

## Annual Program Compliance Report Fiscal Year 2022-2023

The City of Monterey's Annual Compliance Report on Measure X spending describes the City's efforts to comply with the polices of Measure X over the reporting period. The project reports, which follow the attachments, chronicle the City's use of Measure X funding for each project category listed on the balance sheet.

### **CITY OF MONTEREY - FISCAL YEAR 2023 BALANCE SHEET**

#### **REVENUES**

Carryover from previous year	4,218,342
Measure X Funding	1,330,512
Earnings on Interest	95,817
TOTAL REVENUES:	<hr/> 5,644,671

#### **EXPENDITURES**

Critical Maintenance Projects	104,181
Traffic Safety Projects Projects	350,011
Citywide Adaptive Signals Projects	71,417
Operational Improvements to Transportation System Projects	185,529
TOTAL EXPENDITURES:	<hr/> 711,137

#### **FUND BALANCE, END OF PERIOD**

**4,933,534**

The following attachments support this Annual Program Compliance Report:

Attachment 1: Independent Audit of Financial Statements for Measure X Funds, Fiscal Year 2023

Attachment 2: Five-Year Capital Improvement Program

Attachment 3: Pavement Management Program Report Letter

## **Independent Audit of Financial Statements**

**CITY OF MONTEREY**

**TRANSPORTATION SAFETY AND INVESTMENT  
PLAN ACCOUNT FUND**

**Monterey, California**

**INDEPENDENT AUDITORS' REPORTS AND ANNUAL FINANCIAL REPORT**

**JUNE 30, 2023**

City of Monterey  
Transportation Safety and Investment Plan Account Fund  
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June 30, 2023

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## Independent Auditor's Report

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

### Report on the Financial Statements

#### *Opinion*

We have audited the financial statements of the Transportation Safety and Investment Plan Account Fund (the "Fund"), a nonmajor special revenue fund of the City of Monterey, California (the "City") as of and for the year ended June 30, 2023, and the related notes to the financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Transportation Safety and Investment Plan Account Fund of the City, as of June 30, 2023, and the changes in financial position thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### *Basis for Opinion*

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the City, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

#### *Emphasis of Matter*

As discussed in Notes 1 to the financial statements present only the Transportation Safety and Investment Plan Account Fund, and do not purport to, and do not, present fairly the financial position of the City as of June 30, 2023, the changes in its financial position or its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinions are not modified with respect to this matter.

### ***Responsibilities of Management for the Financial Statements***

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

### ***Auditor's Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

### ***Required Supplementary Information***

Management has omitted management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such missing information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of the financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this missing information.

### ***Supplementary Information***

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Transportation Safety and Investment Plan Account Fund of the City. The Schedule of Revenues, Expenditures, and Changes in Fund Balance – Budget and Actual is presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Revenues, Expenditures, and Changes in Fund Balance – Budget and Actual is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

### ***Other Reporting Required by Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated March 14, 2024, on our consideration of the Transportation Safety and Investment Plan Account Fund's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the 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.



Menlo Park, California  
March 14, 2024

## **FINANCIAL STATEMENTS**



City of Monterey  
 Transportation Safety and Investment Plan Account Fund  
 Balance Sheet – Transportation Safety and Investment Plan Account Fund  
 June 30, 2023

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	Measure X Fund
<b>Assets:</b>	
Cash and investments	\$ 5,047,125
Accounts receivable - net	344,131
Total assets	\$ 5,391,256
<b>Liabilities, Deferred Inflow of Resources and Fund Balance</b>	
<b>Liabilities:</b>	
Accounts payable and other current liabilities	\$ 113,591
<b>Deferred Inflow of Resources</b>	
Unavailable Revenues	344,131
<b>Fund Balance:</b>	
Restricted	4,933,534
Total Liabilities, deferred inflow of resources, and fund balance	\$ 5,391,256

City of Monterey

Transportation Safety and Investment Plan Account Fund

Statement of Revenues, Expenditures, and Changes in Fund Balances – Transportation Safety and Investment  
Plan Account Fund  
Year Ended June 30, 2023

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	Measure X Fund
<b>Revenues:</b>	
Intergovernmental	\$ 1,330,512
Use of money and property	95,818
Total revenues	1,426,330
<b>Other financing sources or (uses):</b>	
Transfers out	(711,138)
Net change in fund balances	715,192
Fund balance, beginning of year	4,218,342
<b>Fund balance, end of year</b>	<b>\$ 4,933,534</b>

**Note 1 - Summary of Significant Accounting Policies**

The basic financial statements of the Transportation Safety and Investment Plan Account Fund City of Monterey, California (“City”) have been prepared in conformity with Generally Accepted Accounting Principles (“GAAP”) as applied to governmental agencies. The Governmental Accounting Standards Board (“GASB”) is the accepted standard setting body for establishing governmental accounting and financial reporting principles. The more significant of the City’s accounting policies are described below.

**Reporting Entity**

The Transportation Safety and Investment Plan Account Fund from the Transportation Agency for Monterey County (“TMAC”) was approved on November 8, 2016. The revenue from the Measure X 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 of Monterey, California (the “City”) conform with generally accepted accounting principles applicable to governments in the United States of America. The Governmental Accounting Standards Board (“GASB”) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles.

The financial statements present only the Transportation Safety and Investment Plan Account Fund (the “Fund”) of the City and do not purport to, and do not present, the City’s financial position and changes in financial position. The City of Monterey’s basic financial statements are available from the Finance Department at City’s address and website.

**Basis of Accounting and Measurement Focus**

The operations of the Transportation Safety and Investment Plan Account Fund are accounted in a non-major special revenue fund, in a separate set of self-balancing accounts that comprise its assets, liabilities, fund balances, revenues, and expenditures. Resources are allocated to and accounted for in the fund based upon the purpose for which they are to be spent and the means by which spending activities are controlled.

### *Basis of Accounting*

The Transportation Safety and Investment Plan Account funds are accounted for on a spending or "current financial resources" measurement focus and the modified accrual basis of accounting. Accordingly, only current assets and current liabilities are included on the Balance Sheet. The Statement of Revenues, Expenditures, and Changes in Fund Balances presents increases (revenues and other financing sources) and decreases (expenditures and other financing uses) in net current resources. Under the modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period. Generally, revenues are considered available if they are collected within 60 days after fiscal year end. If revenues are not subject to accrual, they are recorded when received in cash. The primary revenue sources, which have been treated as susceptible to accrual by the City, are property tax, sales tax, intergovernmental revenues, and other taxes. Expenditures are recorded in the accounting period in which the related fund liability is incurred.

### ***Use of Restricted Fund Balance***

#### *Fund Balance Flow Assumptions*

In order to calculate the amounts to report as restricted fund balance in the financial statements, a flow assumption must be made about the order in which the resources are considered to be applied. It is the City's policy to consider restricted fund balance to have been depleted before using any of the components of unrestricted fund balance.

### ***Cash, Cash Equivalents, and Investments***

For purposes of the Balance Sheet, cash and cash equivalents include currency on hand and deposits in the City's cash and investment pool. These deposits have the same characteristics for the participating funds as demand deposit accounts, in that the funds may deposit additional cash at any time and also effectively withdraw cash at any time without prior notice or penalty. The City's cash and investments are stated at fair value, which is based on a quoted market price. This includes all investments except the City's investment in the California Local Agency Investment Fund ("LAIF"). The balance is available for withdrawal on demand, and is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis. The City valued its investments in LAIF at June 30, 2023, by multiplying its balance by a fair value factor determined by LAIF. This fair value factor was calculated by dividing the total fair value for all participants by the total amortized cost.

### ***Fund Balances***

*Restricted*— This category consists of amounts that have constraints placed on them either externally by third-parties (creditors, grantors, contributors, or laws or regulations of other governments) or by law through constitutional provisions or enabling legislation. Enabling legislation authorizes the City to assess, levy, charge, or otherwise mandate payment of resources (from external resource providers) and includes a legally enforceable requirement (compelled by external parties) that those resources be used only for the specific purposes stipulated in the legislation.

**Note 2 - Cash Deposits and Investments**

Cash and investments held by the Transportation Safety and Investment Plan Account Fund at June 30, 2023, consisted of \$5,047,125 in cash pooled with the City's Cash and Investments.

Investments authorized by the California Government Code and the City of Monterey's investment policy:

Allowable investment instruments are defined in the California Government Code Section 53600, et. seq., as amended. If the Code is further revised to allow additional investments or is changed regarding the limits on certain categories of investments, the City is authorized to conform to these changes, excluding those changes that may be prohibited by this policy. Where the Government Code specifies a percentage limitation for a particular category of investments, that percentage is applicable only at the date of purchase. The City's pool is not rated and is not registered with the SEC. The City's average maturity of its investments is less than one year.

**Note 3 - Maintenance of Effort**

The Measure X Master Programs Funding Agreement between the City of Monterey and the TAMC 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:   \$3,282,641

Total expenditures from the general fund for street and highway purposes for the fiscal year ended June 30, 2023 was \$4,217,287. The City was in compliance with the Maintenance of Effort requirement of the Measure X Master Programs Funding Agreement between the City of Monterey and the TAMC.

**SUPPLEMENTARY INFORMATION**

City of Monterey

Transportation Safety and Investment Plan Account Fund

Schedule of Revenues, Expenditures, and Changes in Fund Balance – Budget and Actual

Year Ended June 30, 2023

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	Budgeted Amounts		Actual Amounts (Budgetary)	Final Budget Positive (Negative)
	Original	Final		
<b>Revenues:</b>				
Intergovernmental	\$ 1,378,240	\$ 1,378,240	\$ 1,330,512	\$ (47,728)
Use of money and property	21,424	21,424	95,818	74,394
Total revenues	1,399,664	1,399,664	1,426,330	26,666
<b>Other financing sources (uses):</b>				
Transfers out	-	-	(711,138)	(711,138)
Net change in fund balances	1,399,664	1,399,664	715,192	(684,472)
Fund balance, beginning of the year	4,218,342	4,218,342	4,218,342	-
<b>Fund balance, end of year</b>	\$ 5,618,006	\$ 5,618,006	\$ 4,933,534	\$ (684,472)



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

To the Honorable Mayor and Members of City Council  
of the City of Monterey, 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 Transportation Safety and Investment Plan Account Fund (Fund) of the City of Monterey, California (City), as of and for the year ended June 30, 2023, and the related notes to the financial statements, and have issued our report thereon dated Report March 14, 2024. Our opinion included an emphasis of matter as discussed that the financial statements present only the Fund specific to Transportation Safety and Investment Plan Account Fund, and are not intended to present fairly the financial position and results of operations of the City in conformity with accounting principles generally accepted in the United States of America.

### **Report on Internal Control Over Financial Reporting**

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

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or 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, significant deficiencies or material weaknesses. 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.

**Report on Compliance and Other Matters**

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

**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 entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



Menlo Park, California  
March 14, 2024



CPAs & BUSINESS ADVISORS

**Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing Standards and TAMC Ordinance No. 2019-01 Transportation Safety and Investment Plan Fund**

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

**Report on Compliance**

***Opinion on Compliance***

We have audited the City of Monterey's, California (City) compliance with the requirements specified in the Transportation Agency's for Monterey County's (TAMC) Ordinance No. 2019-01 and the Measure X Master Programs Funding Agreement between TAMC and the City (Agreement) for the year ended June 30, 2023.

In our opinion, the City complied, in all material respects, with the compliance requirements referred to above that are applicable to the Agreement for the year ended June 30, 2023.

***Basis for Opinion***

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS), the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion. Our audit does not provide a legal determination of the City's compliance with the compliance requirements referred to above.

### ***Responsibilities of Management for Compliance***

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the City's Measure X program.

### ***Responsibilities for the Audit of Compliance***

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the City's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material noncompliance when it exists. The risk of not detecting a material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the City's compliance with the requirements of the Measure X program as a whole.

In performing an audit in accordance with GAAS and *Government Auditing Standards* we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the City's compliance with the compliance requirements referred to above and performing such other procedures as we consider necessary in the circumstances.
- Obtain an understanding of the City's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with *Government Auditing Standards*, but not for the purpose of expressing an opinion on the effectiveness of the City's internal controls over compliance. Accordingly, we express no such opinion; and:
- We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

**Report on Internal Control over Compliance**

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that a material noncompliance with a compliance requirement will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention from those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor’s Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

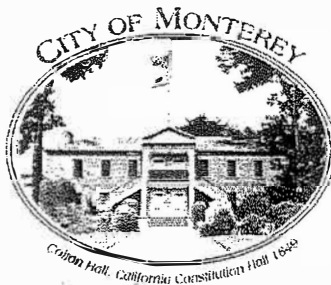
The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the compliance requirements stipulated in the Agreement. Accordingly, this report is not suitable for any other purpose.



