50,000	60
Pavement Repairs and rejuvenation of Various Streets	Design	\$40,000	\$40,000	42
Walnut Widening and Sidewalk Infill at Mary Chapa School	ROW Acquisition and Design	\$190,000	\$100,000	42
Totals:		\$430,000	\$190,000	

YEAR 2 FY 2026-2027

Project	Description & Phase	Total Cost	Measure X	PCI
Resurface/Overlay Repairs Various Arterials/Intersections	Design and Construction	\$500,000	\$400,000	30
Walnut Widening and Sidewalk Infill at Mary Chapa School	Design and Construction – Phase 1	\$1,500,000	\$100,000	42
Totals:		\$2,000,000	\$500,000	

YEAR 3 FY 2027-2028

Project	Description & Phase	Total Cost	Measure X	PCI
Pavement Repairs and rejuvenation of Various Streets	Construction	\$500,000	\$400,000	30
Totals:		\$500,000	\$400,000	

YEAR 4 FY 2028-2029

Project	Description & Phase	Total Cost	Measure X	PCI
Pavement Repairs and rejuvenation of Various Streets	Construction	\$500,000	\$400,000	42
Totals:		\$500,000	\$400,000	

YEAR 5 FY 2029-2030

Project	Description & Phase	Total Cost	Measure X	PCI
Pavement Repairs and rejuvenation of Various Streets	Construction	\$500,000	\$400,000	42
Totals:		\$500,000	\$400,000	

DEFINITIONS OF COLUMN TITLES:

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.

ATTACHMENT 3

PAVEMENT MANAGEMENT PROGRAM REPORT

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: The City of Greenfield Participates in the Regional Pavement Management System managed by TAMC, which utilizes "StreetSaver" Pavement Management Program developed by Metropolitan Transportation Commission (MTC).

TAMC assisted the City of Greenfield with the development of an overall pavement management implementation plan. TAMC completes 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 Our Cover Letter).

Greenfield also participates 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.

ATTACHMENT 4

MAINTENANCE OF EFFORT REPORT

On July 16, 2019, the Measure X Citizens Oversight Committee recommended that the Maintenance of Effort definition be revised to “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 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. This baseline amount will be indexed annually to the Engineering News Record construction index.”

On October 23, 2019, the TAMC Board of Directors, with support from the Measure X Citizens Oversight Committee and Jurisdiction, duly approved Ordinance 2019-01, which amended the Measure X implementing ordinance (Ordinance 2016-01) to revise the definition for calculating the Maintenance of Effort, as described above; and

TAMC and Jurisdiction desire to amend the Agreement to make the Maintenance of Effort definition consistent with Ordinance 2019-01.

The revised calculation to be used in reporting in December of 2019 and going forward will be “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”).”

Maintenance of Effort Calculation

	Street Improvement expenditures from General Fund during the 2009-10 FY	0
	Street Improvement expenditures from General Fund during the 2010-11 FY	0
	Street Improvement expenditures from General Fund during the 2011-12 FY	0
A	Average of these Three Years	0
B	Street Improvement expenditures from General Fund during the 2016-17 FY	0

Maintenance of Effort= Greater of A or B in the table above: 0

I, the undersigned, certify that the above information is true and correct to the best of my knowledge.



Jamie Tugel, Public Works Director

ATTACHMENT 5

PROGRESS ON FY 2024-25 PROJECTS WITH PHOTOS

The FY 2024-25 included progress on four projects:

1. Walnut Ave Pavement Repair/Overlay Sidewalk Infill (AKA – Walnut Avenue Sidewalk and Bikeway Improvements) (Phase 1 Construction – All improvements except in Caltrans ROW)
2. Pavement Repairs and rejuvenation of Various Streets (Advertise and Construction)
3. 12th Street widening, Sidewalk Infill (Construction Completion)
4. Walnut Widening and Sidewalk Infill at Mary Chapa School (Planning and begin ROW Acquisition)

Progress is reported as follows:

1. Walnut Avenue Sidewalk and Bikeway Improvements

This project includes pedestrian improvements on the US101/Walnut Ave Interchange, which has been permitted with the Caltrans District 5 Permit Office. This project was advertised and awarded for construction this FY 2024-25. Completion of all work except that within the Caltrans ROW was completed, referred here as phase 1. The sidewalk and Accessible sidewalk ramp required redesign and Caltrans permit modification, with construction to be completed in FY 2025-26.

