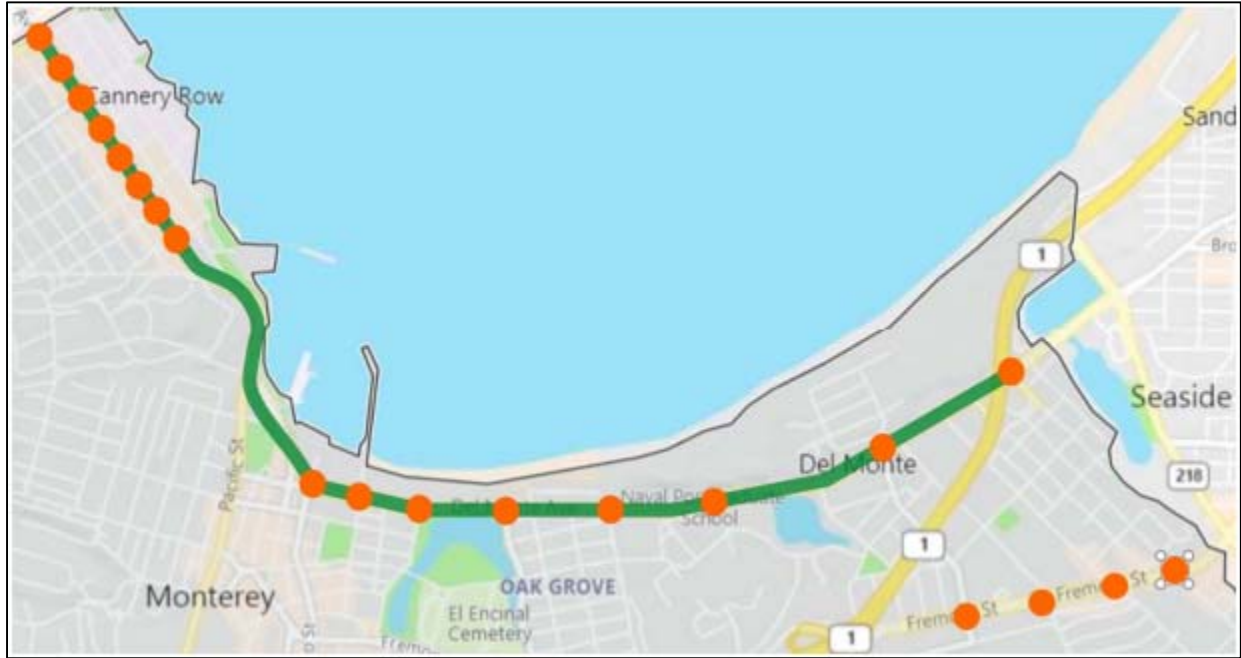


ANNUAL PROGRAM COMPLIANCE REPORT



Map of Monterey's Citywide Traffic Signal Adaptive System

CITY/COUNTY OF MONTEREY - FY 2019 BALANCE SHEET

REVENUES			
Carryover from Previous Year		\$	625,749
Measure X Revenues		\$	823,557
Earning on Interest		\$	19,339
TOTAL REVENUES:		\$	1,468,645
EXPENDITURES			
Citywide Traffic Signal Adaptive System		\$	166,210
Transportation Safety Critical Maintenance		\$	148,794
Transportation Safety Projects		\$	8,371
TOTAL EXPENDITURES:		\$	323,375
FUND BALANCE, END OF PERIOD:		\$	1,145,270

RESOLUTION NO. 19-116 C.S.

A RESOLUTION OF THE COUNCIL OF THE CITY OF MONTEREY

**ADOPT RECOMMENDED CAPITAL IMPROVEMENT PROGRAM (CIP) PROJECTS
FOR FISCAL YEARS 2019/20 AND 2020/21**

WHEREAS, on May 28, 2019 the Planning Commission reviewed the proposed projects and determined that they were consistent with the City's General, Neighborhood, Area, and Coastal Plans;

WHEREAS, the proposed CIP Budget for FY 2019/20 and 2020/21 was prepared and submitted to the City Council on June 18, 2019 in accordance with Section 6.3 of the City Charter; and

WHEREAS, the City of Monterey Planning Office determined that the following actions are exempt from the California Environmental Quality Act (CEQA) Guidelines (Article 19, Sections 15301, and 15331, Classes 1 and 31) because the proposed actions involve the operation, repair, maintenance, permitting, leasing, licensing or minor alteration of existing public or private structures, mechanical equipment or topographical features involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination; or, maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of historical resources in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.

These exempt projects include:

Project Name:	Project Description:	CEQA Exemption (Article, Section, Class):
ADA Facility Upgrades	This project will address ADA compliance issues at various facilities within the City.	Article 19, Section 15301 and 15331, Class 1 and Class 31
Building Repairs and Maintenance	Project will address deferred maintenance at City facilities such as City Hall, Fire Station(s), Youth Center, etc.	Article 19, Section 15301 and 15331, Class 1, Class 1 and Class 31
Sidewalk Repairs	Funding for sidewalks and curb repairs that are the City's responsibility.	Article 19, Section 15301 and 15331, Class 1, Class 1 and Class 31
Waterfront Parking Lot Resurface/Stripe/ADA Phase 2	Re-surfacing of lot, median and landscaping removal to improve flexibility. Install perimeter drought resistant landscaping. Safety lighting "smart parking" technology infrastructure and updated equipment.	Article 19, Section 15301, Class 1
Parking System Upgrade, Pay Station Upgrades, Parking Meter Upgrades	Various upgrades to City parking system.	Article 19, Section 15301, Class 1

Street Sign Replacement	Multi-year program to replace street name signs throughout the City	Article 19, Section 15301, Class 1
Pavement Reconstruction/Resurfacing Program	Resurface City streets by overlay, slurry, and cape sealing. Project would also include street preparation of failed areas. A portion of these funds would pay for ADA improvements.	Article 19, Section 15301, Class 1
Sewer Repair Project	This project will provide the ability to respond to sewer issues discovered during the course of the budget period	Article 19, Section 15301 and 15331, Class 1 and Class 31
Parking Garage Repair	Project will address deferred maintenance at the City parking Garages (Downtown, Cannery Row and Calle Principal)	Article 19, Section 15301, Class 1

Furthermore, the exempt projects do not qualify for any of the exceptions to the categorical exemptions found at CEQA Guidelines Section 15300.2.

