

CITY OF SALINAS

MEASURE X ANNUAL PROGRAM COMPLIANCE REPORT

FISCAL YEAR 2017/18

Introduction

Herein, the City of Salinas Annual Program Compliance Report (Report) presents the City's efforts to comply with the policies of Measure X for use of its share of sales tax revenues that funded road maintenance, pothole repairs, and safety projects during Fiscal Year 2017/18. The following information conveys how the City spent Measure X funds on local projects and includes details for each project and a balance sheet that itemizes the receipt and expenditure of Measure X funds. These funds include a portion of the \$40.6-million in Total Road Improvement Program (TRIP) bonds the City received last spring to fund transportation infrastructure improvements over the next three years. The City leveraged a portion of its Measure X distributions to make the annual debt service payments on the TRIP bonds.

As required by Measure X policies, the Report also includes the following additional reports:

- ✓ ATTACHMENT 1: Independent Audit of Financial Statements for Measure X Funds, F.Y. 2017/18
- ✓ ATTACHMENT 2: Five-Year Capital Improvement Program
- ✓ ATTACHMENT 3: Pavement Management Program Report
- ✓ ATTACHMENT 4: Maintenance of Effort Report

Measure X Balance Sheet

CITY OF SALINAS				
Schedule of Revenue, Expenditures and Changes in Fund Balances				
For the Year Ending June 30, 2018				
		Measure X Special Revenue Fund	Measure X Bond Proceeds Fund	Total Measure X
Fund Balance at the Beginning of the Year		(222,784.90)	-	(222,784.90)
Revenues				
Measure X Revenue		4,887,167.14	-	4,887,167.14
Interest		634.00	-	634.00
Total Revenue		<u>4,887,801.14</u>	<u>-</u>	<u>4,887,801.14</u>
Expenditures				
Measure X Sales Tax Spent in FY 2017-18				
<u>CIP No.</u>	<u>Project Name</u>			
9071	Williams Rd Street/Streetscape	21,225.36		21,225.36
9163	Traffic Calming Improvements	519,257.57		519,257.57
9185	T/S Alvin & Linwood	345.00		345.00
9216	ADA Pedestrian Ramp	103,031.90		103,031.90
9220	E Laurel Dr Sidewalk & Lights	31,262.01		31,262.01
9223	T/S Boronda & Sanborn Rd	345.00		345.00
9224	Chinatown Renewal Street	1,197.37		1,197.37
9227	T/S Constitution & Las Casitas	345.00		345.00
9238	T/S Alisal & Murphy	345.00		345.00
9267	Streetlight Installation	3,904.14		3,904.14
9277	Bardin Road & Sanitary Sewer	25,547.65		25,547.65
9358	T/S Williams Rd & Garner Avenue	264.50		264.50
9720	Sidewalk & Drainage Repairs	19,623.40		19,623.40
9981	Slurry Seal Improvements	14,489.03		14,489.03
Total Measure X Sales Tax Spent in FY 2017-18		<u>741,182.93</u>		<u>741,182.93</u>
Measure X Bond Proceeds Spent in FY 2017-18				
<u>CIP No.</u>	<u>Project Name</u>			
9117	Sanborn Rd / US 101 Improvements		600,000.00	600,000.00
9220	E Laurel Drive Sidewalk & Lights		69,884.43	69,884.43
9230	Vibrancy Plan Infrastructure		142,194.64	142,194.64
9268	T/S E Laurel & St. Edwards		398,506.30	398,506.30
9438	Annual City Streets Rehabilitation Program		660,004.37	660,004.37
9510	E Boronda Rd. Traffic Congestion		395,508.50	395,508.50
9720	Sidewalk & Drainage Repair		1,475,788.01	1,475,788.01
9976	Circle Drive		80,777.90	80,777.90
Total Measure X Bond Proceeds Spent in FY 2017-18			<u>3,822,664.15</u>	<u>3,822,664.15</u>
Fund Balance at the End of the Year		<u>3,923,833.31</u>	<u>(3,822,664.15)</u>	<u>101,169.16</u>

Project Details

Project Title: Williams Rd. Street/Streetscape

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

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

Phase: Design

Project Title: Traffic Calming Improvements

Project Description: This project implements the City-wide traffic calming policy for residential streets throughout Salinas adopted in 2009. The benefits are extremely sought after by residents of the following neighborhoods, Tyler-Iris and Laurel Heights. The Institute of Transportation Engineers defines “traffic calming” as “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.” Growth in traffic volumes in Salinas has increased the frequency and severity of traffic-related issues on residential neighborhood streets. In 2009, the City of Salinas adopted a Neighborhood Traffic Management Program (NTMP) to address neighborhood traffic concerns. Each residential traffic calming neighborhood project is unique and is evaluated individually. Residents of each traffic calming neighborhood project meet to provide input and vote on a City Staff recommended neighborhood traffic calming plan. Funds were used for staff and the construction contractors.

Benefits: Excessive vehicle speeds and/or excessive traffic volumes on neighborhood streets can diminish the residential quality of life. The different traffic calming tools prescribed in the Neighborhood Traffic Calming Program and their appropriate applications provide a response to the negative effects of speeding and traffic volumes on residential neighborhood streets.

Phase: Construction completed

Before:



Ambrose Dr.



Iris Dr.

After:



Ambrose Dr.



Iris Dr.

Project Title: T/S Alvin & Linwood

Project Description: The City Council approved the 2017 Traffic Signal Priority List with direction to complete priority signal projects within 2 years. A traffic signal at the intersection of Alvin Drive and Linwood Drive was the top priority. The funding was used for staff time.

Benefits: Traffic signals control intersections by assigning right-of-way to conflicting movements of traffic at an intersection. Traffic signals can increase the capacity of an intersections and improve the safety of both pedestrian and vehicular traffic. Traffic signals may reduce certain types of accidents, particularly right-angle “broadside” collisions.

Phase: Planning/design

Project Title: ADA Pedestrian Ramp

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

Benefits: 86% of the City’s curb returns and crosswalks are deficient in meeting ADA compliance this hinders persons with disabilities to become independent and mobile within the City limits. This funding has allowed the City to design and install ADA pedestrian ramps in conjunction with the sidewalk improvement project program. For FY 17-18, Tyler Street and Central Avenue were benefactors to Measure X funds. The City will continue to fund annually for installation of ADA pedestrian ramps. Funds were used for staff time and the contracts with Granite Construction, Graniterock, and Gordian Group.

Phase: Completed

Before:



Tyler St. & Iris Dr



Tyler St. & Polk St.



Tyler & Harding St.



Central Ave & Villa St.



Central Ave. & University Ave.



Central Ave. & Stone St.

After:



Tyler St. & Iris Dr. (during construction) with 2 ADA compliant ramps



Tyler & Polk St.



Tyler St. & Harding St.



Tyler St. & Tyler Pl.



Central Ave. & University Ave.



Central Ave. & Villa St.



Central Ave. & Stone St.



Central Ave. & Stone St.

