

**THE CITY OF SEASIDE
MEASURE X ANNUAL PROGRAM COMPLIANCE REPORT
FISCAL YEAR 2019/2020**

The City of Seaside Annual Program Compliance Report presents the City’s efforts and actions taken during the fiscal year (FY) 2019/2020 on the programing and use of Measure X to fund local roadway rehabilitation, bicycle and pedestrian safety improvement projects within the City of Seaside.

The City of Seaside received a Bond of approximately \$10,000,000 for improvements to various roadways as part of the Pavement Rehabilitation Project for both the design and construction elements. The Bond financing payments use Measure X Revenues, which are included in the Measure X Revenues in the table below. The expenditures that utilize the Bond supported funds are also included in the table below, however they are expended in a different fund and are not included in the Fund Balance Totals.

The revenue earned in FY19/20 that was not expended by the end of the Fiscal Year will be carried over and applied to the projects programmed for FY20/21. The April – June revenue payment in the amount of \$255,159.31 was not released by the County of Monterey until mid-October. The amount is not included in the report below and will be included in the total FY 21/22 revenue.

CITY OF SEASIDE - FISCAL YEAR UNAUDITED 2019/2020 BALANCE SHEET

| | |
|---|------------------------|
| REVENUES | |
| Carryover from Previous Year | \$ 1,929,458.48 |
| Measure X Revenues | \$ 768,070.91 |
| Earning on Interest | \$ 31,875.59 |
| TOTAL REVENUES: | \$ 2,729,404.98 |
| | |
| EXPENDITURES – MEASURE X | |
| Bike Safe Grates | \$ 291,324.32 |
| A&C Rehab Design Phase 2 & 3 | \$ 20,707.16 |
| Pavement Maintenance In House Activities | \$ 1,470.92 |
| Debt Service – Measure X Bond | \$ 629,610.51 |
| Audit Fee | \$ 5,000.00 |
| TOTAL EXPENDITURES: | \$ 948,112.91 |
| | |
| EXPENDITURES – BOND SUPPORTED | |
| A&C Rehab Construction Phase 2 | \$ 613,568.61 |
| A&C Rehab Design Phase 2 & 3 | \$ 534,956.04 |
| TOTAL BOND EXPENDITURES: | \$ 1,148,524.65 |
| | |
| TOTAL EXPENDITURES (MSR X AND BOND): | \$ 2,096,637.56 |
| | |
| FUND BALANCE, END OF PERIOD: | \$ 1,781,292.07 |

Project Details

Title: Bike Safe Grates

Description: Replace storm drain grates City wide with bicycle safe grates. Measure X funds were used to fund the procurement and fabrication of the grates, and install/construction of the project.

Benefits: Once complete, the newly installed grates will assist with providing a safe route of travel for bicyclists along shoulders of the road.

Phase: Construction

Title: Arterial and Collector Rehabilitation Project Phase 2 and 3

Description:

The actions performed by City staff in fiscal year (FY) 19/20 included design of Phase 2 and portions of Phase 3 of the Arterial and Collector Roadway Rehabilitation (A&C Rehab) Project. The A&C Roadway Rehabilitation Project is spanning multiple years and had phased Construction Bid Packages. The scope of the project was selected utilizing the Pavement Management Program (PMP), which was updated by StreetSaver. A list of roadways recommended for treatment was generated utilizing the updated Decision Tree Matrix and Budgetary scenarios outlined within the program. Following the preliminary roadway selection, the City assessed the roadways selected and revised the list as necessary to meet the needs of the community. City Council held study sessions on the PMP, and the roadways preliminarily selected for treatment, on April 9, 2018, June 7, 2018, July 10, 2018, and March 7, 2019. Based on Council direction to focus on upgrading major arterial and collector streets, staff developed preferred treatment scenarios identifying the City's ability to improve the condition of the citywide roadway network with the use of Measure X funds.

On November 1, 2018 the City awarded a contract with Harris and Associates for the preparation of design and construction bid documents, construction inspection and testing, and overall construction management services for Phase 2 and 3 A&C Rehab Project. The design and construction of this project is funded through a combination of Measure X Funds, SB1 funds, and Measure X supported Bond revenue.

The construction of Phase 2 was awarded to Granite Construction on August 1, 2019 and was completed by November 2019. The scope of the work included base repairs, surface seal, and striping of various arterial and collector roadways within the City. The project was funded through Measure X Bond supported revenue and SB1 funds.

The construction of Phase 3 was awarded to Teichert Construction in May, with work starting in July 2020. Phase 3 construction is anticipated to be complete in May 2021, which will utilize a combination of Measure X Funds, SB1 funds, and Measure X supported Bond revenue.