Exception a - Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. Exemption a – Location – does not apply to projects which are exempt under Class 1 or 31.

Exception b - Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant. The projects have a limited scope. Some projects exempt under Class 1 would only require negligible expansion of paved surfaces or general maintenance. Therefore, no cumulative impacts are anticipated.

Exception c - Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. No unusual circumstances are anticipated to be found at the project sites. The projects would not have a significant effect due to their limited scope and distinct locations.

Exception d - Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified Environmental Impact Report (EIR). The projects would not be visible from scenic highways; therefore, no impacts to scenic highways would occur.

Exception e - Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code. None of these projects would be located on hazardous waste sites listed pursuant to Section 65962.5 of the Government Code.

Exception f - Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource. Building

repairs to historic buildings will be consistent with the Secretary of Interior Standards as required by City Code. Those projects which are exempt under Class 1 require negligible expansion of paved surfaces and minimal excavation of previously disturbed ground. Therefore, projects which are exempt under Class 1 would not affect historic or archaeological resources. In the case of an inadvertent archaeological discovery at any of the project sites, the City's typical archaeological procedures will apply.

For the remaining projects listed below, project-specific environmental review will be conducted as projects are proposed. As currently conceived, the projects are consistent with the City's plans, and project-specific impacts could be reduced to a less-than-significant level through project design and specifications.

Project Name:	Project Description:
951 Del Monte Avenue – Groundwater Remediation	Funding to implement clean up and remediation of groundwater contamination at city owned property at 951 Del Monte Ave.
Dock Repairs	Miscellaneous dock repairs.
Programmatic Wharf Repairs	Pier pile/timber replacement on Wharves 1 & 2 (implementation phase).
Mid Wharf Restroom	Design and install a mid-wharf restroom and boater shower facility. The design is to include a unisex stall available for use by the general public.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONTEREY that the Capital Improvement Program (CIP) Budget for Fiscal Years 2019/20 and 2020/21 with Exhibit A, attached to this resolution and containing information as required in Section 6.3 of the Monterey City Charter, is hereby adopted and approved in the following amount:

Capital Improvement Program Budget \$33,268,821

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY this 18th day of June, 2019, by the following vote:

AYES:	5	COUNCILMEMBERS:	Albert, Haffa, Smith, Williamson, Roberson
NOES:	0	COUNCILMEMBERS:	None
ABSENT:	0	COUNCILMEMBERS:	None
ABSTAIN:	0	COUNCILMEMBERS:	None

APPROVED:

ATTEST:



 Mayor of said City



 City Clerk thereof

CAPITAL IMPROVEMENT PROGRAM (CIP) PROJECTS FY 2019/20 and 2020/21

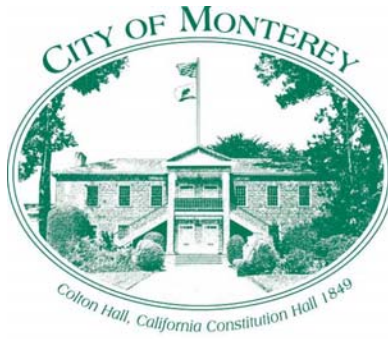
EXHIBIT A

Funding Allocations		FY 2019/20	FY 2020/21	Description
GENERAL FUND				
1	ADA Facility Upgrades	\$55,000	\$150,000	This project will address ADA compliance issues at various facilities within the City. This is not sufficient funding to address all of the issues. It will be used to address needs as they arise.
2	Misc Building Repair	\$0	\$500,000	Project will address deferred maintenance at City facilities such as City Hall, Fire Station(s), Youth Center, etc.
3	Sidewalk Repair	\$55,000	\$350,000	Funding for sidewalks and curb repairs that are the City's responsibility.
4	951 Del Monte Ave - Groundwater Remediation	\$390,000	\$0	Funding to implement clean up and remediation of groundwater contamination at city owned property at 951 Del Monte Ave.
5	MSC Deferred Maintenance	\$0	\$400,000	Project will address miscellaneous repairs at the Monterey Sports Center, ie deterioration of the pool deck.
	Annual Total	\$500,000	\$1,400,000	
	Total General Fund:		\$1,900,000	
MARINA FUND				
6	Waterfront Parking Lot Resurface/Stripe/ADA - Phase 2	\$1,600,000	\$0	Re-surfacing of lot, median and landscaping removal to improve flexibility. Install perimeter drought resistant landscaping. Safety lighting "smart parking" technology infrastructure and updated equipment.
7	Mid-Wharf Restroom	\$350,000	\$0	Design and install a mid-wharf restroom and boater shower facility. The design is to include a unisex stall available for use by the general public.
8	TIBA Parking Systems Equipment Upgrade	\$600,000	\$0	TIBA- Parking systems equipment upgrade \$2.3M (Supp from Marina Fund \$600K)
9	Marina Structural Repairs and Replacement	\$100,000	\$100,000	Miscellaneous Marina structural repairs and replacement.
	Annual Total	\$2,650,000	\$100,000	
	Total Marina Fund		\$2,750,000	
GAS TAX (Highway User Tax-HUTA)				
10	Street Sign Replacement	\$20,000	\$20,000	Multi-year program to replace street name signs throughout the City
11	Pavement Reconstruction/Resurfacing Program	\$676,507	\$644,037	Resurface City streets by overlay, slurry, and cape sealing. Project would also include street preparation of failed areas. A portion of these funds would pay for ADA improvements as necessary.
	Annual Total	\$696,507	\$664,037	
	Total Gas Tax:		\$1,360,544	
ROAD MAINTENANCE AND REHAB (SB1)				
12	Pavement Reconstruction/Resurfacing Program	\$465,485	\$468,792	Repair of City streets as identified in annual allocation. Currently identified streets are portions Mar Vista, Skline Drive, and Casa Verde.
	Annual Total	\$465,485	\$468,792	
	Total SB1:		\$934,277	
SEWER FUND				