Project Title: E. Laurel Dr. Sidewalk & Lights

Project Description: The concept for this project includes new sidewalk along East Laurel Drive from North Sanborn Road to Constitution Boulevard and continue on Constitution Blvd. from East Laurel Drive to 350-feet west of Manchester Circle where no sidewalk currently exists. Install street lights and pedestrian lights to be included and installation of pedestrian lights on the existing pedestrian and bike path. Measure X funds were used for staff time and contract for the consultant Kimley-Horn and Associates, Inc.

Benefits: The new sidewalk will allow the surrounding residents to walk safely from East Salinas to the Soccer Fields, Natividad Hospital, Monterey County offices and north Salinas. The new trail lighting from St. Edwards up to the trails where Gabilan and Natividad Creek bridges begin will allow safer recreational walking and biking during all hours. Installation of Street lighting on East Laurel Drive from Natividad Road to North Sanborn Road will illuminate the area that currently does not having any lighting. Illumination in this area will allow for better visibility for vehicles, bikers and pedestrians. Traffic Signal safety modifications and ADA improvements at the East Laurel/Constitution Blvd intersection will enhance the safety at this intersection. All recommendations from the ITS Berkeley Monterey County and City of Salinas Complete Streets safety assessment will be implemented.

Phase: Planning/design

Project Title: T/S Boronda & Sanborn Rd.

Project Description: Traffic Staff compile a list of candidate intersections for traffic signals throughout the years. The intersections were studied to see if they met one of the eleven traffic signal warrants specified in the California Manual of Uniform Traffic Control Devices (CA-MUTCD). The City Council approved the 2017 Traffic Signal Priority List with direction to complete priority signal projects within 2 years. A signal at the intersection of Boronda Road and Sanborn Road was priority 3. The funding was used for staff time.

Benefits: Traffic signals control intersections by assigning right-of-way to conflicting movements of traffic at an intersection. Traffic signals can increase the capacity of an intersection and improve the safety of both pedestrian and vehicular traffic. Traffic signals may reduce certain types of accidents, particularly right-angle “broadside” collisions.

Phase: Planning

Project Title: Chinatown Renewal Street

Project Description: Furnish and install street lights and pedestrian lights within the limits of Chinatown. The funding was used for staff time.

Benefits: Studies show that accident and crime rates decrease once streets are illuminated properly. The project will include the installation of city standard street lights (LEDs) throughout the above-mentioned streets to improve traffic safety and reduce criminal activity.

Phase: Planning

Project Title: T/S Constitution & Las Casitas

Project Description: Traffic Staff compile a list of candidate intersections for traffic signals throughout the years. The intersections were studied to see if they met one of the eleven traffic signal warrants specified in the California Manual of Uniform Traffic Control Devices (CA-MUTCD). The City Council approved the 2017 Traffic Signal Priority List with direction to complete priority signal projects within 2 years. A traffic signal at the intersection of Constitution Blvd. and Las Casitas was priority 4. Council also requested staff to evaluate alternate traffic controls at this intersection. The funding as used for staff time.

Benefits: Traffic signals control intersections by assigning right-of-way to conflicting movements of traffic at an intersection. Traffic signals can increase the capacity of an intersections and improve the safety of both pedestrian and vehicular traffic. Traffic signals may reduce certain types of accidents, particularly right-angle “broadside” collisions.

Phase: Planning

Project Title: T/S Alisal & Murphy

Project Description: The construction of the New Public Safety building will require a signal at the East Alisal at Murphy Street Intersection. This intersection becomes the main entrance to the City's new Public Safety Building. The project includes a new traffic signal at the intersection as well as decorative street lighting on Murphy Street and raised median improvements to control access within the influence area of the traffic signal and provide stormwater features. Funds were used for staff time.

Benefits: Traffic signals control intersections by assigning right-of-way to conflicting movements of traffic at an intersection. Traffic signals can increase the capacity of an intersections and improve the safety of both pedestrian and vehicular traffic. Traffic signals may reduce certain types of accidents, particularly right-angle “broadside” collisions. The new traffic signal will have access to a City fiber-optic line and will be capable of communicating with other traffic signals to improve the efficiency of the Alisal St corridor.

Phase: Planning

Project Title: Streetlight Installation

Project Description: The Street Light Improvement Project Phase 13 is part of the East Salinas Street Light Project. Phase 13 will include a rehabilitation that will improve streets with insufficient lighting on the east side of the City of Salinas. Work will include, but is not limited to, the removal and replacement of street lights on PG&E poles and installation of new streetlights. Street lights with underground service connections on Roosevelt Street, Kern Street, Kings Street, North Madeira Avenue, North Wood Street, and Ragsdale Court. The design phase will also include the request of PG&E service points and preparation of easements. This project is still in the planning/design phase. The funding was used for staff time.

Benefits: With the assistance of our GIS and Police department data, we were able to identify the locations where the highest density of crime occurs in the City limits. The three categories that were looked at were vehicle theft, robbery, and burglary. Studies show that crime rates decrease once streets are illuminated properly. Through field review, it was determined that the area with the highest crime rates had the lowest illumination. The project will include the installation of city standard street lights (LEDs) throughout the above-mentioned streets to reduce criminal activity and improve traffic safety.

Phase: Planning/Design

Project Title: Bardin Road

Project Description: Design and reconstruct Bardin Road (Williams to Sycamore). The Bardin Safe Routes to School Project will include the installation of bulb-outs, a road diet on Bardin Road, new crosswalks with Rapid Flashing Beacons, buffered bike lanes, ADA pedestrian Ramps, street lights and pedestrian lighting, meandering sidewalks, curb and gutter improvements, a full road reconstruction, traffic signal modifications and loop replacement at

Williams Road/Bardin Road, and two roundabouts at East Alisal Street/Bardin Road and Sconberg Parkway/Alisal Road. The new road with safety features on crosswalks, new lighting at crosswalks, new bike lanes and pedestrian ramps will create a safer and better community. Measure X funds were used for staff time and consultant fees.

Benefits: The City's Pavement Management System program has identified Bardin Road as a priority project for road reconstruction based on the road's current Pavement Condition Index. With the reconstruction of this road, the City will design a road diet, install safe pedestrian crossings, bulb outs, and a bike lane with bike buffers. The project is earmarked for completion in 2020 and will provide traffic calming and pedestrian safety for the neighborhood and the City at large.

Phase: Planning/design

Project Title: T/S Williams Rd. & Garner Ave.

Project Description: Project provides for a traffic intersection control evaluation (ICE) and later construct a traffic signal at Williams Road and Garner Avenue if warranted. The funding was used for staff time.

Benefits: Traffic signals control intersections by assigning right-of-way to conflicting movements of traffic at an intersection. Traffic signals can increase the capacity of an intersection and improve the safety of both pedestrian and vehicular traffic. Traffic signals may reduce certain types of accidents, particularly right-angle "broadside" collisions.