The project was publicly noticed and an Invitation to Bid was issued in September 2024. Five bids were received on Thursday, October 3, 2024

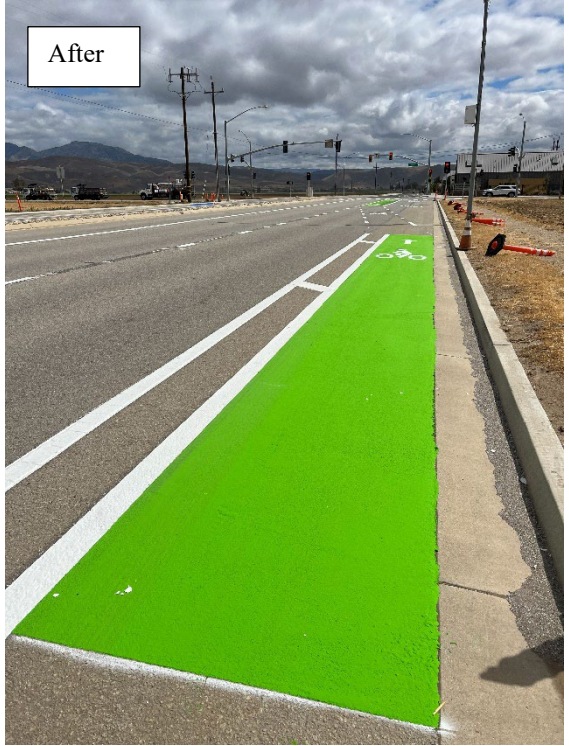
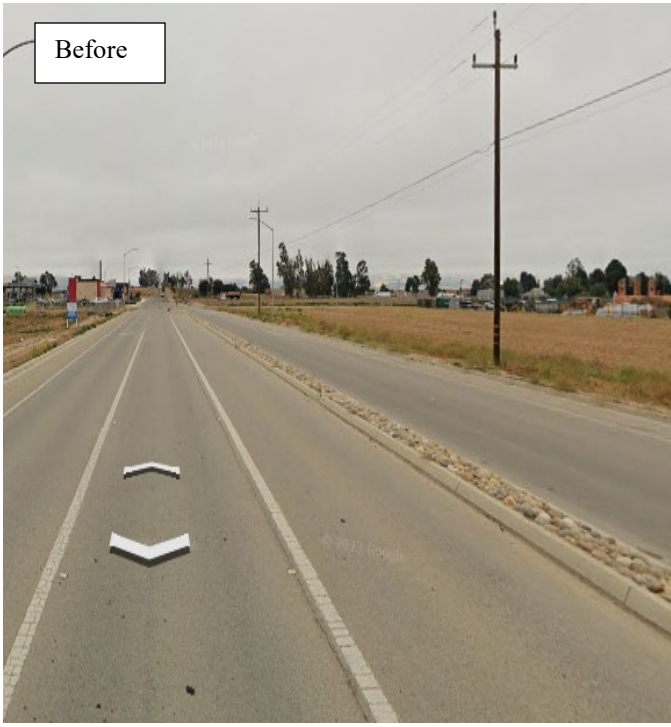
Staff reviewed each of the bids for conformity with the requirements of the bid documents. Based on that review, it was determined that Anderson Pacific Engineering Construction was the lowest responsible bidder. Anderson Pacific Engineering Construction is a General Engineering Contractor with offices in Santa Clara County.