CAPITAL IMPROVEMENT PROGRAM (CIP) PROJECTS FY 2019/20 and 2020/21

EXHIBIT A

	Funding Allocations	FY 2019/20	FY 2020/21	Description
13	Sewer Repair Project	\$500,000	\$500,000	This project will provide the ability to respond to sewer issues discovered during the course of the budget period.
	Annual Total	\$500,000	\$500,000	
	Total Sewer Fund		\$1,000,000	
	TIDELAND FUND			
14	Programmatic Wharf Repairs	\$1,000,000	\$375,000	Pier pile/timber replacement on Wharves 1 & 2 (implementation phase).
	Annual Total	\$1,000,000	\$375,000	
	Total Tideland Fund		\$1,375,000	
	PARKING FUND			
15	Garage Repair	\$0	\$100,000	Project will address deferred maintenance at the City parking Garages (Downtown, Carnery Row and Calle Principal)
16	TIBA Parking Systems Equipment Upgrade	\$1,700,000	\$0	TIBA- Parking systems equipment upgrade \$2.3M (\$Supp from Marina Fund \$600K)
17	Pay Station Upgrades	\$250,000	\$0	Pay station upgrades.
18	Parking Meter Upgrades	\$575,000	\$0	Parking meter upgrades.
19	Wayfinding Signs (Construction)	\$275,000	\$0	These are signs that will help the parking division indicate to tourists and other people coming into town on where and where not to park
	Annual Total	\$2,800,000	\$100,000	
	Total Parking Fund		\$2,900,000	
	MEASURE S			
20	Measure S - Storm Drains	\$3,000,000	\$1,000,000	Citywide storm drain repair.
21	Measure S - Sidewalks	\$500,000	\$500,000	Sidewalk repairs in the downtown and commercial areas.
22	Measure S - Pavement	\$6,432,000	\$8,617,000	Citywide pavement repair.
23	Measure S - ADA	\$500,000	\$500,000	Citywide ADA upgrades.
	Annual Total	\$10,432,000	\$10,617,000	
	Total Measure S Fund		\$21,049,000	
	CIP Annual Totals	\$19,043,992	\$14,224,829	
	FY 2019/20 and FY 2020/21 CIP Project Grand Total:		\$33,268,821	



Measure X Project Report

December, 2019

Measure X Citywide Traffic Signal Adaptive System (and Critical Maintenance)

The City of Monterey experiences significant and unpredictable arterial roadway congestion, which creates inefficient traffic flow resulting in considerable emissions of pollutants and particulate matter. This degrades quality of life as well as air quality.

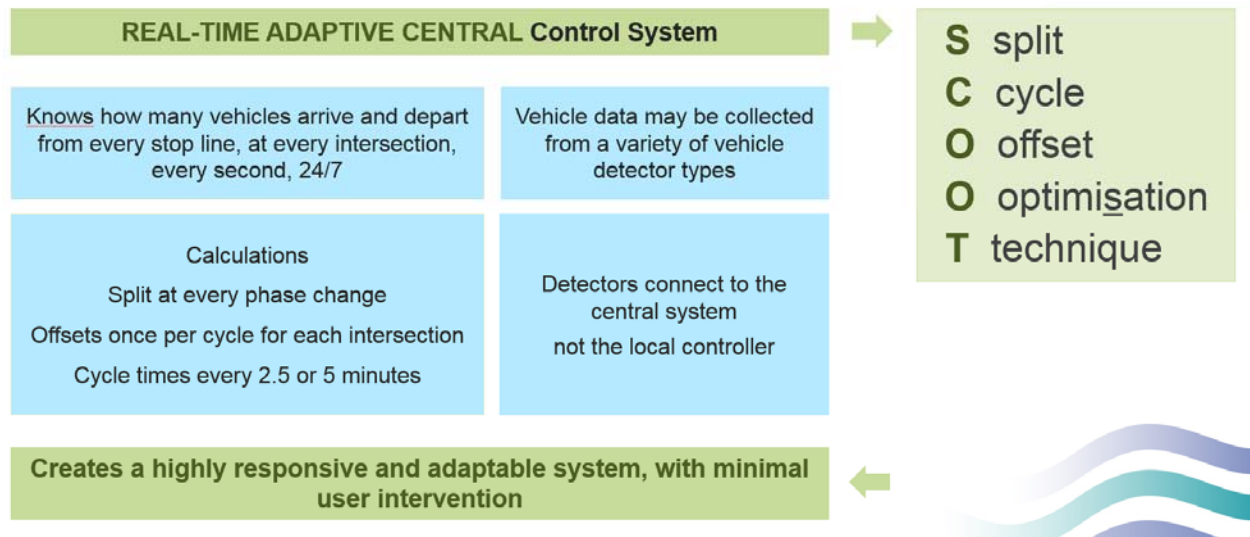
Objectives



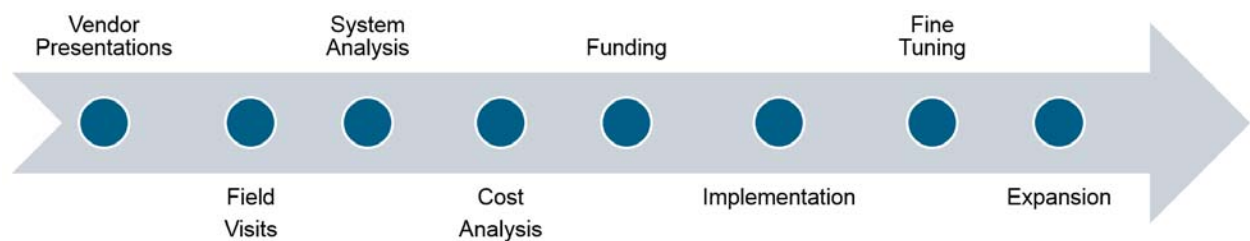
Adaptive traffic control systems are the latest technology for improving traffic conditions by better synchronizing and controlling traffic signals. The system uses vehicle detection and artificial intelligence software to respond accurately and immediately to real-time traffic conditions. This enables the system to use green light time efficiently and to progress traffic through a corridor with few or no stops, and therefore less fuel consumed and fewer emissions. By eliminating idling due to stops and the resulting acceleration, vehicles burn less fuel and expel fewer pollutants and particulate matter. There are also travel time, quality of life, economic, and safety benefits from the system. The system consists of installing additional vehicle detection and in-cabinet processors as well as software and engineering services.