Phase: Planning

Project Title: Sidewalk & Drainage Repairs

Project Description: This project provides for the repair of damaged curbs, gutters, sidewalks, and driveway approaches throughout the City damaged by City trees within the street right-of-way. The City selected Tyler Street from Laurel Dr. south to the cul-de-sac and Central Ave. from Salinas St. to Davis Rd. This project also included the construction of a 4' wide sidewalk on north side of Casentini St. The City maintenance crew also rehabilitated sidewalks, curbs and gutters adjacent to 131 addresses, including concrete pours of 18,080 square feet for sidewalk and 2,310 linear foot for curb and gutter.

Benefits: The severity of the sidewalk conditions at Tyler and Central were some of the worst sidewalks that exist in the City limits. The City removed and replaced all damaged sidewalk, curb & gutter, and trees to meet ADA standards and to beautify the neighborhood. This project has made Tyler St., Central Ave., and Casentini St. a safe and walkable corridor.

Phase: Completed

Before:

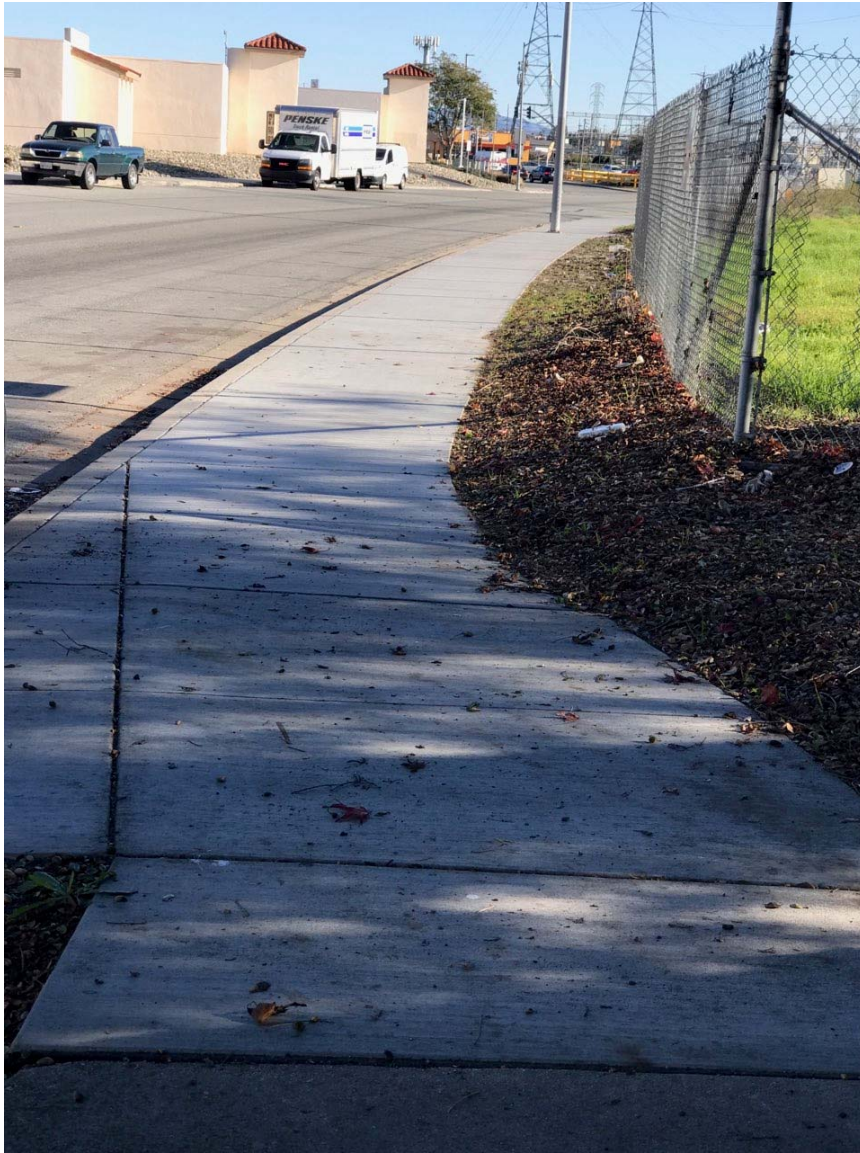


Casentini St.



Tyler St.

After:



Casentini St.



Casentini St.



Tyler St.

Project Title: Slurry Seal Improvements

Project Description: Pavement slurry maintenance and striping for various City streets, including: Constitution Blvd (between E Laurel Dr to Boronda R.); Freedom (Constitution to Williams); John Street (Wood to Alisal); N Sanborn (Del Monte to Boronda); E Laurel Dr (Natividad to Sanborn); Natividad Rd (Alvin to Boronda). The contract for this project has been awarded and slurring and striping will begin in the Spring of 2019. The funding was used for staff time.

Benefits: The resurfacing of streets prolongs the life of the streets by decreasing deterioration.

Phase: Contract execution

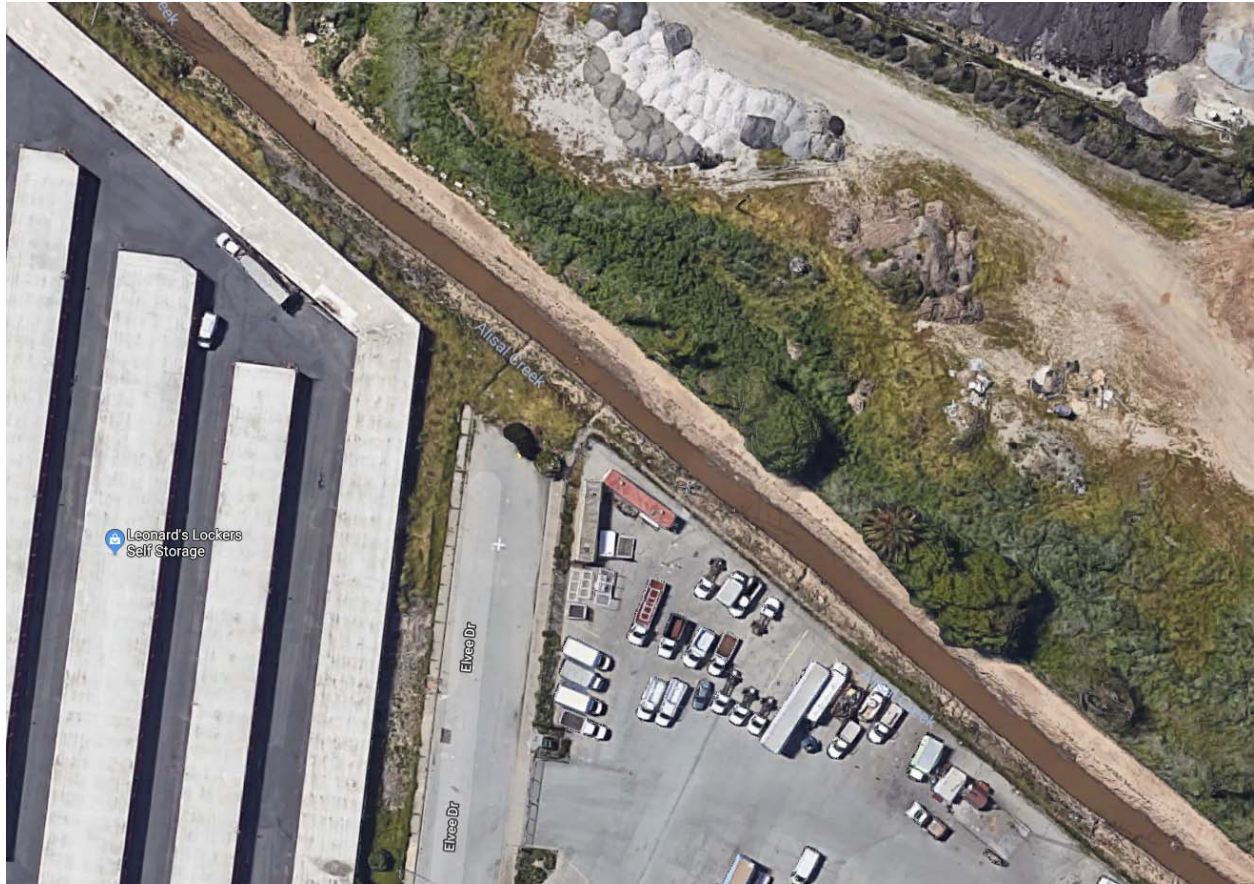
Project Title: Sanborn Rd./US 101 Improvements