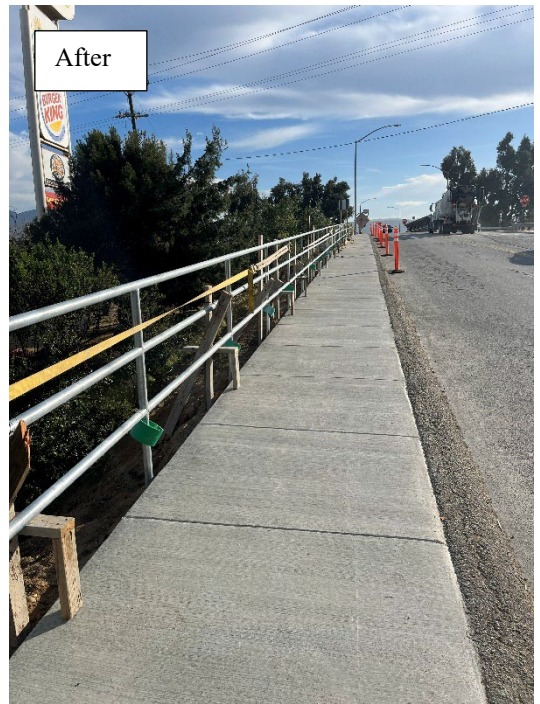
Funding for this project includes, in addition to Measure X funds, a competitive RSTP Grant and SB 1 Funds. Expected costs, as budgeted are:

Item	Budget	Notes
Construction Contract Amount	1,034,166	Anderson Pacific Contract – Base Bid
Construction Contingency 8%	\$82,500	
Permitting (Caltrans)	\$25,000	
Construction Mgt & Project Mgt 7%	\$72,000	MNS Engineers
TOTAL Construction Budget	\$1,213,666	

Below are some in-progress and before/after pictures of phase 1:







2. Pavement Repairs and Rejuvenation of Various Streets (AKA - Pavement Management Year 3)

This project was awarded in the reporting year and mostly completed in the awarding year.

On November 12, 2024 The City Council Approved a resolution awarding a public works construction contract in the amount of \$738,000.00 to VSS International, Inc., to construct The Greenfield 2024 Pavement Maintenance Project at various locations within the city.

The project included the following work:

- Removal of existing striping, legends, and pavement markers
- Grind asphalt pavement edge, 2” grind and overlay
- Protection of existing manhole covers, inlet covers, monument covers, valve box covers, and all utility covers.
- Application of rejuvenating fog seal
- Application of rubberized asphalt chip seal
- Application of Type II slurry seal
- Application of crack seal
- Traffic control including delivery of “Notices.”
- Replacement of traffic striping, legends, and pavement markers Contract CM and

Inspection in the amount of 7%, or \$51,600. This work is broad in scope with locations throughout the city and is expected to be under construction for 88 working days (approx. 4.5 months).