Menlo Park, California  
March 14, 2024

	<b>Measure X Funding</b>	<b>Measure X Amount</b>	<b>Total Cost</b>	
<b>YEAR 1</b>	<b>FY 22/23</b>			
35c1850	Measure X Transportation Safety Critical Maintenance	\$50,000	\$50,000	
35c1851	Measure X Transportation Safety Projects Grant match and Preliminary Engineering	\$100,000	\$100,000	
37c2050	Measure X Citywide Adaptive	\$350,000	\$800,000	
CIP2012	Measure X Operational Improvement to Transportation System	\$100,000	\$100,000	
<b>YEAR 2</b>	<b>FY 23/24</b>			
35c1850	Measure X Transportation Safety Critical Maintenance	\$50,000	\$50,000	
35c1851	Measure X Transportation Safety Projects Grant match and Preliminary Engineering	\$400,000	\$4,000,000	*ATP Grant Application/HSIP
37c2050	Measure X Citywide Adaptive	\$300,000	\$800,000	
CIP2012	Measure X Operational Improvement to Transportation System	\$100,000	\$100,000	
<b>YEAR 3</b>	<b>FY 24/25</b>			
35c1850	Measure X Transportation Safety Critical Maintenance	\$50,000	\$50,000	
35c1851	Measure X Transportation Safety Projects Grant match and Preliminary Engineering	\$800,000	\$4,000,000	*ATP Grant Application/HSIP
37c2050	Measure X Citywide Adaptive	\$300,000	\$800,000	
CIP2012	Measure X Operational Improvement to Transportation System	\$100,000	\$100,000	
<b>YEAR 4</b>	<b>FY 25/26</b>			
35c1850	Measure X Transportation Safety Critical Maintenance	\$50,000	\$50,000	
35c1851	Measure X Transportation Safety Projects Grant match and Preliminary Engineering	\$50,000	\$100,000	
37c2050	Measure X Citywide Adaptive	\$200,000	\$500,000	
CIP2012	Measure X Operational Improvement to Transportation System	\$100,000	\$100,000	
<b>YEAR 5</b>	<b>FY 26/27</b>			
35c1850	Measure X Transportation Safety Critical Maintenance	\$50,000	\$50,000	
35c1851	Measure X Transportation Safety Projects Grant match and Preliminary Engineering	\$200,000	\$400,000	
37c2050	Measure X Citywide Adaptive	\$100,000	\$200,000	
CIP2012	Measure X Operational Improvement to Transportation System	\$100,000	\$100,000	

\* Staff is working hard to stretch Measure X dollars by applying for competitive grants



November 27, 2023

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

**Subject: 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:

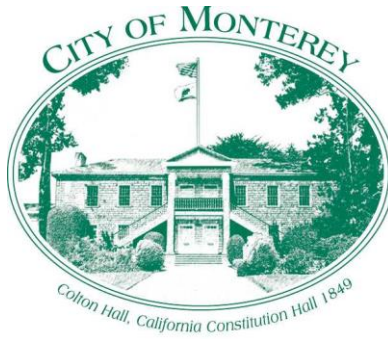
- Inventory of all existing pavements under the local agency jurisdiction:  
 Centerline miles: **102.92**  
 Total lane miles (or equivalent units): **222.54**  
 The last update of the inventory was completed on: **June 15, 2023**
- Pavement Condition Index (PCI): **71**
- Identification of sections of pavement needing maintenance, rehabilitation, or replacement:  
 Total lane miles (or equivalent units) **204.84** (PCI < 90)
- Estimated budget needs to rehabilitate or replace deficient sections for the current year and the next three years: **\$34,030,101 (Unconstrained Needs)**

You may direct any questions regarding the system to Andrew Easterling, P.E., City Engineer, at (831) 242-8752.

Sincerely,

A handwritten signature in black ink, appearing to read "AR", is written over a faint circular stamp.

Andrea Renny, PE, PTOE  
 Public Works Director



# Measure X Project Report

## December, 2023

### Measure X Transportation Projects

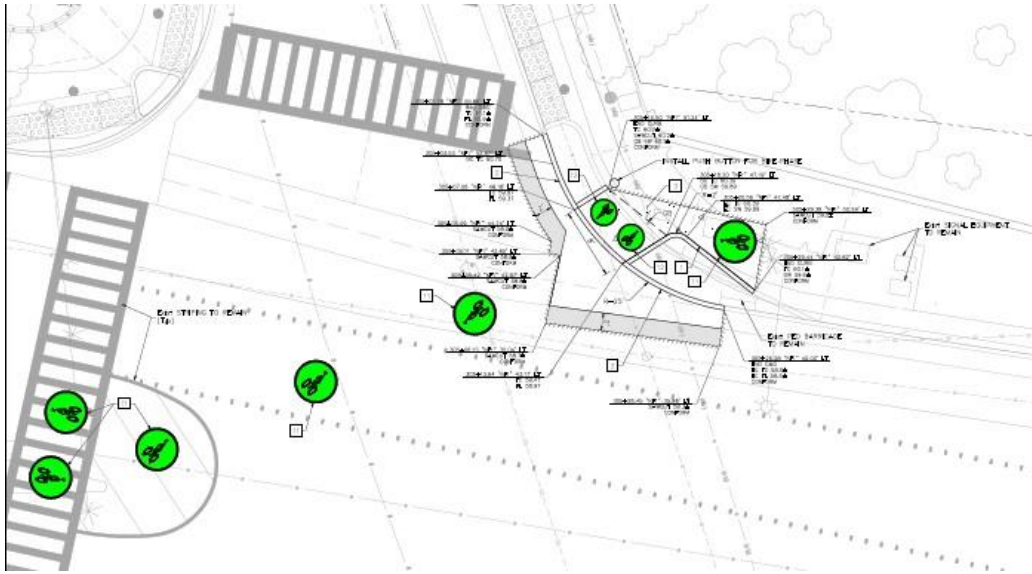
North Fremont Bike and Pedestrian Improvement from Casanova to Canyon Del Rey (North Side) Project  
a.k.a. the N Fremont “Gap Closure” Project

#### 2023 update

Final plans, specifications and construction cost estimate were completed this year. The construction cost estimate is \$2.8 million and includes a 10% contingency, construction management and engineering during design. The environmental efforts/ CEQA ISMND were approved by each the City of Monterey City Council, as the lead agency, and the Seaside City Council this year. The project design is considered shovel ready, however, the project is not funded for construction or to acquire the necessary permits. The City will continue to look for future funding opportunities.

#### 2022 update

Design progressed throughout the year and is now considered substantially complete. New elements including a decorative guard rail adjacent to N Fremont and reconfigured connection from Casanova Ave to the N Fremont median bike lanes were incorporated. The Casanova Ave reconfiguration will create the shortest path of travel for bicyclists to enter the median:



*Figure: Casanova Ave Connection*

All structural design elements including the pedestrian bridge and foundations and retaining walls were completed. The project construction cost estimate is now approximately \$2.3-2.8 million.

The project was unsuccessful in acquiring construction funding in the first round of Clean California local grant program and is ineligible for the upcoming cycle due to not meeting revised underserved community requirements. The City will continue to look for future funding opportunities.

## 2021 Update

This project is the perfect example of using Measure X funding to support transportation safety and operations improvements to enhance the quality of Transportation in Monterey and Monterey County.

The award-winning N Fremont Bike and Pedestrian Access Project was a great addition to the network of bike paths or trails that people can use to safely walk or bike throughout town. However, that project was grant funding dependent and unable to incorporate (as intended) the segment of Casanova to Canyon Del Rey. This has left a temporary connection “gap” where no sidewalk nor bike lane exist on the north side.





Figure 1: Project Location. "Connection Gap"



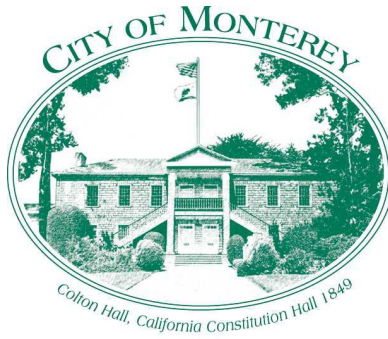
Figure 2: Existing Condition

The block presents several challenges such as environmentally sensitive areas, steep slope/ elevation changes, right-of-way width constraints, utility conflicts, as well as being a multi-jurisdictional area (Monterey, Seaside and Caltrans). City staff and consultants have analyzed the challenge and determined the most cost effective solution to be a pedestrian bridge.



*Figure 3: Concept Rendering*

The bridge will provide a Class I mixed-use path that will connect users from the N Fremont corridor to the much larger future FORTAG network. The bridge will be a pre-fabricated, Pratt truss style structure, with ADA-compliant concrete decking. We anticipate steel cables to match the aesthetics of the constructed N Fremont bike lanes as well as pedestrian-level lighting, but the design is ongoing (and input is welcome). The construction cost estimate is \$1.5-2M. The current project is funded for the project design only, not construction. The goal is to have a completed design, “shovel ready” project by the end of the year, which will put the project in a position to apply for grant funding to close the gap.



# Measure X Project Report December 2023

## Measure X Transportation Projects

### Citywide Wayfinding Sign Program, Phase 1, Project

This project is the perfect example of using Measure X funding in addition to Local funds to enhance the quality of Transportation in Monterey and Monterey County.

The City of Monterey is a major tourism destination on the peninsula. The City has many popular destinations such as Cannery Row, Monterey Bay Aquarium, Fisherman's Wharf and Customs House Plaza. The Monterey Bay Aquarium alone experiences over 1.9 million visitors in a typical year.

The City is improving its wayfinding experience by updating and creating a comprehensive wayfinding sign program which also includes bicycle and pedestrian wayfinding. The first phase is the Parking Phase which directs vehicles to the City's public parking Lots and garages. This first step is also in line with the City's "Park Once" program which encourages visitors to park once and use the free MST Trolley or walk between Cannery Row and Downtown to reduce congestion between Downtown and Cannery Row.



Phase 1 of the project commenced in April 2020 and was completed in June 2020.

**Completed improvements include:**

61 new wayfinding signs, including 39 vehicular signs and 22 pedestrian signs  
- Work consisted of installing new foundations for sign poles, fabricating wayfinding signs and installation of wayfinding signs.

As part of the project the City has created an article on the Traffic Engineering City Webpage, which shows sign types and sign locations for current and future phases. [https://monterey.org/city\\_hall/departments/traffic\\_engineering/index.php](https://monterey.org/city_hall/departments/traffic_engineering/index.php) (link updated to reflect new City website)