Project Description: Elvee Drive extension to Work street, extend right turn lane onto Work from Sanborn Road, Traffic Signal at Fairview and Sanborn Road, TS modification at Elvee and Sanborn for right in-right out, Installation of span bridge at Rec ditch; sidewalk, street lights, landscape; Reconstruction of Elvee Drive, Modify RT lane on Sanborn at Work St. This project is not complete. Measure X funds were used for staff time and the construction contractor.

Benefits: The project is designed to improve operational traffic and circulation conditions at the Sanborn Road/U.S. Highway 101 interchange. As part of the traffic impact analysis conducted for the Salinas Ag-Industrial Center Program Environmental Impact Report in 2009, a range of existing circulation network operational deficiencies were identified. The proposed project includes several of the network improvements that were added to the City's Transportation Improvement Program (TIP) in response to the prior traffic impact analyses. Once constructed, its operation will result in positive impacts on traffic operations and traffic safety in the vicinity of the Sanborn Road/U.S. Highway 101 interchange and will improve the movement of agriculture goods and all efforts that relate to the harvesting, packaging and shipping of the agriculture businesses in south Salinas. Funds were utilized for staff time and various consultant fees. The project will also improve the PCI of Fairview Ave. and Elvee Drive.

Phase: Ongoing construction

Before:



After:



Project Title: Vibrancy Plan Infrastructure (Main Street Streetscape)

Project Description: Vibrancy Plan implementation calls for the development of several new infrastructure projects and a potential resource to fund these projects is the Enhanced Infrastructure Finance District. The Main Street Master Plan is part of one of the first steps in implementing the Downtown Vibrancy Plan. The Main Street Master Plan has been developed to further refine the framework and guidance specific to Main Street. Measure X funds were used for staff time and consultant fees provided by Kimley-Horn & Associates, Inc.

Benefits: The project will improve safety and increase mobility and access for all pedestrians, including seniors and persons with disabilities, by reconstructing sidewalks to be wider; reducing visual barriers; improving grades to be ADA compliant; improving lighting; enhancing crosswalks and installing accessible pedestrian signals with exclusive pedestrian signal operations and countdowns; integrating wayfinding devices and signage; installing bollards and other vehicular barriers to protect high pedestrian areas. Road reconstruction to improve pavement condition index, stormwater control and matching the improved sidewalk grades. Reduce collision potential through traffic calming features, including narrower lanes and horizontal and vertical deflection roadway alignment. Encourage safe cycling through the improved traffic circulation, increased visibility, and enhanced bicycle facilities. Improve vehicular circulation by converting the existing one-way traffic flow to two-way and modernizing signal equipment to efficiently move traffic. Encourage walking and improve visitor access to downtown businesses to support a healthy and vibrant downtown community. Improve the treatment and volume reduction of storm water runoff.

Phase: Planning/design

Project Title: T/S E. Laurel & St. Edwards

Project Description: Install traffic signal at E Laurel and St. Edwards with lighting, pedestrian ramps, crosswalks, bike lanes, new bus shelters and minor landscaping.

Benefits: Traffic signals can increase the capacity of an intersections and improve the safety of both pedestrian and vehicular traffic. Traffic signals may reduce certain types of accidents, particularly right-angle “broadside” collisions. ADA ramps, crosswalks, and bike lanes provide a safer space for pedestrians.

Phase: Completed

Before:



E. Laurel & St. Edwards



St. Edwards & E. Laurel

After:



St. Edwards & E. Laurel

Project Title: Annual City Streets Rehabilitation Program

Project Description: The City has an ongoing pavement maintenance program to patch, repair, crack-seal, and overlay City streets. Measure X funds were used for Maintenance staff completing numerous pavement repairs, including John Street (Phase 1)—their biggest job in 2017/18.

Benefits: The resurfacing of streets prolongs the life of the streets by decreasing deterioration and improves the PCI.

Phase: Ongoing construction

Before:



John St.



John St.



John St.
After:



John St.



John St.



John St.

Project Title: Boronda Road Congestion Relief Project

Project Description: The project includes the widening of Boronda Road into a four-lane roadway (two lanes at each direction), and the construction of roundabouts at the following intersections: McKinnon Street, El Dorado Drive, Natividad Road, and Independence Boulevard. The work also includes the necessary environmental permitting, hydrology and hydraulics study, and stormwater quality analysis. The overall project limits are from Dartmouth Way to Independence Boulevard.

Benefits: The project would generally meet the future (WASP and CASP with EDE buildout) traffic demands of East Boronda Road with a level of service (LOS) of C. Current LOS for this segment of East Boronda Road is generally E. Other studies also indicated that roundabouts have the following advantages as compared to signalized intersections: fewer traffic fatalities; fewer injury crashes; less severity of collisions; a smaller number of person-hours delayed in traffic; less traffic-related pollutants; short pedestrian crossing distance; less operation and maintenance cost; create a calmer corridor; and has a positive effect on property values.

Phase: Planning/Design

Project Title: Circle Drive

Project Description: Project provides for street pavement repair as required on Circle Drive between North Sanborn Road and Saint Edwards Avenue. Circle Dr. was partially overlayed and sealed along the joints and the cracks of the non-overlayed areas. The funding was used for staff time and the purchase of material for the patch & repair. Circle Dr. will be slurried in 2019 as part of the Slurry Seal Improvements project.

Benefits: The resurfacing of Circle Dr. prolongs the life of the streets by decreasing deterioration.

Phase: Complete

Before:



Circle Dr.



Circle Dr.



Circle Dr.

After:



Circle Dr.



Circle Dr.



Circle Dr.