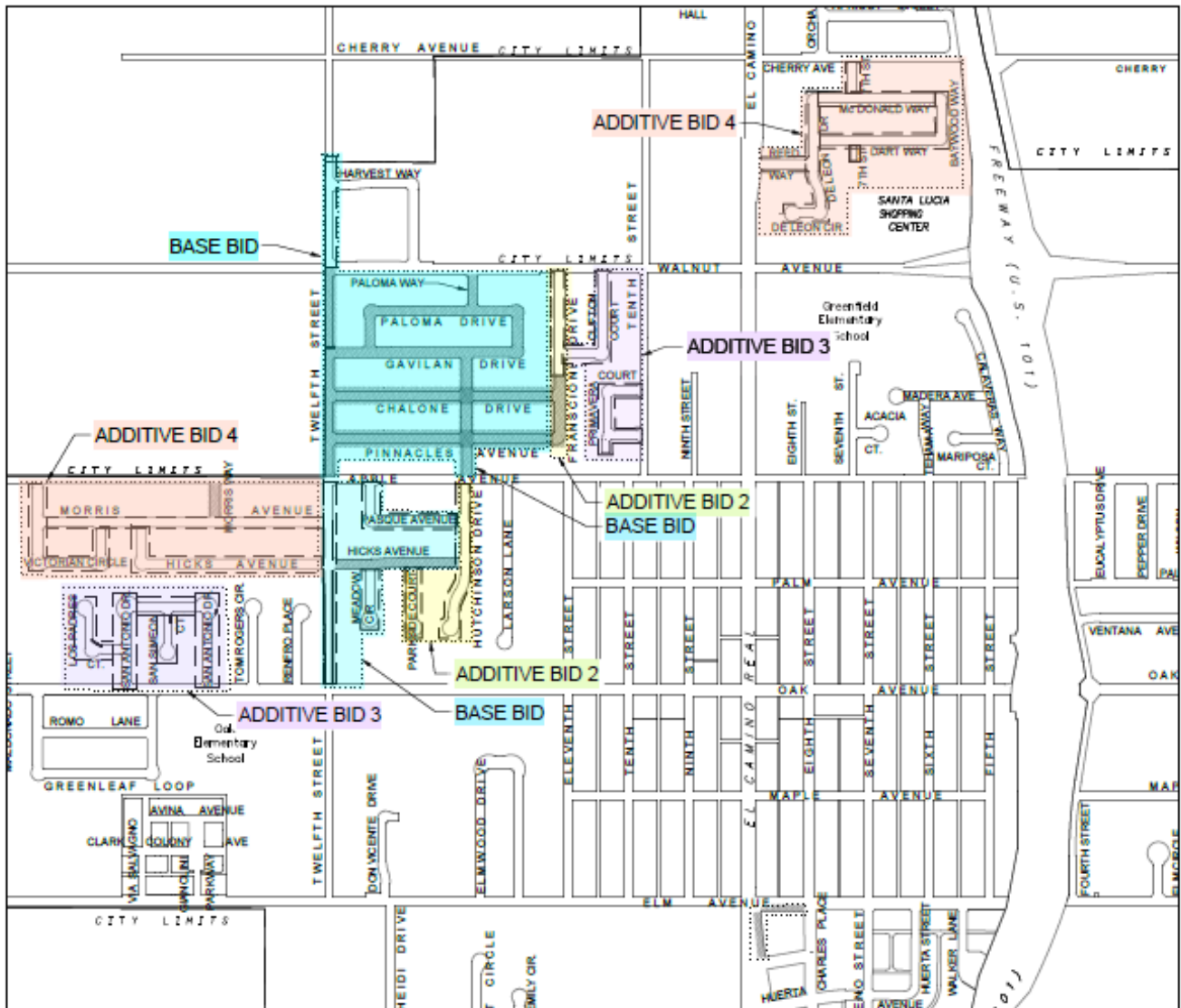
Construction start was 3/24 and work was in progress on June 30, 2025. Approximately \$712,000 in work was completed in the reporting FY with approximately \$30,000 remaining. Project completion reporting will be presented in the FY 2025-26 Measure X Report.

A map of streets rehabilitated is shown below on the following page.