*Wayfinding sign foundation construction*

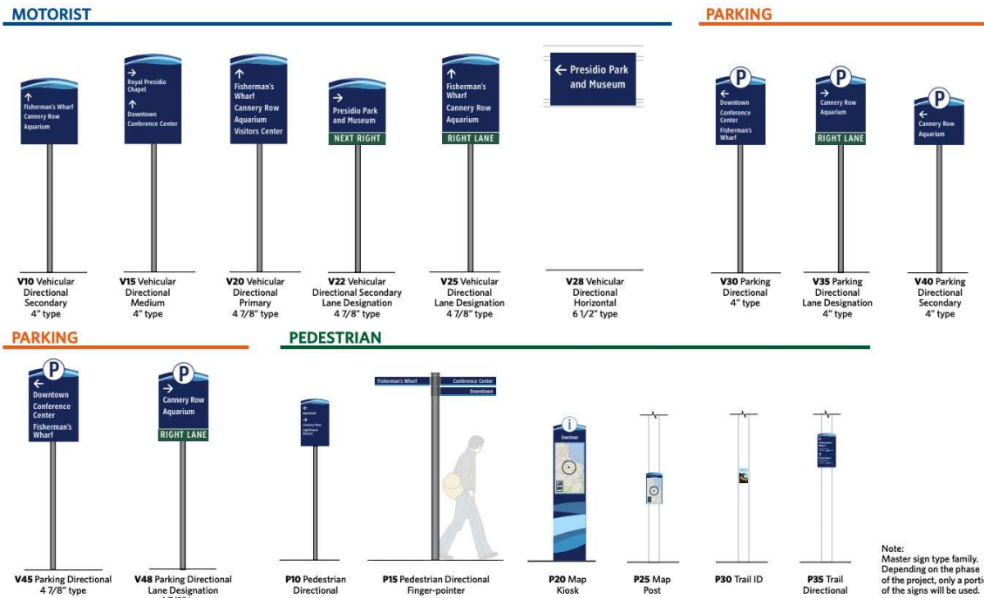


*Example of signs installed during Phase 1*

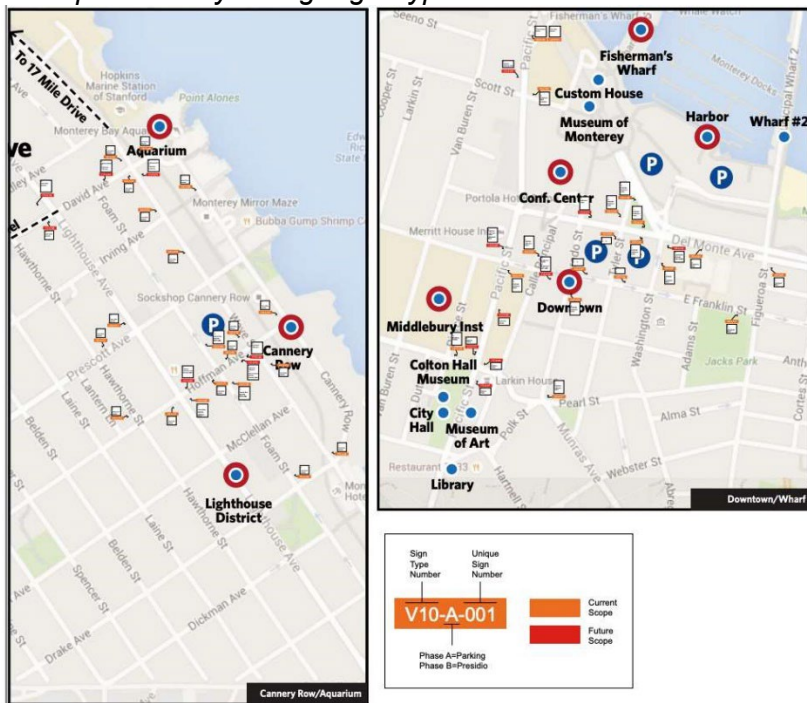
**In progress improvements include:**

Phase 2 of Wayfinding signs which is new wayfinding signs, including 39 vehicular signs and 22 pedestrian signs

- Work consisted of installing new foundations for sign poles, fabricating wayfinding signs and installation of wayfinding signs.

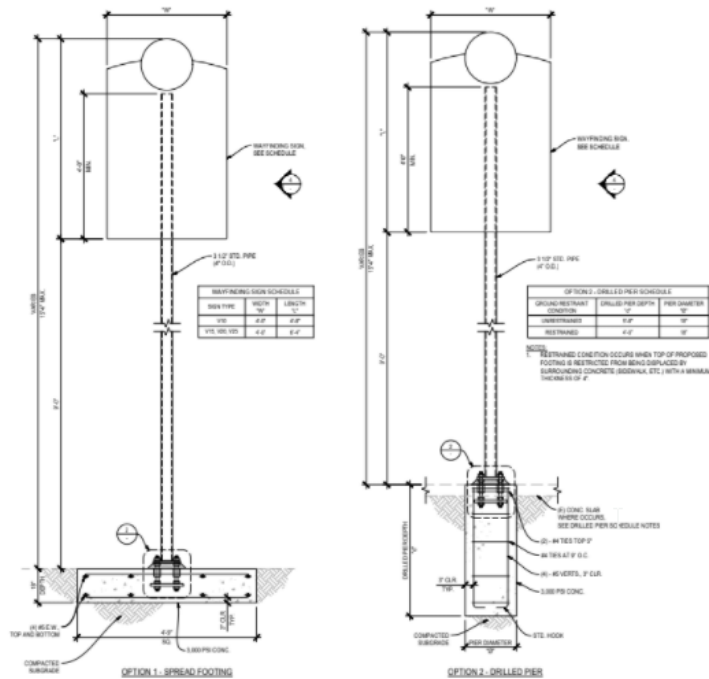


**Examples of Wayfinding Sign Types for All Phases**



Map of Existing and Future Phase Sign Locations

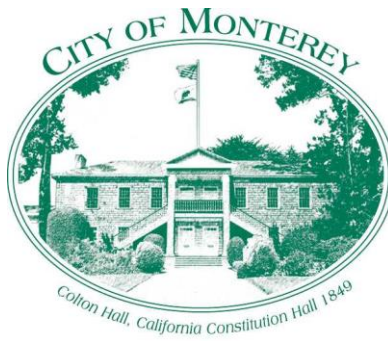
Contract executed with on-call contractor to furnish and install poles, structural drawing submitted and approved for sign types which were not included in Phase 1 to ensure that signs will sustain high wind events. A set of standard details was developed for Phase 2 signs, an example of options is shown below. The majority of the new poles were installed in May 2022, a remaining five poles require a Caltrans Encroachment permit which Staff is working on.



*Wayfinding Standard Details for Phase II signs*

In April 2022, the City released an invitation to bid for the Wayfinding Sign Fabrication, Phase 2 project and the contract was awarded to Ampersand Signs on June 21, 2022. The contractor mobilized and has begun fabrication on the Phase 2 signs, which are anticipated to be installed in 2023. No funds were expended in this fiscal year; however, City Staff continued to work on the project.

In 2023, Phase II wayfinding signs were fabricated and delivered. The majority of vehicular wayfinding signs were installed May 2023, with a six that require Caltrans encroachment permits remaining. The Phase II Pedestrian Wayfinding signs were delivered in September and will be installed by City Maintenance Staff in Phases as they remove existing old Wayfinding signs in 2024. Staff is installing these off peak season to reduce the impact to tourism.



# Measure X Project Report

## December 2023

### Measure X Transportation Projects

#### Citywide Speed Survey Update

This project is the prime example of using Measure X funding to support transportation safety and operations improvements to enhance the quality of Transportation in Monterey and Monterey County.

In California, speed regulations are based on the basic speed law that states, “No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of the highway and no event at a speed which endangers the safety of person and property.” This applies to all roadways, even those with posted speed limits.

Under California Law, the maximum speed limit is 65 miles per hour (mph). All other speed limits are called prima facie limits, which are considered by law to be safe and prudent under normal conditions. Some prima facie limits are established by State Law, such as:

- 25 mph speed limit in residential districts
- 25 mph speed limit in school zones when children are present
- 15 mph speed limit in alleys and railroad crossings

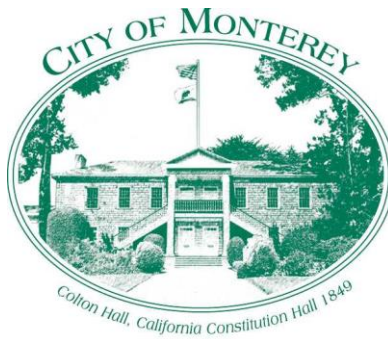
Speed limits between 25 mph and 65 mph and above 65 mph must be established by the California Vehicle Code (CVC) Sections 40801 and 40802. These CVC sections require that traffic speed limits are established by an “Engineering and Traffic (E&T) Survey” or Speed

Survey. The Speed Surveys must consider prevailing vehicle speeds, collision frequencies, roadside development, and other conditions not readily apparent to drivers. CVC Sections 40801 and 40802 require that Speed Surveys be conducted every five (5) years to establish the prima facie speed limits before enforcement by radar can be conducted. The surveys can be extended to seven (7) years provided the City's police officers have completed a 24-hour radar operator course. The City of Monterey is on a seven (7) year cycle.

Since 2017, several laws have been adopted in California which give local agencies greater flexibility in setting speed limits in order to potentially reduce fatal or serious injuries, such as AB43. Additionally Caltrans released the latest revision of the California Manual on Uniform Traffic Control Devices (CAMUTCD) which provides cities with greater guidance on how to set speed limits with the latest changes to the law.

The City collected traffic data in May 2023 and is planning on taking to Council the new speed surveys in January to be adopted by Council.





# Measure X Project Report

## December 2023

### Measure X Citywide Traffic Signal Adaptive System

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

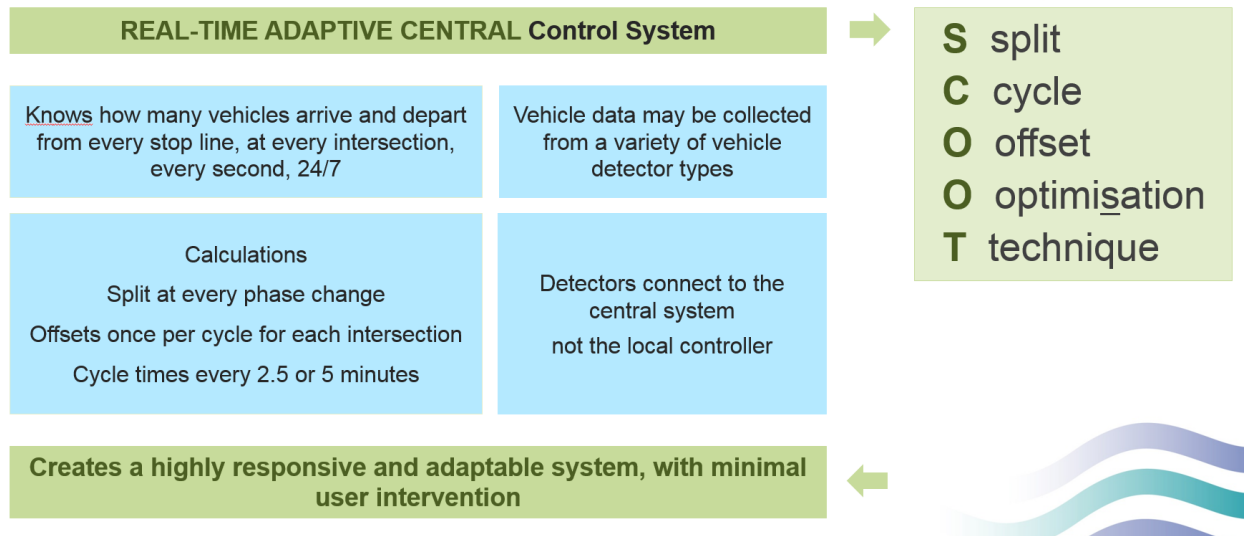


Adaptive traffic control systems are the latest technology for improving traffic conditions by better synchronizing and controlling traffic signals. The system uses vehicle detection and artificial intelligence software to respond accurately and immediately to real-time traffic conditions. This enables 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 video 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



This ongoing project has been funded through Measure X, Monterey Bay Air Resources District's Emissions reduction grant, City of Monterey Neighborhood Capital Improvement Program and Regional Surface Transportation Program. Staff has applied for competitive grants to fund all of these efforts. By combining multiple sources of funding and leveraging Measure X dollars, staff has been able to fund the system implementation resulting in cost and time savings. By managing this large project in house, the City has been able to efficiently implement necessary equipment upgrades, fiber optic communication installation and install the adaptive system. By eliminating mark up costs and profit margins, staff estimates a cost savings of over \$700,000 for this Citywide Project.

The system uses green time efficiently and progresses 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. The system, when completed along Lighthouse, Del Monte and North Fremont, Munras, Foam, Pacific and Franklin, will result in a yearly reduction of **20 tons** of criteria pollutants (NOx, ROG and PM).