City of Monterey staff extensively researched the different adaptive systems and based on a study of 12 different systems, conducted by Kimley Horn and Associates, the City chose to deploy the SCOOT (Split Cycle Offset Optimization Technique) system.

SCOOT is the network-wide adaptive traffic control solution chosen for the City of Monterey



The City of Monterey applied for, and was awarded grants from the Monterey Bay Air Resources District (MBARD) for the development and installation of an adaptive signal control system. The first system was installed on Lighthouse Avenue, from Reeside to Hoffman. The City also received funding from the Neighborhood Community Improvement Program (NCIP). To date the City has received \$1.175 million dollars in AB2766 funding and \$200,000 in NCIP funding for the adaptive system.



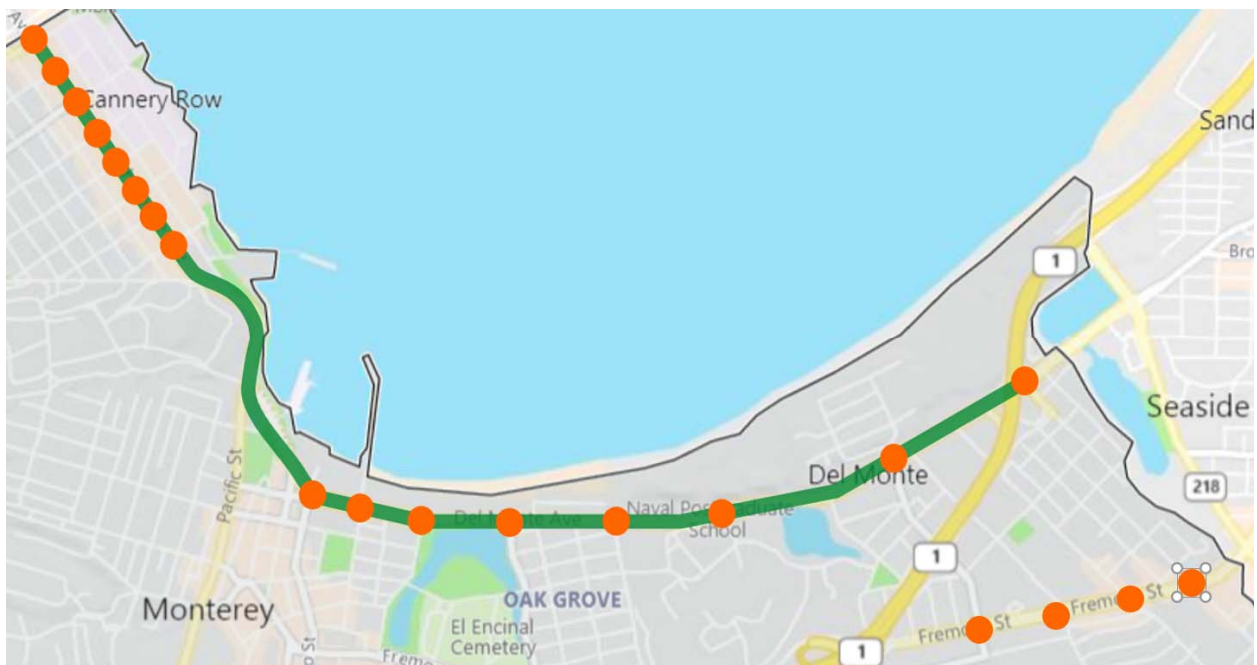
By supplementing AB2766 and NCIP funding with Measure X funding, the City was able to efficiently and effectively install the system on the entirety of Del Monte Avenue, as well as completing the remaining intersections of Lighthouse, and commence installing the system on North Fremont. Measure X funding was used to fund critical equipment upgrades that are necessary for the installation of the adaptive system as well as video detection. The work also included installation of new fiber optic conduit and connections to traffic signals to ensure that communication between the signals and the system is reliable and occur with minimal delay.

Between 2018 and 2019, the following intersections were added to adaptive control:

- David and Hawthorne
- Lighthouse and David
- Lighthouse and Irving
- Lighthouse and Prescott
- Del Monte and Washington
- Del Monte and Figueroa
- Del Monte and Camino El Estero
- Del Monte and Camino Aguajito
- Del Monte and NPS
- Del Monte and Casa Verde
- Del Monte and English

The following intersections are in progress as of December 2019:

- North Fremont and Casa Verde
- North Fremont and Airport/Dela Vina
- North Fremont and Ramona
- North Fremont and Casanova