ATTACHMENT 1

Independent Audit of Financial Statements for Measure X Funds, F.Y. 2017/18

See link to annual audit report where Measure X expenditures are reported (PDF pages 198 & 200): [Audited Financial Statements](https://www.cityofsalinas.org/sites/default/files/departments_files/finance_department_files/2018_basic_financial_statements_revised.pdf)

(https://www.cityofsalinas.org/sites/default/files/departments_files/finance_department_files/2018_basic_financial_statements_revised.pdf)

CITY OF SALINAS

**MEASURE X TRANSPORTATION SAFETY
AND INVESTMENT PLAN FUND**

FINANCIAL STATEMENTS
with
INDEPENDENT AUDITOR'S REPORT
and
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

JUNE 30, 2018

McGILLOWAY, RAY, BROWN & KAUFMAN
ACCOUNTANTS & CONSULTANTS

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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 <i>Government Auditing Standards</i>	8



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379 West Market Street
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INDEPENDENT AUDITOR'S REPORT

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

Report on the Financial Statements

We have audited the accompanying financial statements for the City of Salinas' Measure X Transportation Safety and Investment Plan Fund (City's Measure X Fund), as of and for the fiscal year ended June 30, 2018, and the related notes to the financial statements, as listed in the table of contents.

Management's Responsibility for the Financial Statement

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

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America 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 the financial statements are free from material misstatement.

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

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

Daniel M. McGilloway, Jr., CPA, CVA | Gerald C. Ray, CPA | Patricia M. Kaufman, CPA, CGMA | Larry W. Rollins, CPA
Jesus Montemayor, CPA | Smriti Shrestha, CPA

Sarita C. Shannon, CPA | Whitney Ernest, CPA | Devvyn MacBeth, CPA | Deanna Thomas, CPA | Sukhdev Singh, CPA

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the City of Salinas' Measure X Transportation Safety and Investment Plan Fund, as of June 30, 2018, and the changes in financial position for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 1, the financial statements present only the Measure X Transportation Safety and Investment Plan Fund and do not purport to, and do not present fairly the financial position of the City of Salinas, as of June 30, 2018, the changes in its financial position, or, where applicable, its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Other Matters

Other Information

Our audit was conducted for the purpose of forming an opinion on the Measure X fund financial statements that collectively comprise the City of Salinas' Measure X Transportation Safety and Investment Plan Fund financial statements. The accompanying supplemental schedule – Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget and Actual on page 7 is presented for purposes of additional analysis and is not a required part of the basic financial statements.

The supplemental schedule is the responsibility of management and was derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the City's Measure X Fund financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplemental schedule – Schedule of Revenues, Expenditures and Changes in Fund Balance – Budget and Actual is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated June 6, 2019, on our consideration of the City of Salinas' Measure X Transportation Safety and Investment Plan Fund's internal control over financial reporting and on our tests of its compliance with the requirements described in the TAMC's Ordinance No. 2016-01 and in the Agreement between TAMC and the City and other matters for the fiscal year ended June 30, 2018. 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 Salinas' Measure X 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 Salinas' Measure X Fund's compliance.



McGilloway, Ray, Brown & Kaufman
Salinas, California
June 6, 2019

**MEASURE X TRANSPORTATION SAFETY AND INVESTMENT PLAN
FUND FINANCIAL STATEMENTS**

CITY OF SALINAS
MEASURE X TRANSPORTATION SAFETY AND INVESTMENT PLAN FUND
BALANCE SHEET
JUNE 30, 2018

ASSETS

Cash and investments	\$ 2,958,226
Other Receivable, net	1,836
Due from Transportation Agency for Monterey County	<u>972,333</u>
Total assets	<u><u>\$ 3,932,395</u></u>

LIABILITIES

Due to other funds	<u>\$ 8,562</u>
Total liabilities	<u>8,562</u>

FUND BALANCE

Restricted	<u>3,923,833</u>
Total fund balances	<u>3,923,833</u>
Total liabilities and fund balances	<u><u>\$ 3,932,395</u></u>

The accompanying notes are an integral part of these financial statements

CITY OF SALINAS
MEASURE X TRANSPORTATION SAFETY AND INVESTMENT PLAN FUND
STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCE
FOR THE FISCAL YEAR ENDED JUNE 30, 2018

REVENUES

Transportation Safety and Investment Plan Revenue	\$ 4,887,167
Interest	<u>634</u>
Total revenues	<u>4,887,801</u>

EXPENDITURES

Streets and road maintenance	<u>-</u>
Total expenditures	<u>-</u>

EXCESS OF REVENUES OVER EXPENDITURES	<u>4,887,801</u>
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OTHER FINANCING SOURCES (USES)

Transfers out	<u>(741,183)</u>
Total other financing sources (uses)	<u>(741,183)</u>

NET CHANGE IN FUND BALANCE	4,146,618
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FUND BALANCE (DEFICIT), BEGINNING OF YEAR	<u>(222,785)</u>
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FUND BALANCE, END OF YEAR	<u><u>\$ 3,923,833</u></u>
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Note: Transfers out were used to fund streets and road maintenance projects.

CITY OF SALINAS
MEASURE X TRANSPORTATION SAFETY AND INVESTMENT PLAN FUND
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2018

Note 1 - Summary of Significant Accounting Policies Applicable to the Transportation Safety and Investment Plan Fund

A. Reporting Entity

The City of Salinas (the City) was incorporated as a charter city on March 4, 1874. The City operates under a Council-Manager form of government and provides the following services as authorized: Public Safety, Public Works, Recreation-Parks, Library and General Government Administrative Services. The City also operates an Airport, a Downtown Parking District, a Sanitary Sewer System, a Water Utility, a Storm Sewer System and an Industrial Waste Facility.

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

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

The financial statements present only the Transportation Safety and Investment Plan Fund and do not purport to, and do not present, the City's financial position and changes in financial position. The City's basic financial statements are available at the City's website and can be obtained directly from the City's Finance Department at: 200 Lincoln Ave, Salinas CA 93901.

B. 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 Fund of the City is a governmental fund type. Governmental funds are reported using the current financial resources measurement focus. This focus is on the determination of, and changes in financial resources, and generally only current assets and current liabilities are included in the balance sheet. These funds use the modified accrual basis of accounting, whereby revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the fiscal period. For this purpose, the City considers revenues as available if they are collected within sixty days of the end of the current fiscal period. Expenditures are generally recorded when a liability is incurred.

Note 2 – Cash and Investments

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

CITY OF SALINAS
MEASURE X TRANSPORTATION SAFETY AND INVESTMENT PLAN FUND
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2018

Note 3 – Fund Balance Deficit – Beginning of Year

The beginning fund balance deficit in the amount of \$222,785 is a result of expenditures prior to receipt of April 1, 2017 through June 30, 2017 Transportation Safety and Investment Plan Fund revenue.