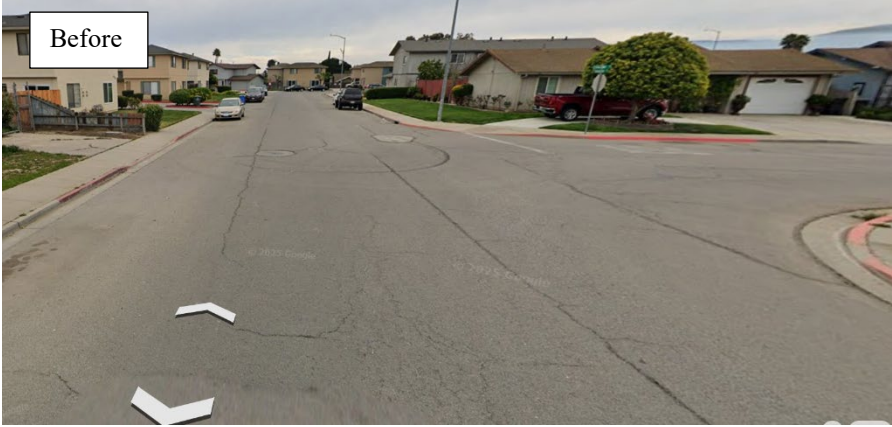
CITY OF GREENFIELD

MONTEREY COUNTY, CALIFORNIA

2024 PAVEMENT MAINTENANCE PROJECT CONSTRUCTION PLANS



Representative before and after pictures are shown below:



3. 12th Street widening, Sidewalk Infill (Construction Completion)

This project was completed except for punch list items in the previous FY 2023-24. In FY 2024-25 the punch-list items completed included slurry and striping.

Construction Dates

The City issued the construction contractor a Notice to Proceed on February 12, 2024. And construction began on February 12, 2024. The original contract performance period was 90 working days. Substantial Completion of the project was on August 12, 2024 with minor punch list items remaining. Rain delays, PG&E Delays for lowering of gas mains, and added contract days due to change order work added 35 working days to the project.

Final Construction Budget Accounting:

The project was completed within the approved budget set by Council. The authorized budget for combined project construction and construction management & inspection, approved and appropriated by Council on February 28, 2023, was \$1,425,000.00. The final costs are broken down as follows:

Contractor Construction Costs:

Original Contract Amount:	\$ 772,451.00
Approved Contract Change Orders:	\$ 225,307.76
Total Final Contract Amount:	\$ 997,758.76

Construction Management and Inspection Costs:

CM and Inspection was performed by the City Engineer (MNS Engineers.) The estimate for CM and Inspection prior to the change order work was estimated at \$98,000. The final cost for these services after approval of construction contract extensions due to change order work was \$141,167.88.

The total cost for project construction and construction management & inspection is therefore $\$997,758.76 + \$141,167.88 = \$1,138,926.64$, which is within the approved and appropriated budget of \$1,425,000.00 for these services set by Council.

Budget:

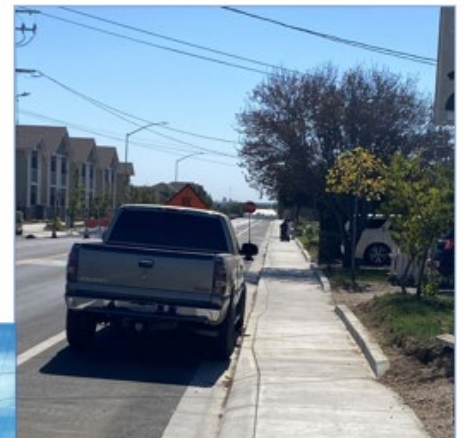
A TAMC Grant for “Safe Routes to School” will fund Between \$132,000-250,000 for the proposed improvements, and the balance are appropriated from Traffic Impact Fees, and the Streets Fund (Gas-Tax and Measure X program funds.)

Before and After Conditions Photos (repeat from Last FY Report):



Before (Drainage issues, No sidewalk)

After (Drainage Issues resolved, New Sidewalk)



After, taken at the same location from the opposite direction (Drainage issues resolved, Note conformance curb, Driveway detail, wheelchair in the distance)



Before (Drainage issues, No sidewalk)



After (Storm Drainage, Sidewalk, School Parade Route)

4. Walnut Widening and Sidewalk Infill at Mary Chapa School (Planning and begin ROW Acquisition)

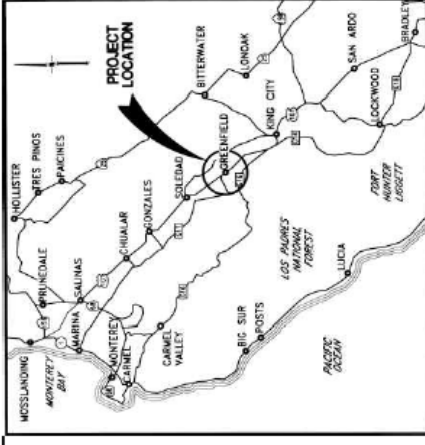
This project has the goal to:

1. Widen Walnut Ave between El Camino Real and US 101, adding one lane for traffic.
2. Complete the sidewalk on the side being widened (south side) for student and pedestrian safety
3. Create a signalized cross-walk on Walnut between Mary Chapa School and the Shopping Center.