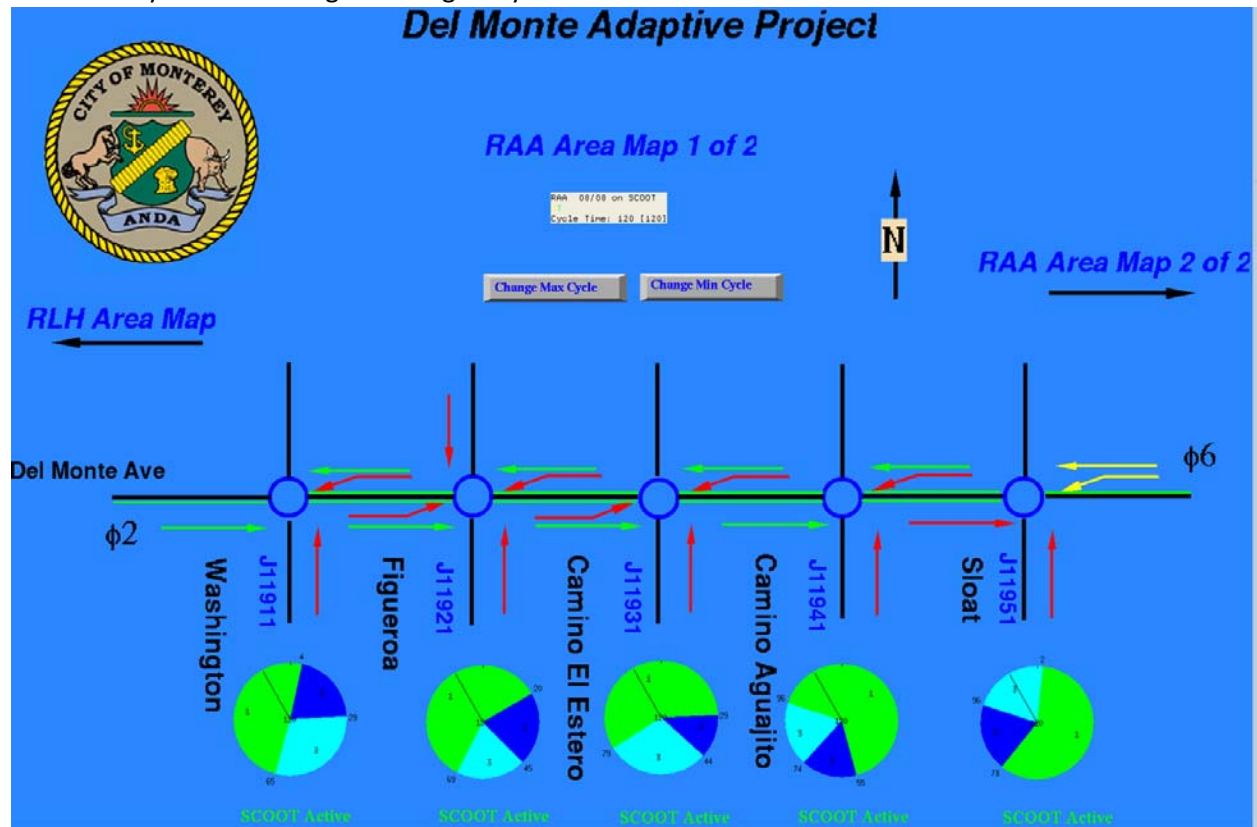
In order to implement the SCOOT system at additional intersections, existing traffic signal equipment has and will have to be upgraded (cabinets, controllers and communications) and new vehicle detection will need to be installed. Measure X funding was used to upgrade outdated and failing equipment to not only improve the reliability of the City's traffic signal system, but to also install a state of the art adaptive system. The expedited installation on Del Monte Avenue, the remainder of Lighthouse Avenue and North Fremont would not have been possible if the City had relied solely on grants and NCIP funding.

In addition to realizing significant reductions in emission of motor vehicle emissions, completing these projects will result in saving motorists considerable time and fuel.

The respective Average Daily Traffic for the corridors are:

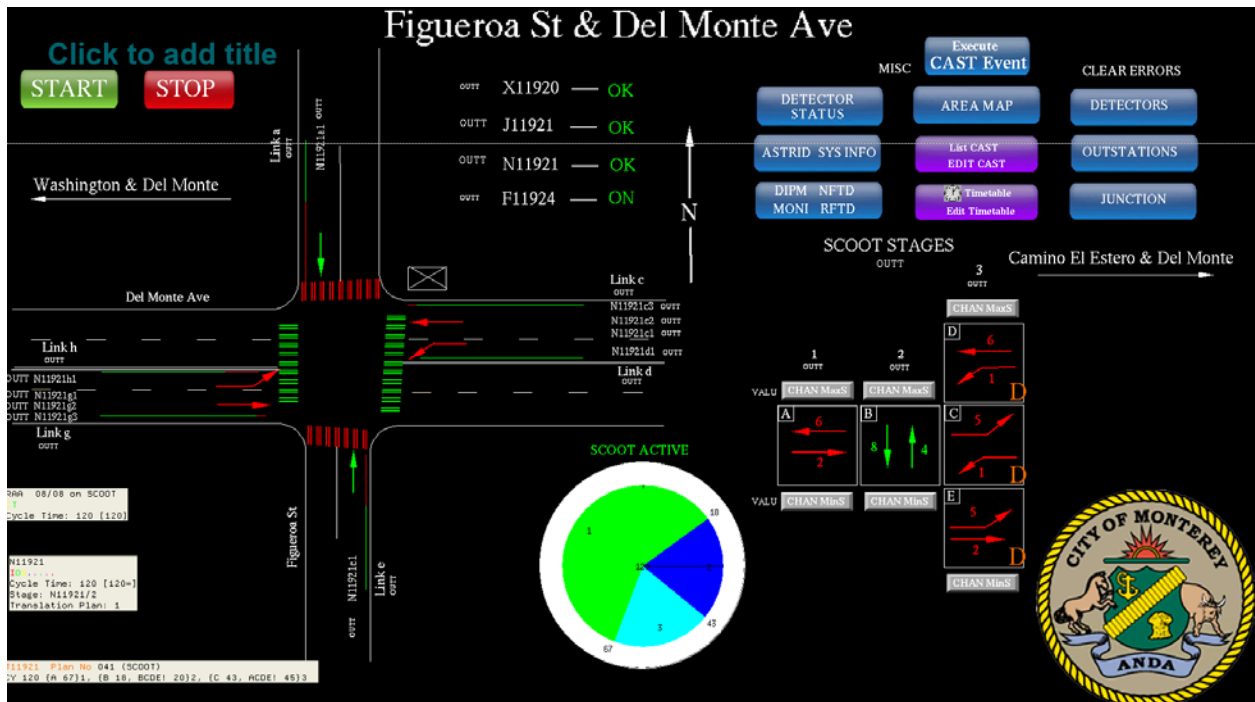
North Fremont: 29,000
Lighthouse Avenue: 45,000
Del Monte Avenue: 36,000

The SCOOT system also is completely compatible with the SIEMENS TACTICS central system that the City of Monterey uses to manage their signal system.