Note 4 – Maintenance of Effort

The Measure X Master Programs Funding Agreement between the City and the Transportation Agency for Monterey County required that the City must expend each fiscal year from its general fund for street and highway purposes an amount not less than the annual average of its expenditures from its general fund during the preceding three fiscal years, as reported to the Controller pursuant to Streets and Highways Code Section 2151 (“Maintenance of Effort”). For purposes of this calculation, an average of the prior three (3) years spent for local transportation purposes will be used. Exemptions from this calculation include one-time capital expenses, and expiration of any voter-approved fund sources, the three-year average baseline would be recalculated in the next annual verification period without said expired fund sources. Revenues from a fee imposed or contribution first received by a local jurisdiction on or after January 1, 2016 which are used on or after July 1, 2016, by that local jurisdiction for maintenance or improvement purposes on its streets and highways shall be considered as general fund expenditures for the purposes of compliance with the provisions of this Section in the fiscal year in which such expenditures are made. The following eligible expenditures were made:

Fiscal year ended June 30:

2015	\$ 2,763,928
2016	3,984,744
2017	4,429,476
Total	<u>\$ 11,178,148</u>

Three year average	\$ 3,726,049
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Current year eligible expenditures	\$ 4,171,894
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Compliant (Yes or No)	Yes
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Total expenditures from the general fund for street and highway purposes for the fiscal year ended June 30, 2018 was \$4,171,894. The City was in compliance with the Maintenance of Effort requirement of the Measure X Master Programs Funding Agreement between the City of Salinas and the Transportation Agency for Monterey County.

SUPPLEMENTAL SCHEDULE

CITY OF SALINAS
MEASURE X TRANSPORTATION SAFETY AND INVESTMENT PLAN FUND
SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
BUDGET AND ACTUAL
FOR THE FISCAL YEAR ENDED JUNE 30, 2018

	Original Budget	Final Amended Budget	Actual	Variance with Final Budget
REVENUES				
Transportation Safety and Investment Plan Revenue	\$ 5,780,000	\$ 4,400,000	\$ 4,887,167	\$ 487,167
Interest	10,000	10,000	634	(9,366)
Total revenues	<u>5,790,000</u>	<u>4,410,000</u>	<u>4,887,801</u>	<u>477,801</u>
EXPENDITURES				
Streets and road maintenance	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
EXCESS OF REVENUES OVER EXPENDITURES	<u>5,790,000</u>	<u>4,410,000</u>	<u>4,887,801</u>	<u>477,801</u>
OTHER FINANCING SOURCES (USES)				
Transfers out	<u>(11,957,000)</u>	<u>(2,179,504)</u>	<u>(741,183)</u>	<u>1,438,321</u>
Total other financing sources (uses)	<u>(11,957,000)</u>	<u>(2,179,504)</u>	<u>(741,183)</u>	<u>1,438,321</u>
NET CHANGE IN FUND BALANCE	<u>(6,167,000)</u>	<u>2,230,496</u>	<u>4,146,618</u>	<u>1,916,122</u>
FUND BALANCE (DEFICIT), BEGINNING OF YEAR	<u>(222,785)</u>	<u>(222,785)</u>	<u>(222,785)</u>	<u>-</u>
FUND BALANCE, END OF YEAR	<u><u>\$ (6,389,785)</u></u>	<u><u>\$ 2,007,711</u></u>	<u><u>\$ 3,923,833</u></u>	<u><u>\$ 1,916,122</u></u>

Note: Transfers out were used to fund streets and road maintenance projects.



2511 Garden Road
Suite A180
Monterey, CA 93940
831-373-3337
Fax 831-373-3437

379 West Market Street
Salinas, CA 93901
831-424-2737
Fax 831-424-7936

3478 Buskirk Avenue
Suite A1000
Pleasant Hill, CA 94523
831-373-3337
Fax 831-373-3437

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

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the City of Salinas' Measure X Transportation Safety and Investment Plan Fund (the City's Measure X Fund), as of and for the year ended June 30, 2018, and the related notes to the financial statements, which collectively comprise the City of Salinas' Measure X Transportation Safety and Investment Plan Fund's financial statements, and have issued our report thereon dated June 6, 2019.

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, 2018.

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 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 TAMC Ordinance No. 2016-01 and in the Agreement requires that the independent auditor shall perform at least the following tasks: (1) determine whether the recipient expended all Measure X funds received in compliance with Measure X, the Measure X Investment Plan, and the Policies and Project Descriptions, as they may be adopted or amended by TAMC from time to time, and the Agreement, (2) determine whether the Measure X revenues received and expended were accounted for and tracked in its own separate budget and fund titled "Transportation Safety and Investment Plan Fund" and were not

comingled with any other funds and that the accounting system provides adequate internal controls and audit trails to facilitate an annual compliance audit for each fund type and the respective usage and application of said funds, and (3) determine whether the City met the Maintenance of Effort requirements imposed by Measure X and State law. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America, the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards required that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the compliance requirements referred to above that could have a direct and material effect on the state laws and regulations applicable to the City occurred. An audit includes examining, on a test basis, evidence about the City's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

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

Opinion on Compliance and Other Matters with the Transportation Safety and Investment Plan Fund

In our opinion, the funds allocated to and received by the City of Salinas' Transportation Safety and Investment Plan 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 TAMC's Ordinance No. 2016-01 and in the Agreement between TAMC and the City for the fiscal year ended June 30, 2018.

Internal Control over Financial Reporting

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

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

Purpose of this Report

The purpose of that report is solely to report our opinion on compliance and to describe the scope of our testing of internal control over financial reporting and the results of that testing, and not to provide an opinion on the effectiveness of the City of Salinas' Measure X Fund's internal control over financial reporting. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the 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.

A handwritten signature in black ink that reads "McGilloway, Ray, Brown & Kaufman" followed by a horizontal flourish.