Benefits: At the completion of the project, it is anticipated that the overall PCI of the major arterial and collector network within the City will be improved. These roadways interconnect all the neighborhoods within the City and provide routes for access to businesses, schools, and highways. In addition, many pedestrian ramps will be improved near schools and high pedestrian locations allowing for alternative means of travel for all ages and abilities. Improving these roadways and pedestrian facilities by the completion of this project, will positively impact the majority of the community members' commute, providing an overall safer route for the residents and patrons of the City of Seaside.

Phase: Design of Phase 2 and 3, Construction of Phase 2.

Title: Pavement Digout Maintenance In House Activities

Description:

City Staff continually performs digouts with the City owned patching truck, which was acquired a little over two years ago. In house crews will perform surface and base AC repairs based on work order reports as needed. This method has replaced the previous efforts of more temporary cold patch methods until the roadway can be rehabilitated as part of a larger project.

Benefits: The new patch truck has allowed City staff to do more than just temporarily patch pot-holes with cold mix asphalt. They can now remove the damaged asphalt and replace with hot mix asphalt, providing a more permanent repair or AC digout. This has also proved to be a benefit as the City is less reliant of obtaining a contractor to perform the repairs, improving the repair response time at a lower cost.

Phase: Construction

List of Attachments

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

ATTACHMENT 1: Annual Independent Audit

ATTACHMENT 2: Five-Year Capital Improvement Program

ATTACHMENT 3: Pavement Management Program Report

ATTACHMENT 4: Photos

CITY OF SEASIDE
TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND
FINANCIAL STATEMENTS

WITH INDEPENDENT AUDITORS' REPORT

June 30, 2020



CLAconnect.com

WEALTH ADVISORY
OUTSOURCING
AUDIT, TAX, AND
CONSULTING

CITY OF SEASIDE
TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND
TABLE OF CONTENTS
June 30, 2020

Independent Auditors' Report 1

Financial Statements:

 Balance Sheet 3

 Statement of Revenues, Expenditures, and
 Changes in Fund Balance 4

Notes to Financial Statements 5

Independent Auditors' Compliance Report with TAMC Ordinance No. 2016-01 –
 Transportation Safety and Investment Plan..... 7

Independent Auditors' Report on Internal Control over Financial Reporting and on
 Compliance and Other Matters Based on an Audit of Financial Statements
 Performed in Accordance with *Government Auditing Standards* 9

Schedule of Findings and Responses 11



INDEPENDENT AUDITORS' REPORT

City Council
City of Seaside, California

Report on the Financial Statements

We have audited the accompanying financial statements of the City of Seaside (City) Transportation Safety and Investment Plan Account Fund, as of and for the year ended June 30, 2020, and the related notes to the financial statements, as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; 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.

Auditors' Responsibility

Our responsibility is to express opinions 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 auditors' 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.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the City of Seaside Transportation Safety and Investment Plan Account Fund, as of June 30, 2020, and the respective changes in financial position thereof for the 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 City of Seaside Transportation Safety and Investment Plan Account Fund and do not purport to, and do not, present fairly the financial position of the City of Seaside, as of June 30, 2020 or the changes in its financial position for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated December 9, 2020 on our consideration of the City's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance.



CliftonLarsonAllen LLP

Roseville, California
December 9, 2020

City of Seaside

TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND

BALANCE SHEET

JUNE 30, 2020

ASSETS

| | |
|----------------------------|------------------|
| Cash and investments | \$ 1,781,292 |
| Due from other governments | <u>255,159</u> |
| Total assets | <u>2,036,451</u> |

FUND BALANCE

| | |
|--------------------|---------------------|
| Restricted | <u>2,036,451</u> |
| Total Fund Balance | <u>\$ 2,036,451</u> |

See accompanying Notes to the Financial Statements

City of Seaside

TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
FOR THE YEAR ENDED JUNE 30, 2020

REVENUES

| | |
|---|------------------|
| Transportation Safety and Investment Plan Account revenue | \$ 1,023,230 |
| Use of Money and Property | <u>31,876</u> |
| Total revenues | <u>1,055,106</u> |

EXPENDITURES

| | |
|---|---------------------|
| Transfers to City of Seaside for Bond Issuance costs and capital projects | 943,113 |
| Reporting and Implementation | <u>5,000</u> |
| Total Expenditures | <u>948,113</u> |
| Excess (deficiency) of revenues over expenditures | 106,993 |
| Fund balance, beginning of fiscal year | <u>1,929,458</u> |
| Fund balance, end of fiscal year | <u>\$ 2,036,451</u> |

NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES

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

Reporting Entity

The City of Seaside receives Measure X funding from the Transportation Agency for Monterey County for the purpose of street and road infrastructure improvements. The financial statements present only the City of Seaside Transportation Safety and Investment Plan Account Fund and do not purport to, and do not present, the City's financial position and changes in financial position. The City of Seaside's basic financial statements are available from the City's website at <http://www.ci.seaside.ca.us/192/Financial-Statements>.