SCOOT requires both software and hardware asset installation and construction and the project included such assets as:

- Video detection on all approaches of all eight intersections
- Cabinet upgrades
- Controller and/or software (SEPA 3.57b) upgrades
- SCOOT expansion license
- Urban Traffic Control database programming
- SCOOT database programming
- SCOOT Communication Server programming
- Calibration, Validation and Fine tuning of the adaptive model



The project was completed consistent with the baseline schedule and observation of adaptive performance was good during the AM, off-peak and PM peak periods observed. During the project, several issues created challenges for the field and office work of the implementation team, which was mitigated by additional resource hours, without amendment to scope or fee.

Coordinated traffic signals on the corridor will benefit all modes of travel by improving traffic flow and maintaining more consistent travel speeds. MST has a BRT service on Lighthouse and North Fremont) that will also greatly benefited from this project and offer a substantial savings for bus travel, improving the ability for travelers to reach the corridor on modes other than via automobile.

The City of Monterey has been so successful in installing the adaptive system in a cost effective and efficient manner that we received yet another grant from the Monterey Bay Air District in the amount of \$382,000 in order to implement the same system on the Foam and Murras corridors.





Measure X Project Report

December, 2019

Measure X Transportation Safety Projects

North Fremont Project

This project is the perfect example of using Measure X funding in addition to Active Transportation Program and Regional Surface Transportation grant funding to enhance transportation safety.

North Fremont has a very high number of commercial driveways, on street parking and a high volume of right turns. North Fremont carries an Average Daily Traffic of 30,000 and the speed limit is 35 mph. Crossing distances across North Fremont at each existing intersection are excessively long due to skewed side streets and crosswalks. These long crosswalks substantially increase pedestrian exposure and generate excessive pedestrian timing delay.

When determining options for bike improvements for North Fremont, a class II bicycle lane was also reviewed. A Class II facility at this location would have attracted adults with a higher confidence and higher “traffic-tolerance” and would not be as attractive to all potential users (of different ages and abilities).

To improve pedestrian access, crosswalk lengths crossing North Fremont Street was reduced by straightening out the angle of the crosswalk. Audible pedestrian signals and countdown



pedestrian heads were added to all signalized intersections to dramatically increase ADA accessibility. New curb ramps were installed at all intersections.

The benefits and positive impacts of this project occur between Casa Verde and Casanova where there is the potential to increase biking through the construction of Class IV bike lanes and the ADA improvements that link employment centers, residents, shopping areas and recreational facilities.



The Class IV lanes were built received great support from the Bike and Pedestrian Committee as well as residents and the business community. Groups such as Families of Color of Monterey County also strongly supported the Class IV bike lanes which enhanced safety, mobility choices and promoted social equity.

Roger Geller's "Four types of Transportation Cyclists" survey results, showed that up to 71% of the population would be attracted to bicycling if the bicycle network was designed to reduce the stress associated with potential motor vehicle conflicts. This is in addition to the 8% to 19% who are confident to use any bike facility. A San Francisco survey showed that 7 in 10 people cite safety concerns as a major impact on their decision to bike and 55% don't feel safe riding a bike adjacent to traffic (Class III or II).

The proposed Class IV facility offers a much higher degree of safety and comfort and the ability to attract users of all ages and abilities. The Class IV is the alternative that best fulfills the Active Transportation Program goals of increasing walking and biking trips, increasing safety for all users, increasing mobility, supporting GHG reduction and enhancing public health. Class IV bike lanes have shown to have 89% fewer injuries among bike riders. Class IV bike lanes also minimize conflicts between pedestrians and bicyclists riding on the sidewalk (who are not comfortable riding near traffic).

Other jurisdictions that have installed Class IV bike lanes have seen an increase of upwards of 300% in ridership. The City expects to see an increase in bicyclists of 200% which amounts to 140 new daily riders in the Class IV bike lanes from Casa Verde to Casanova. The City expects an increase in 50% of pedestrians, which amounts to 330 new pedestrian trips due to improved ADA access and shortened crossings.

The project broke ground in June of 2018 and was completed in October 2019.

In September 2019 a ribbon cutting ceremony was held at the intersection of North Fremont and Airport Road to celebrate the completion of the median bicycle lanes. The bicycle lanes were fully open to the public



Completed improvements include:

Intersection Improvements at North Fremont (Casa Verde Way, Casanova Avenue, Airport Road, and Ramona Avenue

- Work consisted of rebuilding new concrete sidewalks, curb ramps, electrical & underground improvements
- Installation of traffic signal poles and bicycle signals

Median Bicycle Lanes

- Re-opened all lanes and Parking along North Fremont
- Installation of railing on median bicycle lanes

The City has conducted extensive outreach to businesses and residents and created a project specific website at:

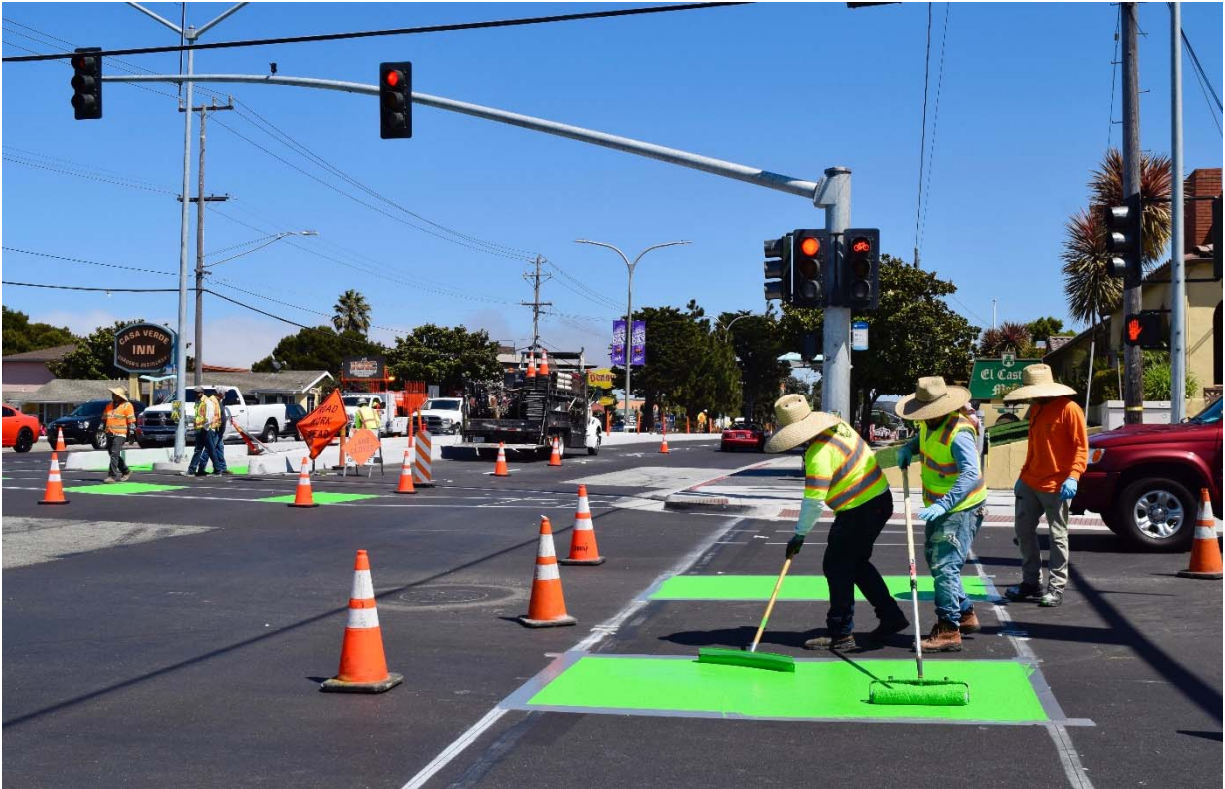
<https://monterey.org/City-Hall/Featured-Projects/The-NFremont-Bike-and-Pedestrian-Access-and-Safety-Improvements-Project>

As construction progressed, the Frequently Asked Questions webpage was updated to address new concerns:

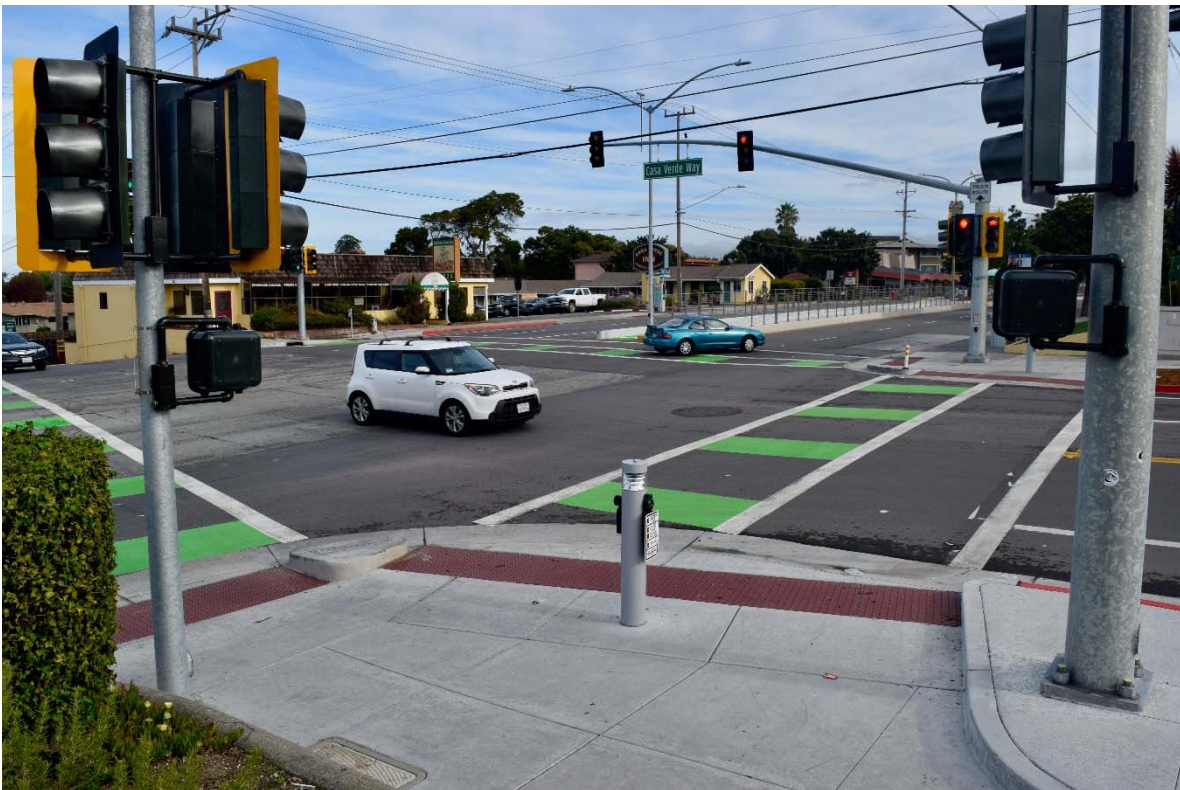
<https://monterey.org/Portals/0/MajorProjects/NorFremontBikPed/North-Fremont-FAQs-and-Memos-FINAL.pdf>

With the opening of the project, to educate users on how to utilize the bicycle lanes:

<https://monterey.org/Portals/0/MajorProjects/NorFremontBikPed/NFremont-Instructions.pdf>



Striping crosswalks and “Crossbikes”