Between 2016 and 2019, the following intersections were running adaptive control:

- Lighthouse and Reeside
- Lighthouse and Dickman
- Lighthouse and Drake
- Lighthouse and McClellan
- Lighthouse and Hoffman
- 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 Sloat
- Del Monte and NPS
- Del Monte and Casa Verde
- Del Monte and English

In 2020, the North Fremont Corridor was completed:

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

In 2021, we also completed the installation of Scoot on the Munras/Fremont and Foam corridors:

- Munras and El Dorado
- Munras and Del Monte Center North
- Munras and Del Monte Center South
- Munras and Soledad
- Soledad and Pacific
- Fremont and Abrego
- Fremont and Camino El Estero
- Foam and Cannery Row
- Foam and Reeside
- Foam and Drake
- Foam and Hoffman
- Foam and Prescott
- Foam and Irving
- Foam and David

The City is has installed video detection equipment and activated fiber communication to the corridor. The implementation to the Adaptive Signal System on the Pacific corridor is anticipated to start in January 2023:

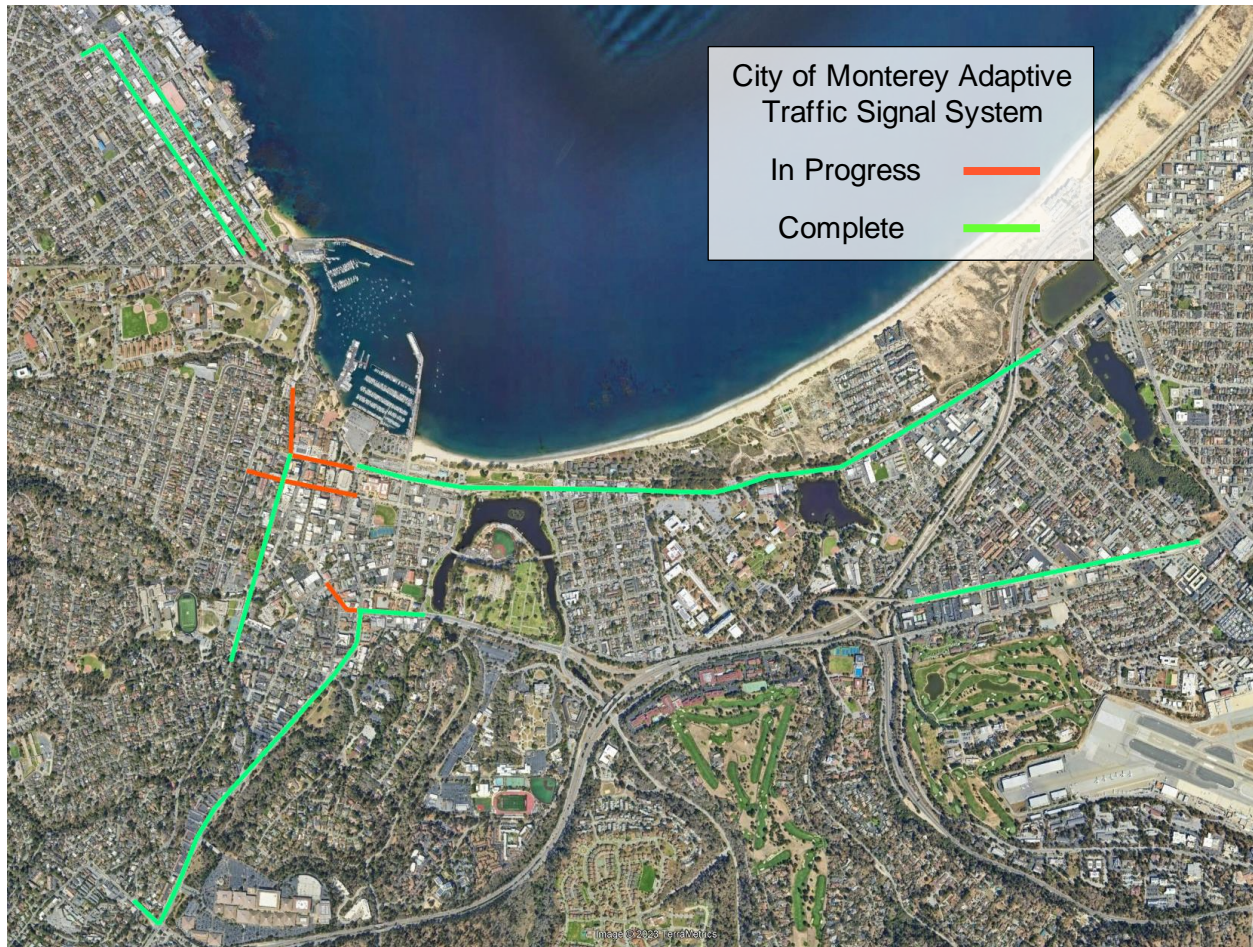
- Pacific and Franklin
- Pacific and Jefferson
- Pacific and Madison
- Pacific and El Dorado/Martin

The City has been working to resolve communication issues with two signals that were on the Munras and Pacific Corridor, the City also due to the success of the Pacific and Del Monte Corridor is planning to expand the Del Monte Corridor in February 2024:

- Pacific and Scott
- Munras and Webster
- Del Monte and Tyler
- Del Monte and Alvarado
- Del Monte and Calle Principal

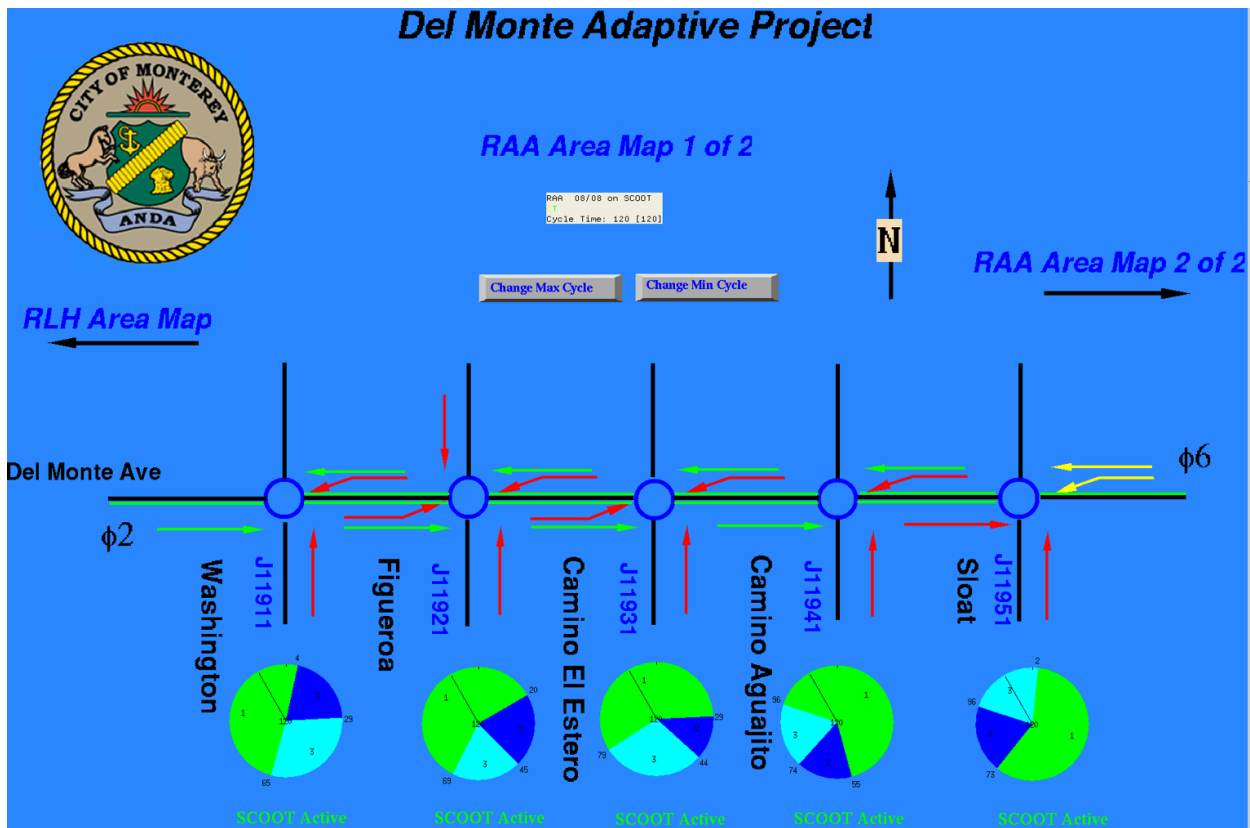
The City is preparing to install the Adaptive Signal System on the Franklin corridor starting in September 2024, after infrastructure improvements:

- Franklin and Van Buren
- Franklin and Calle Principal
- Franklin and Alvarado
- Franklin and Tyler
- Franklin and Washington



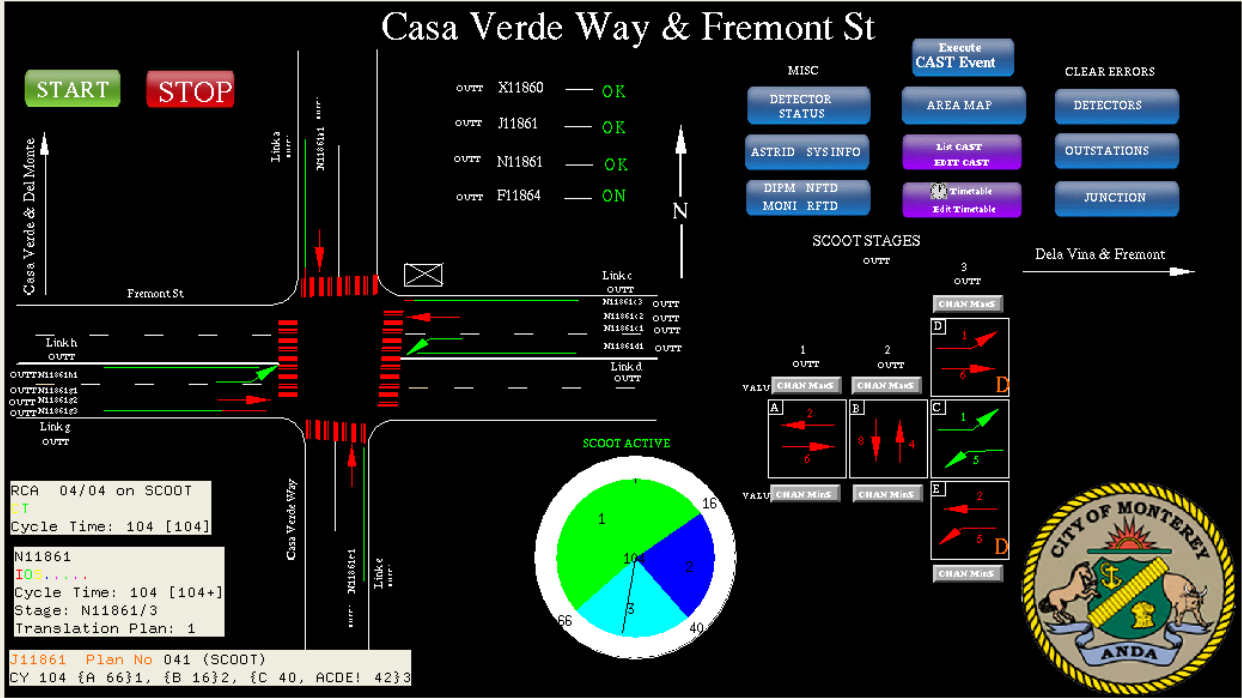
In order to implement the SCOOT system at additional intersections, existing traffic signal equipment has and will have to be upgraded (cabinets, controllers and communications) and new vehicle detection will need to be installed. Measure X funding was used to upgrade outdated and failing equipment to improve the reliability of the City's traffic signal system.

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 (SEPAAC 5.0) upgrades
- SCOOT expansion licenses
- Urban Traffic Control database programming
- SCOOT database programming
- SCOOT Communication Server programming
- Calibration, Validation and Fine tuning of the adaptive model



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. This system will also benefit the future SURF line on Del Monte Avenue.



New Video detection on N Fremont

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 Munras corridors. And in 2021, the City applied for and received another AB2766 Grant in the amount of \$400,000 for Pacific and Franklin.

This project has progressed in 2022, however the majority of funds expended during 2022 were Regional Surface Transportation Grant Program funds. Delays occurred in 2022 rolling out the Pacific and Franklin due to both supply chain issues and issues with bringing communication to the Pacific Corridor. The Traffic Adaptive Signal System relies on fiber communication, which must be installed and tested by the City's telecommunication utility partners.