Basis of Accounting

The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. The City of Seaside Transportation Safety and Investment Plan Account Fund is presented as a governmental fund type. Governmental funds are accounted for using a current financial resources measurement focus. The application of this measurement focus provides that, in general, only current assets and current liabilities are present on the balance sheet. Operating statements of these funds present revenues and expenditures.

The modified accrual basis of accounting is used for all governmental funds. Under the modified accrual basis of accounting, revenues are recognized when they become susceptible to accrual (i.e., both measurable and available). Measurable means that the amount of the transaction can be determined. Available means the funds are collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. For Measure X Funds, the City considers revenues to be available if they are collected within 120 days of the end of the current fiscal period, in order to capture all revenues related to the current fiscal year.

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

NOTE 2 – CASH DEPOSITS

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

NOTE 3 – MAINTENANCE OF EFFORT

The Measure X Master Programs Funding Agreement between the City of Seaside and the Transportation Agency for Monterey County, as amended, requires that the City must expend each fiscal year from its general fund for street and highway purposes an amount not less than the annual average of its expenditures from its general fund during the 2009-10, 2010-11, and 2011-12 fiscal years, but not less than what was expended in 2016-17 (when Measure X passed), as reported to the Controller pursuant to Streets and Highways Code section 2151 (“Maintenance of Effort”). This baseline amount will be indexed annually to the Engineering News Record construction index.

Maintenance of Effort: \$662,730

Total expenditures from the general fund for street and highway purposes for the fiscal year ended June 30, 2020 was \$662,730. The City was in compliance with the Maintenance of Effort requirement of the Measure X Master Programs Funding Agreement between the City of Seaside and the Transportation Agency for Monterey County.



INDEPENDENT AUDITORS' COMPLIANCE REPORT WITH TAMC ORDINANCE NO. 2016-01 TRANSPORTATION SAFETY AND INVESTMENT PLAN

City Council
City of Seaside, California

We have audited the financial statements of the City of Seaside (City) Transportation Safety and Investment Plan Account Fund compliance with the types of compliance requirements described in the Transportation Agency for Monterey County's (TAMC) Ordinance No. 2016-01 and in the Measure X Master Programs Funding Agreement between TAMC and the City of Seaside applicable for the fiscal year ended June 30, 2020.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to the City of Seaside Transportation Safety and Investment Plan Account Fund.

Auditors' Responsibility

Our responsibility is to express an opinion on the City's compliance based on our audit in accordance with the compliance requirements described in the Transportation Agency for Monterey County's (TAMC) Ordinance No. 2016-01 and in the Measure X Master Programs Funding Agreement (the Agreement) between TAMC and the City of Seaside. The Measure X Master Programs Funding 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 & 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 & Investment Plan Account" 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, and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the compliance requirements referred to above that could have a direct and material effect on the 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 with the City of Seaside Transportation Safety and Investment Plan Account Fund

In our opinion, the funds allocated to and received by the City of Seaside Transportation Safety and Investment Plan Account Fund, complied, in all material respects, with the compliance requirements referred to above that are applicable in accordance to the compliance requirements described in the Transportation Agency for Monterey County's (TAMC) Ordinance No. 2016-01 and in the Measure X Master Programs Funding Agreement between TAMC and the City of Seaside for the fiscal year ended June 30, 2020.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

CliftonLarsonAllen LLP

CliftonLarsonAllen LLP

Roseville, California
December 9, 2020



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

City Council
City of Seaside, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the City of Seaside (City) Transportation Safety and Investment Plan Account Fund as of and for the fiscal year ended June 30, 2020, and the related notes to the financial statements, and have issued our report thereon dated December 9, 2020.

Internal Control Over Financial Reporting

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

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City of Seaside Transportation Safety and Investment Plan Account Fund's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

City Council
City of Seaside, California

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



CliftonLarsonAllen LLP

Roseville, California
December 9, 2020

CITY OF SEASIDE

**TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND
SCHEDULE OF FINDINGS AND RESPONSES**

No findings noted for the year ended June 30, 2020.