McGilloway, Ray, Brown & Kaufman
Salinas, California
June 6, 2019

ATTACHMENT 2
Five-Year Capital Improvement Program

CITY OF SALINAS															
Measure X 5-Year Capital Improvement Program															
For Fiscal Years 18-19 to 22-23															
Fund / CIP - Project Name	18-19	Column1	19-20	Column2	20-21	Column3	21-22	Column4	22-23	Column5	5-Year Total	Column6	PCI	Description of Phases	Description
	Total Cost	Measure X*	Total Cost	Measure X*	Total Cost	Measure X*	Total Cost	Measure X*	Total Cost	Measure X*	Total Cost	Measure X*			
9002 - Striping Improvements at City Streets	100,000	100,000	100,000	-	100,000	-		-		-	300,000	100,000	NA	Construction Spring 2019	The striping of City streets has fallen behind as street repair scheduled have been delayed. As a result, street center lines, crosswalks and other pavement markings that help contribute to street safety is in need of updating. In addition, complete streets concepts provide opportunities to encourage safety on city streets using striping.
9003 - Street Safety Education	50,000	50,000	100,000	-	100,000	-		-		-	250,000	50,000	NA	Ongoing safety enhancements (i.e., signs, X-walks, pavement markings, etc.)	Public Works has developed a street safety education and improvements program, particularly near schools. Staff will use this budget to leverage State and Federal funds when available.
9006 - Lincoln Ave. Storm Drain Improvements	530,000	530,000		-		-		-		-	530,000	530,000	NA	90% design	TAMC is working on the ITC / Train Station improvements; the storm drain needs to be relocated from Station Place to the new Lincoln Ave. extension.
9023 - PMS Street Rehab Program		-	2,640,000	2,640,000	2,610,000	2,610,000	2,610,000	2,610,000		-	7,860,000	7,860,000	54	Planning and construction Summer 2019	The project calls to provide street maintenance for pavement, overlays and reconstruction to City streets.
9051 - Street Lights Master Plan		-		-	105,000	105,000	720,000	-		-	825,000	105,000	NA	Master Plan FY 20/21	Salinas City-wide street light master plan to produce and implement a 10-year plan.
9071 - Williams Rd U.D./Street/Streetscape	200,000	200,000		-	5,000,000	-		-		-	5,200,000	200,000	25	Design	With the utility undergrounding of Williams Road (Bardin to Alisal) the roadway will need to be reconstructed to include; environmental; traffic signal at Garner, streetscape improvements, SS*SD underground improvements; Road reconstruction and median island improvements; ADA improvements.
9080 - San Juan Grade Road Improvements	1,000,000	1,000,000		-		-		-		-	1,000,000	1,000,000	38	Pre-design	Road improvements to San Juan Grade Road to include road repairs and asphalt concrete overlay with pavement striping, markings, and signage as needed between Boronda and just north of Russell Road.
9088 - Mortensen, Mercer & Skyway Blvd Imp.		-		-		-	150,000	150,000		-	150,000	150,000	14	Design in FY 21/22	Make repairs/road rehab to Mortensen Ave, Mercer Ave, and Skyway Blvd.
9094 - Priority Traffic Signals 1-2		-	1,200,000	1,200,000		-		-		-	1,200,000	1,200,000	NA	Construction in FY 19/20	New traffic signal installation at Constitution/Las Casitas and East Boronda Road and North Sanborn Road. The latter may change to a mini-roundabout.
9117 - Sanborn Rd/US 101 Impvts	500,000	500,000		-		-		-		-	500,000	500,000	34	Construction	Elvee Drive extension to Work street, extend right turn lane onto Work from Sanborn Road, Traffic Signal at Fairview and Sanborn Road, TS modification at Elvee and Sanborn for right in-right out, Installation of span bridge at Rec ditch; sidewalk, street lights, landscape; Reconstruction of Elvee Drive, Modify RT lane on Sanborn at Work St.
9163 - Traffic Calming Improvements	500,000	500,000	250,000	-	250,000	-	250,000	-	250,000	-	1,500,000	500,000	NA	Design	This project implements the City-wide traffic calming policy for residential streets throughout Salinas adopted in 2009. The benefits are extremely sought after by residents for public safety.
9185 - T/S Alvin at Linwood		-	500,000	-		-		-		-	500,000	-	NA	Design FY 19/20	The City Council approved the 2017 Traffic Signal Priority List with direction to complete priority signal projects within 2 years. A traffic signal at the intersection of Alvin Drive and Linwood Drive was the top priority.
9216 - ADA Pdestrian Ramp Installation	100,000	100,000	200,000	-	205,000	-	200,000	-	205,000	-	910,000	100,000	NA	Construction as-needed	Furnish and install ADA pedestrian ramps at all curb returns and crosswalks at mid-block throughout the City. The priority will be based on the recommendation by staff and committee and approval by City Council, as needed.
9218 - Bardin Rd Safe Route to School	7,414,000	3,800,000		-		-		-		-	7,414,000	3,800,000	30	Design	Safety and road improvement. Reduce the number of travel lanes along Bardin Rd between Williams Rd and Alisal Rd from 4 to 2 and include a two way left turn lane and bike lanes. Modify control intersections of Alisal Rd at Bardin Rd and at Sconeberg Parkway to include dual roundabout network. Enhance bike facilities along Alisal Rd between Tampa St and Bardin Rd.; reconstruct Bardin Road (Williams to Sycamore); repair SS & SD.

CITY OF SALINAS															
Measure X 5-Year Capital Improvement Program															
For Fiscal Years 18-19 to 22-23															
Fund / CIP - Project Name	18-19	Column1	19-20	Column2	20-21	Column3	21-22	Column4	22-23	Column5	5-Year Total	Column6	PCI	Description of Phases	Description
	Total Cost	Measure X*	Total Cost	Measure X*	Total Cost	Measure X*	Total Cost	Measure X*	Total Cost	Measure X*	Total Cost	Measure X*			
9219 - E Alvin/Linwood/Maryal Routes	42,000	-	2,959,000	-		-		-		-	3,001,000	-	NA	Planning	Reduce number of travel lanes along E Alvin Dr. between Kip and Natividad Rd from 4 to 2 lane and two way left turn and bike lanes in FY 1. A roundabout or traffic signal at Alvin/El Dorado intersection in FY 2; and add bike lanes and pedestrian enhancements along Linwood between Laurel and Alvin Dr. Add bike lanes and sidewalk on Maryal Dr south of Laurel and Sharrow to the north in FY 3.
9220 - E Laurel Dr Sidewalk & Lights		-		-	7,100,000	-		-		-	7,100,000	-	NA	Design	Install sidewalk on the north side of E. Laurel Dr. between Constitution Blvd. and Sanborn Rd and on the east side of Constitution Blvd. between E. Laurel and the soccer field parking lot driveway. Install street lights and pedestrian lights to be included and installation of pedestrian lights on the existing pedestrian and bike path.
9223 - T/S Boronda at Sanborn Road	500,000	500,000		-		-		-		-	500,000	500,000	NA	Pre-design	The City Council approved the 2017 Traffic Signal Priority List with direction to complete priority signal projects within 2 years. A signal at the intersection of Boronda Road and Sanborn Road was priority 3. Per cost/benefit analysis, this project may be designed as a mini-roundabout.
9227 - T/S Constitution @ Las Casitas	500,000	500,000		-		-		-		-	500,000	500,000	NA	Pre-design	The City Council approved the 2017 Traffic Signal Priority List with direction to complete priority signal projects within 2 years. A traffic signal at the intersection of Constitution Blvd. and Las Casitas was priority 4. Council also requested staff to evaluate alternate traffic controls at this intersection.
9230 - Vibrancy Plan Infrastructure	10,685,000	10,685,000		-		-		-		-	10,685,000	10,685,000	49	60% Design	100-300 blocks of Main Street. Improve safety and increase mobility and access for all pedestrians, including seniors and persons with disabilities, by reconstructing sidewalks to be wider; reducing visual barriers; improving grades to be ADA compliant; improving lighting; enhancing crosswalks and installing accessible pedestrian signals with exclusive pedestrian signal operations and countdowns; integrating wayfinding devices and signage; installing bollards and other vehicular barriers to protect high pedestrian areas. Road reconstruction to improve pavement condition index, stormwater control and matching the improved sidewalk grades. Reduce collision potential through traffic calming features, including narrower lanes and horizontal and vertical deflection roadway alignment. Encourage safe cycling through the improved traffic circulation, increased visibility, and enhanced bicycle facilities. Improve vehicular circulation by converting the existing one-way traffic flow to two-way and modernizing signal equipment to efficiently move traffic.
9238 - T/S Alisal @ Murphy		-	500,000	-		-		-		-	500,000	-	NA	Pre-design	The construction of the New Public Safety building will require a signal at the East Alisal at Murphy Street Intersection. This intersection becomes the main entrance to the City's new Public Safety Building.
9253 - ADA Traffic Signal Upgrades	50,000	50,000	50,000	50,000	100,000	100,000	50,000	50,000	100,000	100,000	350,000	350,000	NA	On-going design and construction	Upgrade traffic signals to meet ADA standards with pushbuttons, audible signals and various ADA upgrades. Design and construct in alternating years.
9267 - Streetlight Installation		-	100,000	100,000	75,000	-		-		-	175,000	100,000	NA	Design and installations in FY 19/20	Analyze lighting in high crime areas. Follow the E Salinas Streetlight priority list.
9358 - T/S Williams Rd & Garner Av		-	500,000	-		-		-		-	500,000	-	NA	Pre-design	Project provides for a traffic intersection control evaluation (ICE) and later construct a traffic signal at Williams Road and Garner Avenue if warranted.
9438 - Annual City Sts Rehab Program	1,095,000	-	6,500,000	-	7,000,000	-	7,000,000	-	7,000,000	-	28,595,000	-	54	On-going design and construction	The City has an ongoing pavement maintenance program to reseal City streets. The resurfacing of streets prolongs the life of the streets by decreasing deterioration.