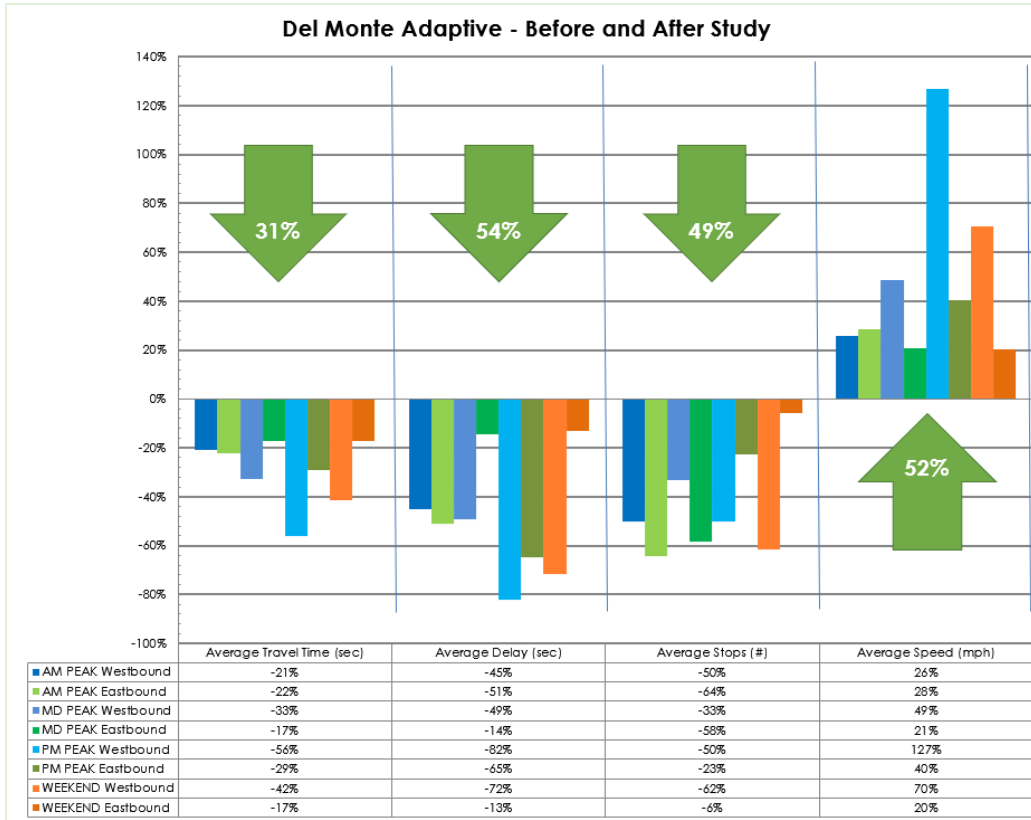
New Video detection on Pacific

The Franklin Corridor will also require substantial upgrades and entirely new communication infrastructure due to its age. The City has been developing a plan to strategically bring communication prior to implementing the Adaptive Signal System to the half-mile long corridor.

In 2023, the City will be conducted a before/after study on the Munras/Foam Corridor studying the benefits of the SCOOT Adaptive Signal System. The study was delayed due to the storms and storm damage and then by the summer and special events. The report is to be submitted to the City, January 2024.



Results from the prior studies on Lighthouse, Del Monte, and North Fremont revealed the following data:

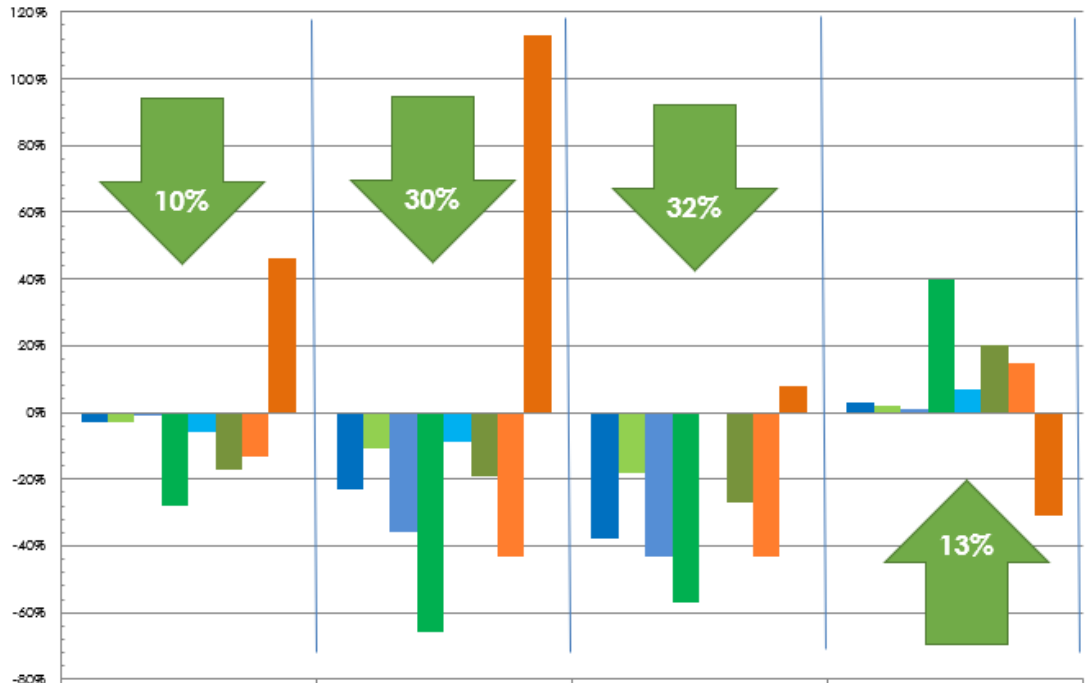


### North Fremont Adaptive - Before and After Study

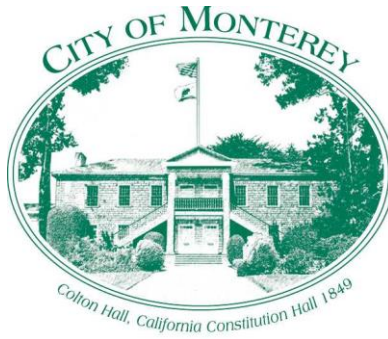


	Average Travel Time (sec)	Average Delay (sec)	Average Stops (#)	Average Speed (mph)
AM PEAK Westbound	-27%	-42%	-63%	38%
AM PEAK Eastbound	-14%	-2%	-29%	16%
MD PEAK Westbound	-5%	-1%	-53%	5%
MD PEAK Eastbound	-1%	-2%	-17%	1%
PM PEAK Westbound	5%	18%	-17%	33%
PM PEAK Eastbound	-1%	0%	-46%	1%
WEEKEND Westbound	-16%	-22%	-56%	20%
WEEKEND Eastbound	-19%	-52%	-57%	24%

### Lighthouse Adaptive - Before and After Study



	Average Travel Time (sec)	Average Delay (sec)	Average Stops (#)	Average Speed (mph)
AM PEAK Northbound	-3%	-23%	-38%	3%
AM PEAK Southbound	-3%	-11%	-18%	2%
MD PEAK Northbound	-1%	-36%	-43%	1%
MD PEAK Southbound	-28%	-66%	-57%	40%
PM PEAK Northbound	-6%	-9%	0%	7%
PM PEAK Southbound	-17%	-19%	-27%	20%
WEEKEND Northbound	-13%	-43%	-43%	15%
WEEKEND Southbound	46%	113%	8%	-31%



# Measure X Project Report

## December 2023

### Measure X Transportation Projects

#### Abrego Street and Church Street Rectangular Rapid Flashing Beacon (RRFB) Installation Project

This project is the prime example of using Measure X funding to support transportation safety and operations improvements to enhance the quality of Transportation in Monterey and Monterey County.

Due to the high use of this intersection, particularly with higher volumes of pedestrians using this crosswalk for to access in the Downtown Area. This is also an uncontrolled crossing, meaning a crossing where no traffic control (i.e. traffic signal or stop sign) is present. The project is an additional improvement replacing the non-compliant ADA Curb Ramps to include Rectangular Rapid Flashing Beacons (RRFBs).

IA 2017 Nationwide study reported a 47% reduction in pedestrian collisions as a result of installing a RRFB (Zegeer et al.). RRFBs are considered a proven countermeasure by the Federal Highway Administration (FHWA), which help address conflicts at crossing locations, pedestrian visibility, and compliance with yielding to pedestrians in crosswalks.

The project started in May 2023, but supply chain issues have impacted the procurement of materials. This has resulted in a delay of almost four months compared to past RRFB installation projects. This project is anticipated to be completed in January 2024.

## RECTANGULAR RAPID FLASHING BEACONS

CAN REDUCE PEDESTRIAN CRASHES BY

# 47%

U.S. Department of Transportation  
Federal Highway Administration  
Source: [http://onlinepubs.trb.org/onlinepubs/nchrpdocs/NCHRP03-65A\\_17-01.pdf](http://onlinepubs.trb.org/onlinepubs/nchrpdocs/NCHRP03-65A_17-01.pdf)

RRFBs can reduce pedestrian crashes by

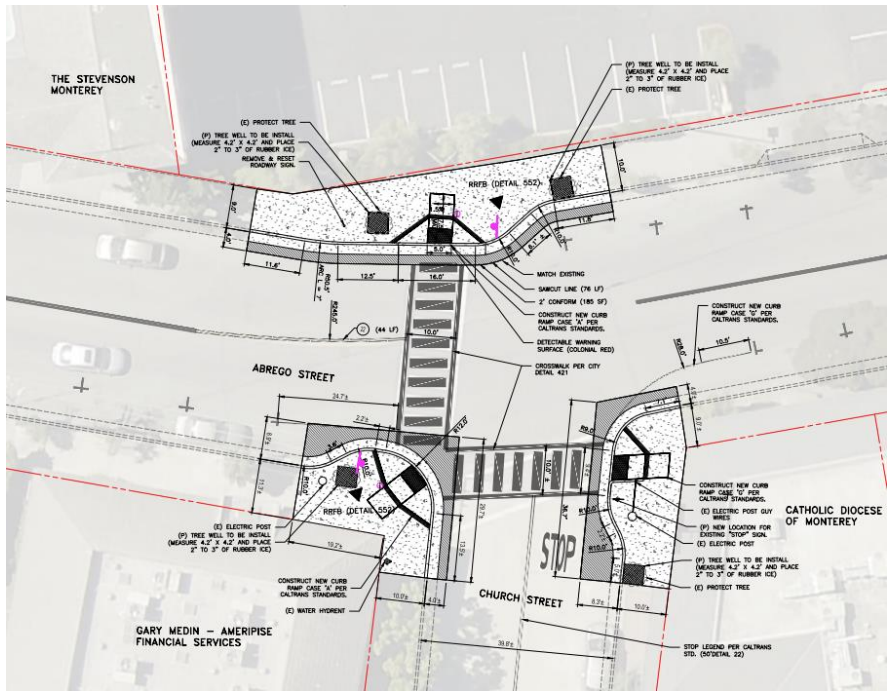
# 47%



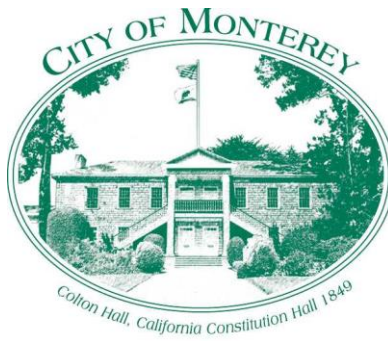
FHWA Media on RRFBs



Before Rectangular Rapid Flashing Beacon Installed, 2023



Curb Ramp Improvement, 2023



# Measure X Project Report

## December 2023

### Measure X Transportation Projects

#### Casanova Avenue and Melway Circle Rectangular Rapid Flashing Beacon (RRFB) Installation Project

This project is the prime example of using Measure X funding to support transportation safety and operations improvements to enhance the quality of Transportation in Monterey and Monterey County.

Due to the high use of this intersection, particularly with higher volumes of pedestrians using this crosswalk for to access between residents to groceries and other businesses. This is also an uncontrolled crossing, meaning a crossing where no traffic control (i.e. traffic signal or stop sign) is present. The project is an additional improvement replacing the traditional Pedestrian Crossing Warning signs to Rectangular Rapid Flashing Beacons (RRFBs) to a 2015 Neighborhood and Community Improvement Program Project.

In 2015, the City improved the crosswalk by adding bulbouts and highlighting the crosswalk with a textured, colored brick-pattern crosswalk. The project was originally funded in 2012 before the RRFBs were widely used in California and extensive research on the benefits was available. A 2017 Nationwide study reported a 47% reduction in pedestrian collisions as a result of installing a RRFB (Zegeer et al.). RRFBs are considered a proven countermeasure by the Federal Highway Administration (FHWA), which help address conflicts at crossing locations, pedestrian visibility, and compliance with yielding to pedestrians in crosswalks.

This Rectangular Rapid Flashing Beacon will be the first in the City to use wave-activated technology in addition to the push button functionality. The wave-activated option has positive benefits both avoiding contact during the COVID-19 Pandemic and for people with disabilities who have physical limitations preventing them from reaching and pressing the button.