CITY of SEASIDE Attachment 2
MEASURE X FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM
FOR FISCAL YEARS 2020/21 – 2024/25

YEAR 1 (FY20/21)

| Project | Description & Phase | Total Cost | Measure X (BOND) | PCI |
|---|---|---------------------|--------------------------------------|------------|
| Bike Safe Grates | Construction and Installation of Bike Safe Grates | \$544,000 | \$461,000 | n/a |
| Arterial and Collector Resurfacing Project | Phase 3 – Construction: Overlay, Reconstruction, ADA Improvements, and Surface Seal of Various Arterials and Collectors within the City | \$10,909,000 | \$1,339,000 (\$7,600,000) | <65 |
| Totals: | | \$10,621,000 | \$1,800,000 (\$7,600,000) | |

YEAR 2 (FY21/22)

| Project | Description & Phase | Total Cost | Measure X (BOND) | PCI |
|---|---|--------------------|--------------------------|------------|
| Arterial and Collector Resurfacing Project | Phase 4 – Construction. Surface Seal portions of Fremont Blvd., Video Detection installation, Full Depth HMA on Kimball Ave. and Wheeler Street | \$700,000 | \$300,000 (\$200,000) | |
| Residential Streets | Phase 1 – Remove & Replace Failed Road Sections on Residential Streets | \$300,000 | \$300,000 | <60 |
| Totals: | | \$1,000,000 | \$800,000 | |

YEAR 3 (FY22/23)

| Project | Description & Phase | Total Cost | Measure X (BOND) | PCI |
|----------------------------|--|-------------------|-------------------------|------------|
| Residential Streets | Phase 2 – Remove & Replace Failed Road Sections on Residential Streets | \$300,000 | \$300,000 | <60 |
| Totals: | | \$300,000 | \$300,000 | |

CITY of SEASIDE
MEASURE X FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM
FOR YEARS 2020/21 – 2024/25

YEAR 4 (FY23/24)

| Project | Description & Phase | Total Cost | Measure X (BOND) | PCI |
|----------------------------|--|-------------------|-------------------------|------------|
| Residential Streets | Phase 3 – Remove & Replace Failed Road Sections on Residential Streets | \$300,000 | \$300,000 | <60 |
| Totals: | | \$300,000 | \$300,000 | |

YEAR 5 (FY24/25)

| Project | Description & Phase | Total Cost | Measure X (BOND) | PCI |
|----------------------------|--|-------------------|-------------------------|------------|
| Residential Streets | Phase 4 – Remove & Replace Failed Road Sections on Residential Streets | \$300,000 | \$300,000 | <60 |
| Totals: | | \$300,000 | \$300,000 | |

DEFINITIONS OF REQUESTED INFORMATION:

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



CITY OF SEASIDE

440 Harcourt Avenue
Seaside, CA 93955

Telephone (831) 899-6700
FAX (831) 899-6227

Date: November 3, 2020

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

Re: Pavement Management Program Annual Report Letter

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

The Pavement Management Program utilizes a software system developed by:
 X Metropolitan Transportation Commission StreetSaver, version 9.0.0
Other : _____

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

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

| | |
|--|---------------------|
| Centerline miles: | <u>76.04 miles</u> |
| Total lane miles (or equivalent units): | <u>147.59 miles</u> |
| The last update of the inventory was completed on: | <u>March 2018</u> |
- Pavement Condition Index (PCI) 63
- Identification of sections of roadways brought up to acceptable PCI levels for the current year.

| | |
|---|-------------|
| Ord Gove Ave. – Del Monte Blvd. to Noche Buena St. | PCI = 88/91 |
| San Pablo Ave. – Noche Buena St. to General Jim Moore Blvd. | PCI = 78/93 |
| Broadway Ave. – Fremont Blvd. to Noche Buena St. | PCI = 98 |
| Broadway Ave. – Soto St. to General Jim Moore Blvd. | PCI = 88 |
| Hilby Ave. – Yosemite St. to General Jim Moore Blvd. | PCI = 78/99 |
- Estimated budget needs to rehabilitate or replace deficient sections for the current year and the next three years:

[\$61,400,000] (Unconstrained Needs)

You may direct any questions regarding the system to Misty Bradshaw at (831) 899-6886, mbradshaw@ci.seaside.ca.us, or myself at (831) 899-6884.

Sincerely,

Nisha Patel, Public Works Director / City Engineer

Arterial and Collector Rehabilitation Project Phase 2

Broadway Avenue – Fremont Blvd to Noche Buena St

Before Photos



After Photos



San Pablo Avenue – Noche Buena St to General Jim Moore Blvd

Before



After



Hilby Avenue – Yosemite to General Jim Moore Blvd

Before



After



Bike Safe Grates

Before



After



Pavement Maintenance In House Activities

Before



After