CITY OF SALINAS															
Measure X 5-Year Capital Improvement Program															
For Fiscal Years 18-19 to 22-23															
Fund / CIP - Project Name	18-19	Column1	19-20	Column2	20-21	Column3	21-22	Column4	22-23	Column5	5-Year Total	Column6	PCI	Description of Phases	Description
	Total Cost	Measure X*	Total Cost	Measure X*	Total Cost	Measure X*	Total Cost	Measure X*	Total Cost	Measure X*	Total Cost	Measure X*			
9510 - E Boronda Rd Traffic Congestion Relief	2,250,000	2,250,000	12,100,000	-	8,200,000	-		-		-	22,550,000	2,250,000	44-72	Design	Construct roundabouts at McKinnon, El Dorado, Natividad, and Independence Blvd. Construct 2 additional lanes; bike lanes; raised median island; cape seal of existing lanes; landscape and irrigation; farmers ditch and retention basin; signing and striping; NPDES features from Dartmouth St. to East of Independence.
9607 - Bicycle Lane Installations		-	60,000	-	60,000	-	60,000	-	60,000	-	240,000	-	NA	Construction in FY 19/20	Bikeway Plan adopted by Council in March 2002 calls for the installation of Bike Lane Routes at various locations. Improvements and facilities shall conform with said Bikeway Plan and the priorities set therein.
9654 - Traffic Signal Installation	490,000	490,000	500,000	-	500,000	-	550,000	-	550,000	-	2,590,000	490,000	NA	On-going design and installation	The Engineering & Transportaion Department installs traffic signals and upgrades, including Opticom controls, and upgrading existing traffic signal components, at intersections when warranted. Prioritized intersection locations will be identified every 2 years and brought before the City Council for consideration, prior to project design. It also covers replacement of equipment damaged during vehicular collisions.
9720 - Sidewalk & Drainage Repairs		-	2,425,000	1,000,000	2,425,000	1,000,000	2,425,000	1,000,000	2,425,000	1,000,000	9,700,000	4,000,000	NA	Construction in FY 19/20	This project provides for the repair of damaged curbs, gutters, sidewalks, and driveway approaches throughout the City largely damaged by City trees within the street right-of-way. The work will be performed by in-house City personnel (Four Street Maintenance Workers).
9976 - Circle Drive	600,000	-		-		-		-		-	600,000	-	21	Slurry seal and striping in Spring 2019	Project provides for street pavement repair and overlay as required on Circle Drive between North Sanborn Road and Saint Edwards Avenue. Work to include: ADA pedestrian access ramps, catch basin upgrades, raises MH to finish grade, striping, signing upgrades, sidewalk repair, curb and gutter repair. Work implemented by City Maintenance staff in FYs 17/18 and 18/19. The road will receive a slurry seal striping in Spring 2019.
9981 - Slurry Seal Improvements	2,600,000	1,000,000		-		-		-		-	2,600,000	1,000,000	54	Construction Spring 2019	Pavement slurry maintenance and striping for various City streets, including: Constitution Blvd (between E Laurel Dr to Boronda R.); Freedom (Constitution to Williams); John Street (Wood to Alisal); N Sanborn (Del Monte to Boronda); E Laurel Dr (Natividad to Sanborn); Natividad Rd (Alvin to Boronda).
Grand Total	29,206,000	22,255,000	30,684,000	4,990,000	33,830,000	3,815,000	14,015,000	3,810,000	10,590,000	1,100,000	118,325,000	35,970,000			
* The Measure X columns combine Measure X and Measure X-TRIP Bond funding.															

ATTACHMENT 3
Pavement Management Program Report



City of Salinas

PUBLIC WORKS DEPARTMENT • 200 Lincoln Avenue • Salinas, California 93901

(831) 758-7241 • (831) 758-7935 (Fax) • www.ci.salinas.ca.us

December 19, 2018

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

Re: Pavement Management Program Annual Report Letter

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

The Pavement Management Program utilizes a software system developed by:

☒ Metropolitan Transportation Commission StreetSaver, Online Version 9
☐ Other

The system was updated by Adhara Systems, Inc. and contains, at a minimum, the following elements:

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

Centerline miles: 290.2

Total lane miles: 664.7

The last update of the inventory was completed on: November 4, 2017

- Average Pavement Condition Index (PCI): 54
- Identification of sections of roadways brought up to acceptable PCI levels for the current year:

John Street Repair & Overlay, from S. Wood St. to S. Sanborn Rd. 16

Circle Dr. Patch and Repair, from N. Sanborn Rd. to St. Edwards Ave. 21

- Amount spent to rehabilitate or replace deficient sections for the current year: \$400,000

Both the 2017 Pavement Condition Assessment Budget Options Report and Data Collection Report may be downloaded for your review at <https://www.cityofsalinas.org/our-city-services/public-works/engineering>. You may direct any questions regarding the system to Ms. Josie Lantaca at (831) 758-7185.

Sincerely,

James E. Sandoval, P.E., City Engineer
(831) 758-7429

ATTACHMENT 4
Maintenance of Effort Report

**CITY OF SALINAS
THREE-YEAR MAINTENANCE OF EFFORT REPORT
FOR YEARS 2015 – 2017**

Year 1

Fund Source	Amount	Year
Total Expended on Transportation	\$2,763,928	2015

Year 2

Fund Source	Amount	Year
Total Expended on Transportation	\$3,984,744	2016

Year 3

Fund Source	Amount	Year
Total Expended on Transportation	\$4,429,476	2016

Three-Year Average of Transportation Expenditures:

\$3,726,049

I, the undersigned, certify that the above information is true and correct to the best of my knowledge. Reported as part of documents reported by December 31, 2018.



Matt N. Pressey, CPA
Finance Director
City of Salinas