The project started in May 2022, but supply chain issues have impacted the procurement of materials. This has resulted in a delay of almost four months compared to past RRFB installation projects. This project was completed in April 2023.



*FHWA Media on RRFBs*

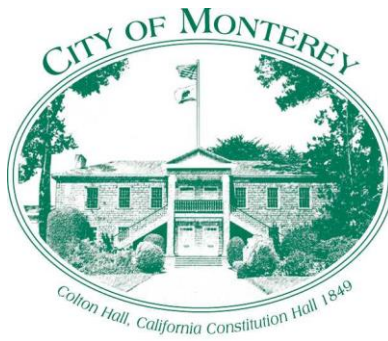


*Before Rectangular Rapid Flashing Beacon Installed, 2022*



*After Rectangular Rapid Flashing Beacon Installed, 2023*





# Measure X Project Report

## December 2023

### Measure X Transportation Projects

#### Citywide Post/Median Alert Installation Project

This project is the prime example of using Measure X funding to support transportation safety and operations improvements to enhance the quality of Transportation in Monterey and Monterey County.

PostAlert and MedianAlerts are identified as low cost and simple enhancements which can be attached to existing poles and medians to place emphasis on an important or partially obstructed sign. The PostAlert and Median Alerts are impact and temperature-resistant High-Density Polyethylene (HDPE) substrate and premium micro-prismatic highly retroreflective sheeting, and cover beyond 180 degrees. They provide greater visibility during day and night time driving.

Multiple intersections have been identified through discussions with the Streets Maintenance Team, Engineering Team and Police Department to identify locations where the staff had received citizen complaints, frequent knock downs of signs, frequent citations or warnings by the Police Department. City Staff tested a few locations and then expanded the use when these locations were met with support by the public.

The Post Alerts and/or Median Alerts have been installed at just over 15 intersections.



*Camino El Estero at Franklin St, Before Post Alerts 2021*



*Camino El Estero at Franklin St, After Post Alerts 2023*



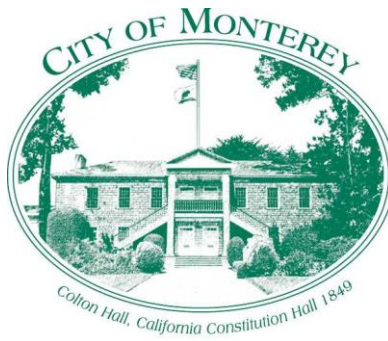
*Virgin Avenue Traffic Circle at Grant, Before Post Alerts 2017*



*Virgin Avenue Traffic Circle at Grant, After Post Alerts (Daytime) 2023*



*Virgin Avenue Traffic Circle at Grant, After Post Alerts (Nighttime) 2023*



# Measure X Project Report

## December 2023

### Measure X Transportation Projects

#### Crossroads Software Improvement

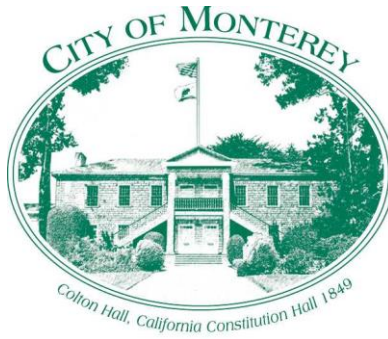
This project is using Measure X funding to enhance transportation safety in the Monterey Region.

As part of the City of Monterey Police Department's effort to improve its Police Records Management System, Measure X funds were used to cover some costs of integrating and updating the Crossroads system.

The City of Monterey has used Crossroads Collision Database Analytics System for several years now, Crossroads is a commonly used program by public agencies nationwide. Crossroads Collision Software allows Cities to produce traffic collision and citation reports which can be used to understand collision patterns and trends. The Public Works Department uses Crossroads Collisions in grant applications, traffic studies, speed surveys, and public outreach.

The Police Department expanded use of Crossroads to utilize it for Citation and Collision Report writing. The Citation Writing System will include software for electronic citations that offer more efficient input of data, electronic signature and driver license bar code reading.

The Crossroads upgrade was completed summer of 2023.



# Measure X Project Report

## December 2023

### Measure X Transportation Projects

#### Lighthouse Avenue and Prescott Ave Crosswalk Removal Project

This project is the prime example of using Measure X funding to support transportation safety and operations improvements to enhance the quality of Transportation in Monterey and Monterey County.

The City continuously looks for opportunities to increase pedestrian safety. The presence of crosswalks is used as a guide for pedestrians to signify the best crossing location and a way to communicate crossings to motorists. As shown in Attachment 2, there are currently four marked controlled crossings at the intersection of Lighthouse and Prescott.

The south crosswalk, crossing Lighthouse Avenue, is proposed to be removed. The location of the crosswalk, in combination with the grade on Prescott Avenue, and angle of the sun and glare from surrounding building during the fall season, from late October to mid-December, provides visibility concerns with the conflicting movement of left turning vehicles from Prescott turning onto southbound Lighthouse Avenue. For this brief period of the year, the south crosswalk does not meet the intent of a marked crosswalk, which is to signify the best crossing location and a way to communicate crossings to motorists.

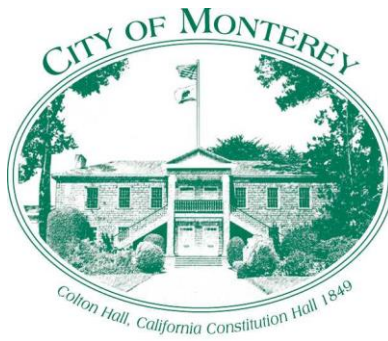
The removal of the crosswalk also has other benefits to pedestrians and drivers. The intersection of Lighthouse and Prescott experiences a large volume of right turns from Prescott

onto southbound Lighthouse (from the adjacent neighborhood and Presidio of Monterey) as well as a large volume of left turns from Prescott onto Lighthouse southbound (from the secondary parking garage exit and Cannery Row). When a pedestrian is crossing, the drivers that are making a right turn from the neighborhood and drivers making a left turn must wait until the pedestrian has cleared the crosswalk.

This can create long delays in clearing Prescott and creates a condition in which drivers block the intersection. This delay causes frustration, and it can lead to low tolerance on the part of drivers waiting for pedestrians to clear the crosswalk before proceeding.

Removing this crosswalk will greatly benefit traffic signal operations as well as minimizing conflict between drivers who do not wait for pedestrians to clear the crosswalk before proceeding through the intersection. Pedestrians will be able to cross the intersection by using the remaining north crosswalk on Lighthouse at Prescott. While it may not be as convenient, it is a safer crossing.

The project started in December 2022, but was delayed due to scheduling issues and the 2023 storms and fixing the resulting storm damage. This project was completed in August 2023.



# Measure X Project Report

## December 2023

### Measure X Transportation Projects

#### Marina Parking Lot Improvement Project

This project is using Measure X funding in combination with other funding sources to enhance transportation safety.

The Marina Parking Lot Improvement Project includes a major pavement rehabilitation treatment to extend the useful life of the pavement. Additionally, the City is changing parking pay stations and combining the Waterfront and Marina Parking Lot into one large surface parking lot. This project will also improve parking circulation by combining the two existing parking lot and reconfiguring the Marina Lot, by changing the circulation with the objective of reducing the number of vehicles circulating and idling in the parking lot. The Boat Trailer Parking spaces are also being reconfigured as the Marina Parking Lot serves as the boat launching area. ADA improvements are also included in the project to improve access to the businesses at Municipal Wharf 2.

Other major utility improvements are the installation of safety lighting both in the parking lot, trail and entrances to provide better lighting throughout the site, which is utilized nearly all times of day. Additionally, this provides opportunity to improve existing underground utilities such as storm drain and sewer system infrastructure. With any major parking surface lot project, stormwater quality improvement are incorporated into the parking lot in landscaping features which include biofiltration and improve aesthetics of the Marina lot.

As a result of the parking lot reconfiguration to combine the lots and improve circulation, the City found opportunity to relocate the recreational trail crossing and implement raised crossing which improve pedestrian and bicycle visibility and access.

This Project is a part of the long-term planning effort to improve circulation, connectivity and access in the Waterfront area. In 2019, the City completed construction of the Waterfront Parking Lot and the



City began working on the design of the Marina Parking Lot which covers the area bounded by Washington Street and Figueroa Ave. City Staff presented these concepts to the public at three City Council Meetings (June 2021, June 2022, and November 2022) and at a TAMC Bicycle and Pedestrian Committee Meeting in January 2022. In November 2022, the City awarded a contract for construction of the Marina Parking Lot. The construction began in January 2023 and was delayed by the 2023 storms and then by utility relocation issues. The project construction was completed in October 2023.

Measure X provided funding for the relocation of the Recreation Trail, enhancements to the Recreation Trail Crossing, and lighting improvements for the Recreation Trail.

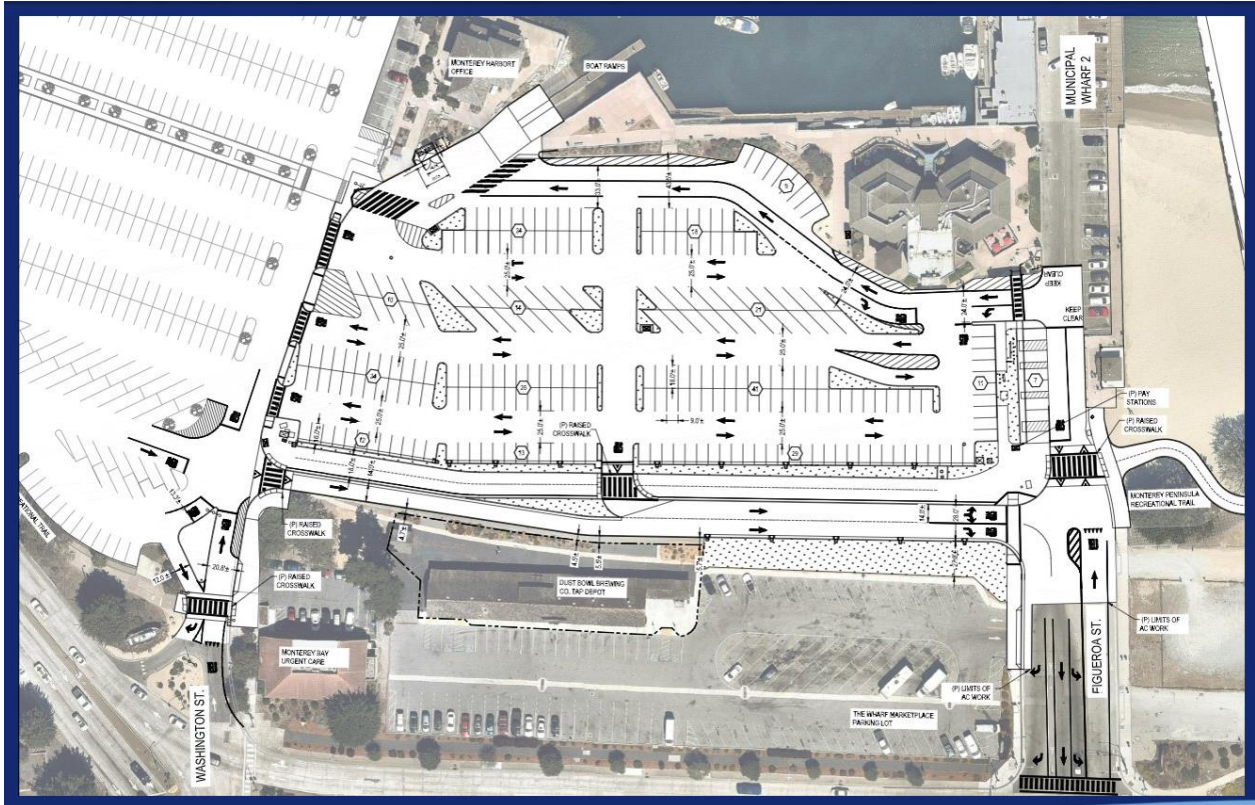
A major challenge was to improve circulation through the now combined Marina and Waterfront Parking Lot areas most of the drivers want to leave the lot via Figueroa and turn left onto Del Monte Avenue. During high-traffic periods (summer weekends especially), there are long lines of traffic waiting to exit the parking lots. The physical distance between the Marina Lot exit lane and Del Monte Avenue limits the number of vehicles that can turn left during a single traffic signal cycle, and often drivers were "trapped" behind the Dust Bowl waiting for multiple signal cycles to turn onto Del Monte Avenue.