The City initiated the acquisition of ROW from Mary Chapa School and is in the process. It is a friendly acquisition process and is being facilitated with support of School District Staff. An Appraisal Report has been prepared and the School District 7-11 Committee has recommended the ROW be deemed “surplus” for purposes of sale. This process will not be complete until FY 2025-26.

A detailed project budget has not been developed pending ROW acquisition progress and negotiations. Measure X will be one of a number of funding sources for this project.

The following pages below show the concept plans for reference. These concept drawings are the basis for the ROW Acquisition.

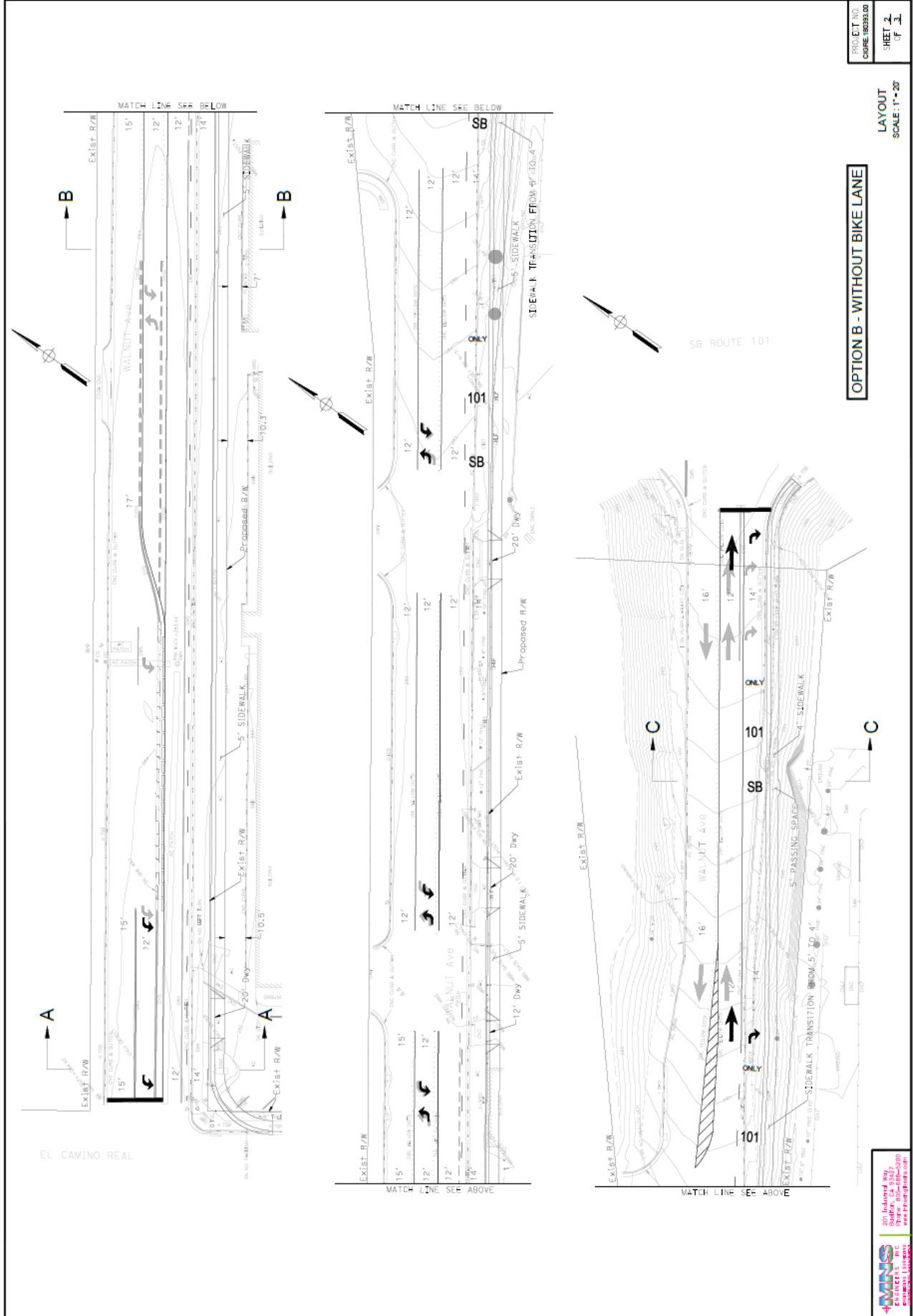


GREENFIELD CONCEPT DESIGN EXHIBIT FOR WALNUT AVENUE WIDENING ADJACENT TO MARY CHAPA SCHOOL PROJECT

PROJECT NO.
DATE ISSUED

SHEET 1
OF 1

+MINS
ENGINEERS
201 Industrial Way
Salinas, CA 95270
www.mins-engineers.com

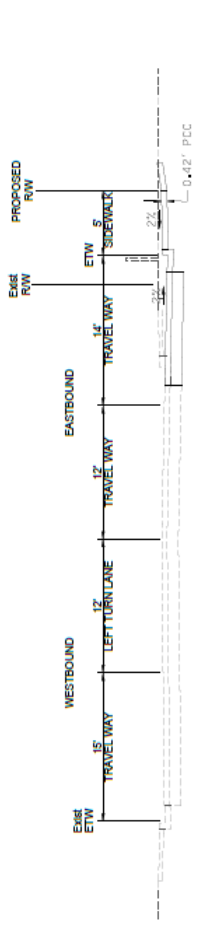


PROJECT NO.
 COURSE 16233.00
 SHEET 2
 OF 1

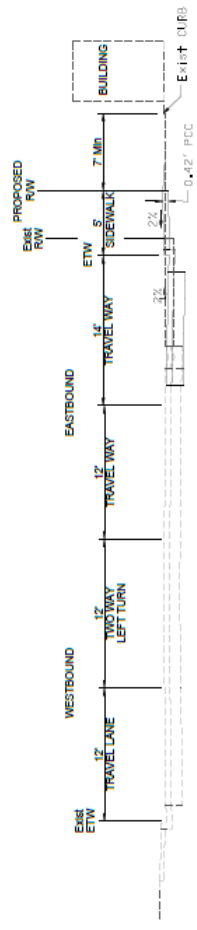
LAYOUT
 SCALE: 1" = 20'

OPTION B - WITHOUT BIKE LANE

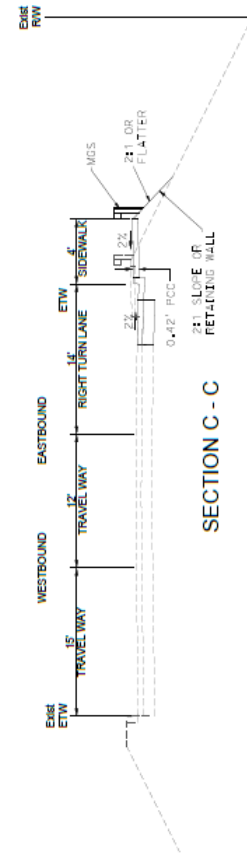
MNS
 300 Industrial Way
 Boulder, CO 80501
 303.440.1234
 www.mns-engineers.com



SECTION A - A



SECTION B - B



SECTION C - C

OPTION B - WITHOUT BIKE LANE