Intersection of North Fremont and Casa Verde Way, After Improvements



Intersection of North Fremont and Airport Rd, After Improvements



Measure X Project Report

December, 2019

Measure X Transportation Projects

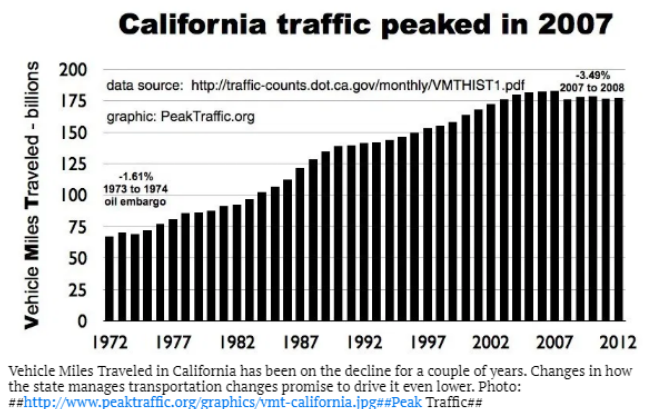
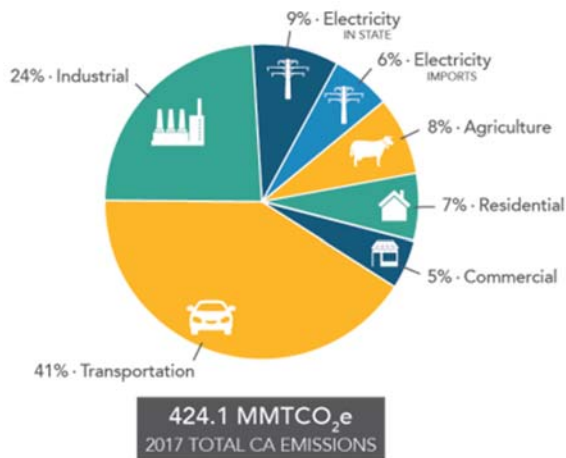
Vehicle Mile Traveled Projects

This project is the perfect example of using Measure X funding in addition to Caltrans Complete Streets grant funding to enhance the quality of transportation in Monterey and Monterey County.

In 2013 the State of California passed Senate Bill 743, which changed the CEQA determination of significance threshold from Level of Service (LOS) to vehicle miles traveled (VMT) for transportation impacts. The state gave local and state agencies until June 2020 to adopt thresholds for significance for vehicle miles traveled impacts. In December 2018, the Governor's Office of Planning and Research published the final *Technical Advisory on Evaluating Transportation Impacts in CEQA* in December 2018. Measure X funding for this project allows the City of Monterey to evaluate existing VMT, future VMT, and proposed mitigation measures to reduce VMT and meet state goals and mandates.

The establishment of VMT as the new significance threshold was done in part to better support three statutory goals: "the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (Pub. Resources Code, § 21099, subd. (b)(1)). Currently, the use of LOS as a threshold of significance any project that increases car congestion from a single family home to a mixed use development as adversely impacting the environment. To supposedly fix congestion – the adverse environmental impact of that new development – LOS measurements end up requiring more space for cars, so a project might also have to widen the road. LOS does not take into account the effects of induced travel. This means that adding an extra lane on a heavily congested freeway means that it will stay equally congested after its widened.

LOS was not originally part of CEQA when it was passed, however over time without another quantifiable measure, courts tied LOS to CEQA, which meant that California environmental analysis yielded pro-car results. LOS shows that widening freeways is good for the environment, while multimodal improvements (bike lanes and bus lanes), where they take space from cars, are bad for the environment. VMT allows local agencies to change the view by which we look at transportation from a measure of capacity to a measure of demand. This demand, shown in how many miles we travel, can be directly linked with greenhouse gas emissions. As of the last Greenhouse Gas inventory (2000-2017), emissions from VMT accounted for 40 percent of the emissions by economic sector. (See figure below) To reduce greenhouse gas emissions in California, reductions are needed in the largest emission category. Although traffic decreased during the 2008 recession, California VMT is increasing again.



Source: California Air Resources Board, 2019.

The City of Monterey is researching and developing quantifiable measure in which development which cannot be steamlined based on OPR guidance to ensure that projects in the City of Monterey support the state mandate to reduce greenhouse gas emissions.

Measure the City is exploring include:

- Transportation Demand Management (done in combination with the City’s AT/TDM project) (i.e. Flexible Schedules/Telework, Bus Passes, Parking Policies)
- Bicycle infrastructure (i.e. protected bicycle lanes, multi-use paths, bicycle lanes, bicycle routes)
- Pedestrian infrastructure (i.e. sidewalk expansions, curb improvements, bulbouts)
- Transit infrastructure (i.e. bus stop improvements, Transit Signal Priority (TSP))
- Land Use Planning

Although not funded by Measure X, the project is being done in combination with the update to City’s Circulation Element to adopt Complete Streets policies. By combining these effort the City is able to combine outreach meetings and make sure that the efforts complement each other.

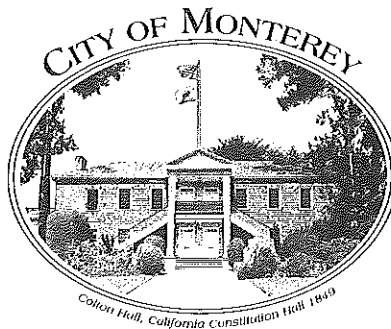
In Progress efforts include:

Refinements to AMBAG 2040 Transportation Model

- Work to validate the model and ensure that it matches the City General Plan

Development of City Policies and Mitigation Measures

- Development of VMT specific policy
- Development of mitigation measures for VMT including Transportation Demand Management measures and Complete Streets improvements (bike, pedestrian, transit improvements)
- Development of City Transportation Impact Analysis Guidelines



PUBLIC WORKS DEPARTMENT

December 11, 2019

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

Re: Pavement Management Program Annual Report Letter

Dear Mr. Muck,

The City of Monterey 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
 Other _____

The system was updated by the City of Monterey and contains, at a minimum, the following elements:

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

Centerline miles: **102.22**

Total lane miles (or equivalent units): **220.20**

The last update of the inventory was completed on: **October 17, 2019**

- Pavement Condition Index (PCI): **66**
- Identification of sections of pavement needing maintenance, rehabilitation, or replacement.

Total lane miles (or equivalent units) **186.19** (PCI < 90)

- Estimated budget needs to rehabilitate or replace deficient sections for the current year and the next three years: **\$54,787,873 (Unconstrained Needs)**

You may direct any questions regarding the system to Thomas Korman, P.E. at (831) 646-3475.

Sincerely,


Steve Wittry, P.E.
Public Works Director