Drivers perceived that they were being held up from turning onto Figueroa Street because of pedestrians and cyclists who were using the Rec Trail crossing at Figueroa St. Even though the signal was green at Del Monte, drivers could sometimes not get to the intersection because of this Rec Trail conflict, and often, by the time drivers did reach Del Monte Ave, the cycle had ended because the system did not detect oncoming vehicles. Drivers became extremely frustrated with the delay, resulting in verbal abuse to trail users, drivers blocking the trail with their vehicles, and near misses between drivers and pedestrians and cyclists.

To improve the situation, we have relocated the Rec Trail to the opposite side (north) of the vehicular exit aisle to eliminate this multifaceted conflict. Although there are now more Rec Trail crossings, each crossing has less conflicting vehicle traffic than the single former trail crossing did. Two of these crossings are single lane, one-way crossings, so trail users now only need to look in one direction for oncoming traffic.

In the prior configuration, all of the vehicles leaving both parking areas who wanted to leave via Del Monte Ave eastbound had to cross the Rec Trail at this one location. Now, each crossing will see only a portion of the total traffic. Now, only vehicles exiting the Commercial Wharf will cross the Figueroa Rec Trail Crossing in the exiting direction - all of the vehicles entering the parking area will continue to use Figueroa St. The new configuration also allows Waterfront and Marina Parking Lot users to exit at Washington Street if they are heading toward New Monterey - before, Marina Parking Lot users could only exit via Figueroa St due to the gates on the Waterfront Lot, eliminating at least a few more conflicting vehicles.

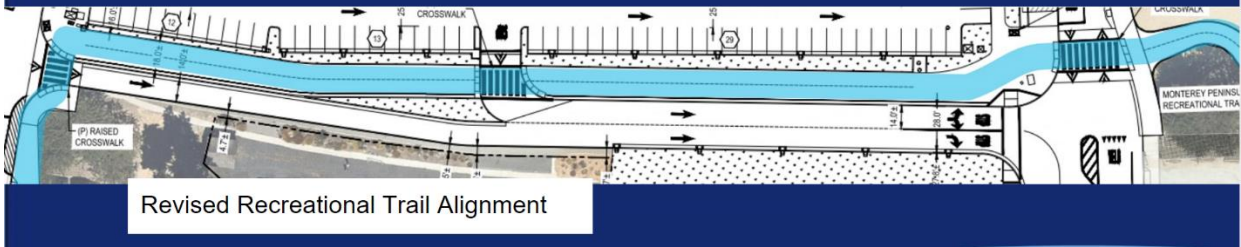
Another benefit to relocating the Rec Trail was the elimination of a multilane threat - where one vehicle stops for a pedestrian to cross but another vehicle in an adjacent lane does not see the pedestrian until it is too late. Although it is striped as a single southbound (toward Del Monte) lane, it effectively becomes two southbound lanes during peak congestion times due to the width of the lane (necessary for large vehicles, buses and commercial vehicles) and the number of drivers trying to exit at the same time.



*New Marina Lot Parking Layout*



Existing Recreational Trail Alignment



Revised Recreational Trail Alignment

*Recreation Trail Realignment Comparison Layout*



**RAISED Rec Trail crossings**

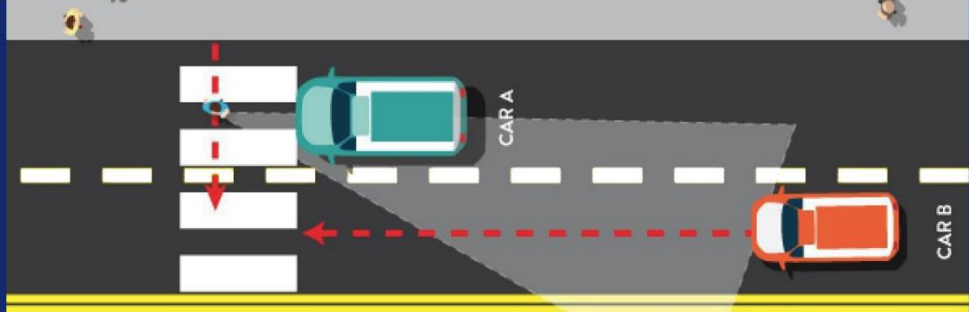

RAISED crosswalks can reduce pedestrian crashes by **45%**

**FEATURES:**


- Elevated crossing makes the pedestrian more prominent in the driver's field of vision, and allows pedestrians to cross at grade with the sidewalk
- Approach ramps may reduce vehicle speeds and improve motorist yielding




Recreation Trail Enhancements included Raise Recreation Trail Crossings

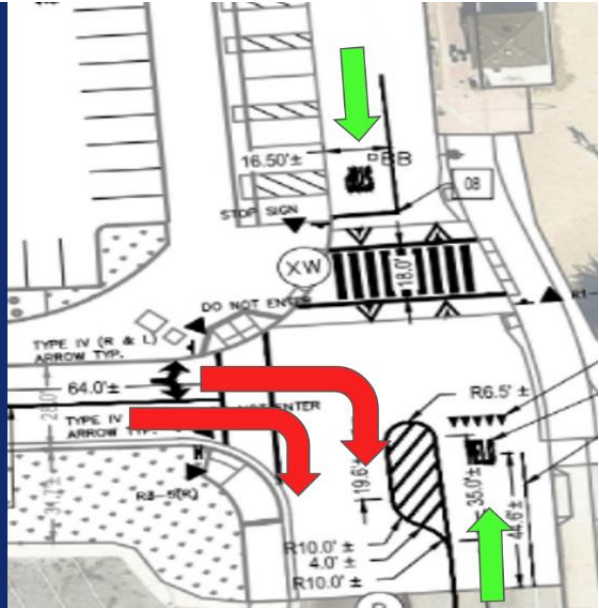



**Visibility Issues  
Multi-lane threat**



Examples of Multilane Threats

- Better visibility for all users
- No multi lane threat
- No exit traffic blocking the Rec Trail
- Eliminates driver frustration with Rec Trail users for missing green light



*Improved Recreation Trail Crossing at Figueroa*

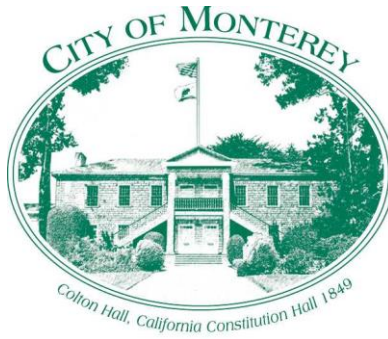


*Marina Parking Lot Ribbon Cutting, October 2023*



*Marina Parking Lot Improvements, 2023*





# Measure X Project Report

## December 2023

### Measure X Transportation Projects

#### Recreation Trail Counter Installation Project

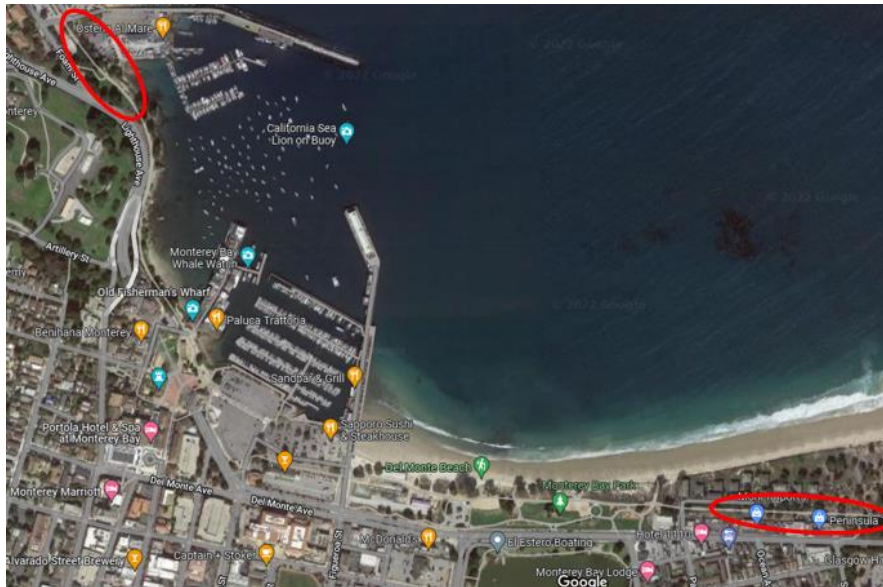
This project is the prime example of using Measure X funding to support transportation safety and operations improvements to enhance the quality of Transportation in Monterey and Monterey County. This project could also potentially help with gathering data necessary for grant applications.

The City installed two recreation trail counters in October 2023, the traffic counters selected are the RidePod BP by MetroCount. This is the only vendor that had all of the data collection features required. The RidePod BP collects bike, pedestrian and e-scooter counts, bike speed, direction, gap & headway, and clusters. This traffic counter does not have any speed feedback capabilities, which was desired, but no vendors have this capability at this time. The regular radar speed feedback signs we use in neighborhoods cannot be used on the Rec Trail as they are not set up for recreation trails and cannot distinguish between pedestrians and bicycles which would skew the data.

The two locations where the counters were installed are Location 1 placed on Presidio Curve which has high volumes and Location 2 between Park Ave and Sewer Treatment Plant Rd which can have higher bike speeds.

The recreation trail counters were installed to help the City with policy decisions regarding the use of the Recreation Trail. The popularity of the trail, popularity of e-bikes and change in law regarding e-bikes on Class I facilities have changed the characteristics of trail users in recent

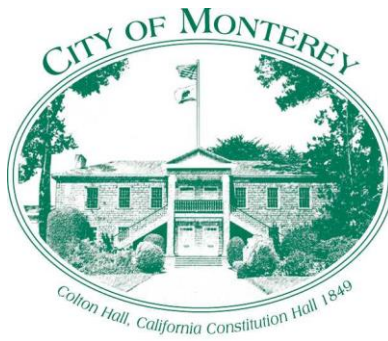
years. The City wanted to better understand the volume and speed of pedestrians, bicycles and scooters in the City. The Public Works and Police Department have been working towards understanding the behavior of trail users in order to handle trail conflicts such as speed and reckless bicycling. The results of the study could result in a bicycle speed limit or changes to Monterey City Code.



*Bicycle Counter Locations*



*Installation of the Bicycle Counters at Location 2, 2023*



# Measure X Project Report

## December 2023

### Measure X Transportation Projects

#### ATP/RSTP Grant Application for Del Monte/Washington and Del Monte/El Estero

This project is using Measure X funding in combination with the Active Transportation Program to enhance transportation safety.

The intersections of Del Monte Ave at Washington and Del Monte at Camino El Estero are intersections heavily utilized by pedestrians and bicycles that must weave through heavy congestions and cars queueing in their crossing areas. Pedestrians and bicycles also face long crossing distances and wait times due to the heavy congestion in the corridor. Del Monte also has frequent crossing of larger groups of pedestrians, the intersection of Del Monte and Washington has pedestrian crossing calls activated 75% of day. Del Monte Avenue experiences severe congestion as it has a high demand of 42,000 vehicles per day, this is about 76% of traffic carried on Highway 1.

Crossing along Del Monte is precarious with long crosswalks between 100-120 feet in length that are often blocked by vehicles. There are currently no bicycle connections or facilities on Del Monte Avenue, Washington Street or Camino El Estero and bicyclists have no means for crossing Del Monte Avenue from the recreation trail to their final destination. Bicycles must dismount and cross narrow crosswalks and ramps competing with pedestrians.

Over the course of a day it is estimated that 4,600 pedestrians and 540 bicycles utilize the two intersections daily, however during peak tourism season and special events the numbers can be much higher.



This project provides great benefit and access for pedestrians and bicyclists for who utilize the recreational trail for commuting and recreational purposes. The expected benefits are increased biking and walking trips, mobility for non-motorized users, reduces vehicle trips and therefore reduce greenhouse gas emissions and enhances public health by improving access to non-motorized travel, for users of all abilities. All benefits apply to disadvantaged communities who utilize the trail to commute or for recreation purposes. Access to major destinations in the City such as Monterey Downtown, The Wharf, Cannery Row, and El Estero Park.

The improvements would make the crossings at the two intersections less stressful for bicycles and pedestrians by shortening distances, providing median refuges and higher visibility. Additionally, ADA improvements and safety lighting is included.

Funding was used to bring the project to 30% design and apply for Active Transportation Program funds to maximize the City's ability to deliver the best possible project to residents and visitors.

The City applied in 2018 to the Active Transportation Program (ATP) Cycle 4 Call for Projects and did not receive funding. The City applied again to Cycle 5 in 2020, reducing the scope and focusing on Del Monte and Washington. The Cycle 5 application scored higher, but still did not meet the threshold for funding which was a score of 92 out of 100 points.

The City decided to reevaluate the intersection Del Monte and Washington and look for a lower cost alternative and alternative grant funding sources for the final design and construction of the intersection. This alternative has a single stage crossing and has less median improvements and landscaping than the ATP grant application alternative. This alternative does not remove the right turn exiting from the southbound Washington approach and does not include separate crosswalks for bikes "crossbikes".

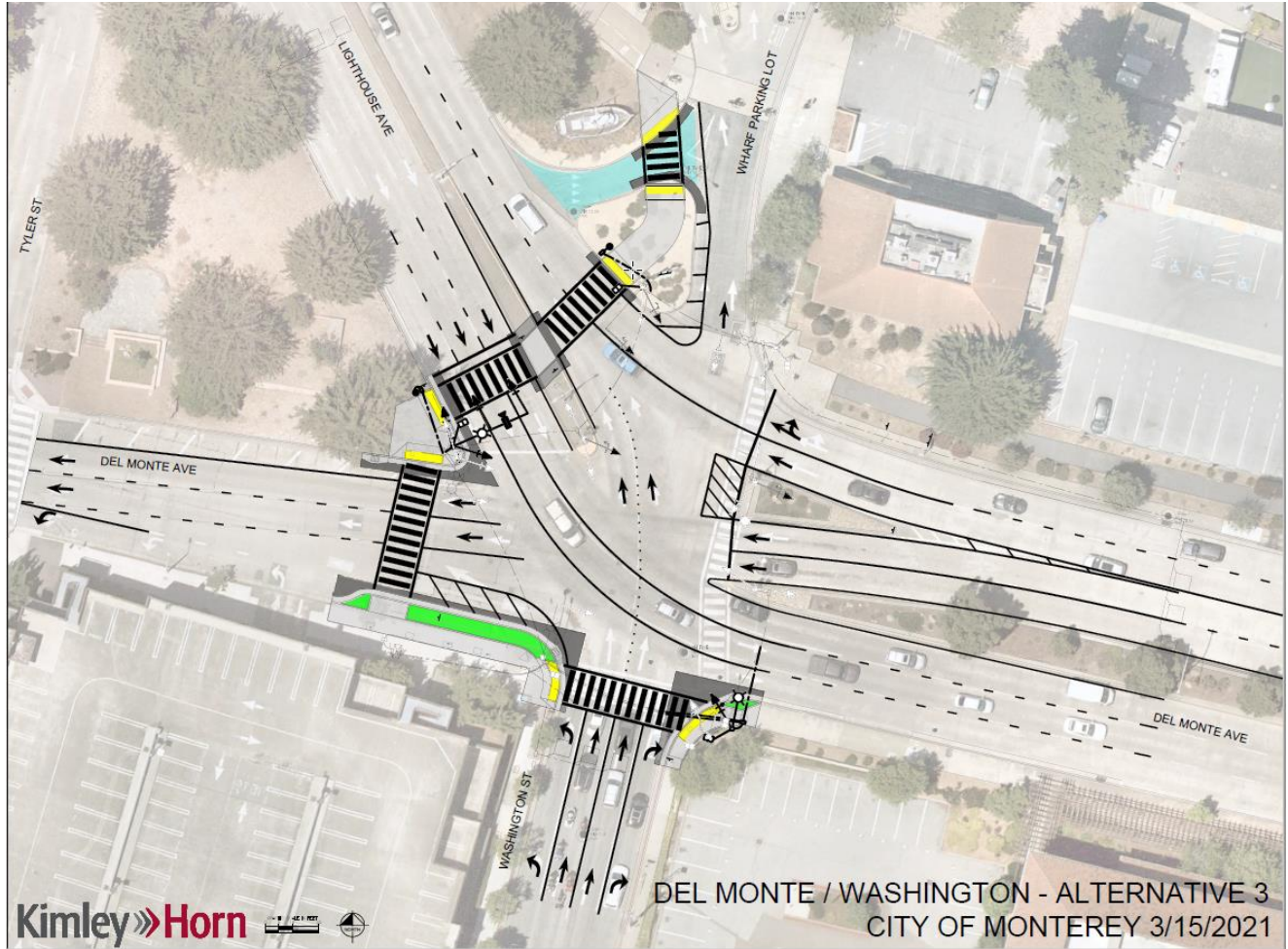
The City is continuing to look for funding sources for the intersection improvement with the lower cost alternative.

In 2022 the City applied again for an Active Transportation Program Active Transportation Program (ATP) Cycle 6 Call for Projects and did not receive funding. The City increased the scope from Cycle 5 to consider the intersection of Camino El Estero and scored lower at 67 points. The cut off score was 78 points and 65% of the projects were Safe Routes to School Projects, this project did not include a Safe Routes to School component.

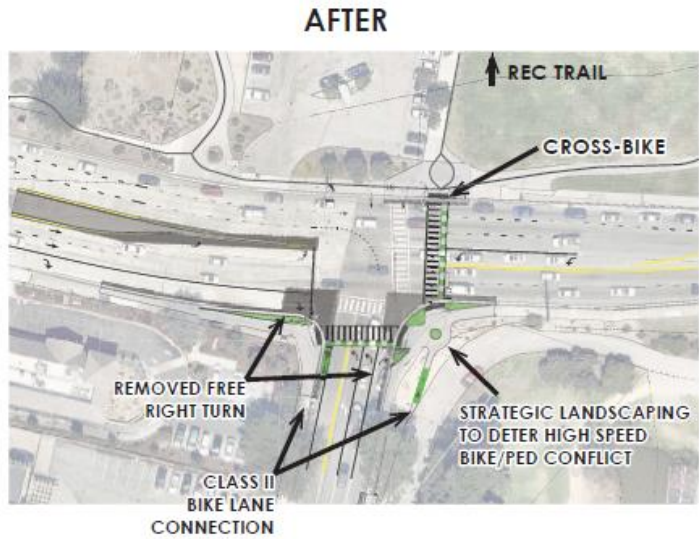
In 2023 the City applied for a Regional Surface Transportation Program (RSTP) grant to design and construct this project, the City was not successful in this grant application. The City is moving forward with fair share RSTP funds to fund the design of the Project. The City is hoping to complete PS&E with fair share funds to have a shovel ready project.

The City is considering re-applying, with a shovel ready project, for both an ATP grant in a future funding Cycle and continuing to consider alternative funding sources for a lower cost alternative. The City has successfully implemented two ATP grant funded projects, the North

Fremont Bicycle and Pedestrian Safety and Access Improvement project and the Active Transportation/Demand Management Plan project. The ATP grant program has long been considered an underfunded and over-subscribed funding source even with the annual commitment of nearly a billion dollars for the State as part of SB 1.



*Del Monte/Washington Alternative*

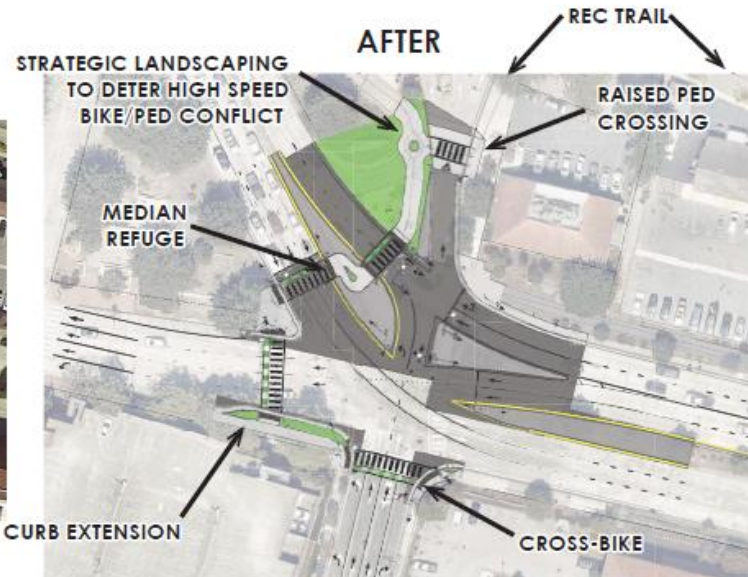
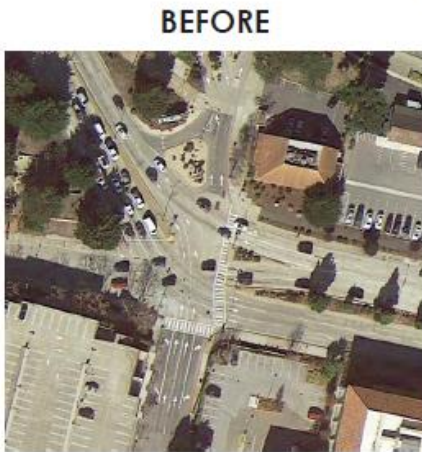


Source: Google Earth, 2018

## Del Monte Intersection Improvements

City of Monterey, California

*ATP Cycle 4 & 6 Del Monte/Camino El Estero Design*

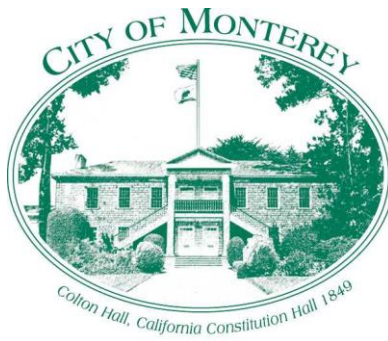


Source: Google Earth, 2018

## Del Monte Intersection Improvements

City of Monterey, California

*ATP Cycle 4 & 6 Del Monte/Washington Design*



# Measure X Project Report

## December 2023

### Measure X Transportation Projects

#### Grant Application for Mark Thomas/ Garden/Fairground/ Sloat Bicycle and Pedestrian Improvement Project

This project is using Measure X funding in combination with the other funding sources including grant funding and local special funding, such as the Neighborhood and Community Improvement Program (NCIP). to enhance transportation safety.

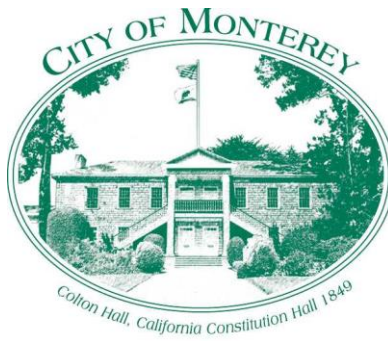
After the completion of the Class IV Median Bicycle Lanes on North Street as part of the North Fremont Bicycle and Pedestrian Access and Safety Improvement Project, the City started working towards the next expansion of bicycle connections from Median Bike Lanes. In 2019 the City started working toward the “North Fremont Gap Project” on the east end and in 2023 started working towards expanding the project on the west end.

This connection first identified in the City’s Multimodal Plan was to connect the bicycle lanes to the Recreation Trail via Casa Verde Way to Fairground Rd to Mark Thomas Dr to Sloat Ave. This connection provides an alternative route to the Recreation trail and connects multiple neighborhoods as well as major employers/educational centers. Another identified connection was to connect Garden Road, which has been identified as a housing opportunity site, to Fairground Rd.

City Staff started this grant application process in April 2023, at the same time the City started to further develop concepts and prepare this grant application a Neighborhood and Community Improvement Project was submitted for the FY22-23 cycle. This proposed NCIP project would cover the design and environmental phase for implementing bicycle and pedestrian

improvements from Casa Verde Way to Fairground Rd to Mark Thomas Dr to Sloat Ave and excluded the Garden Road segment. In June 2023, the NCIP committee voted to prioritize projects for funding and this proposed project was ranked 3<sup>rd</sup> out of 95 projects. The top

In October 2023, City Council authorized staff to move forward with the NCIP Project. In order to maximize the use of Measure X funds for grant opportunities, City staff is splitting the projects and moving forward with the Garden Road Project using Measure X funding to develop concepts and prepare for a future grant application, including an ATP grant application. The Casa Verde Way to Fairground Rd to Mark Thomas Dr to Sloat Ave segment will move ahead as an NCIP project and the City plans to release a request for proposals for the design and environmental phase of the project in summer 2024.



# Measure X Project Report

## December 2022

### Measure X Transportation Projects

#### RSTP Grant Application for Madison/Hermann/Larkin Intersection Safety Improvement Project

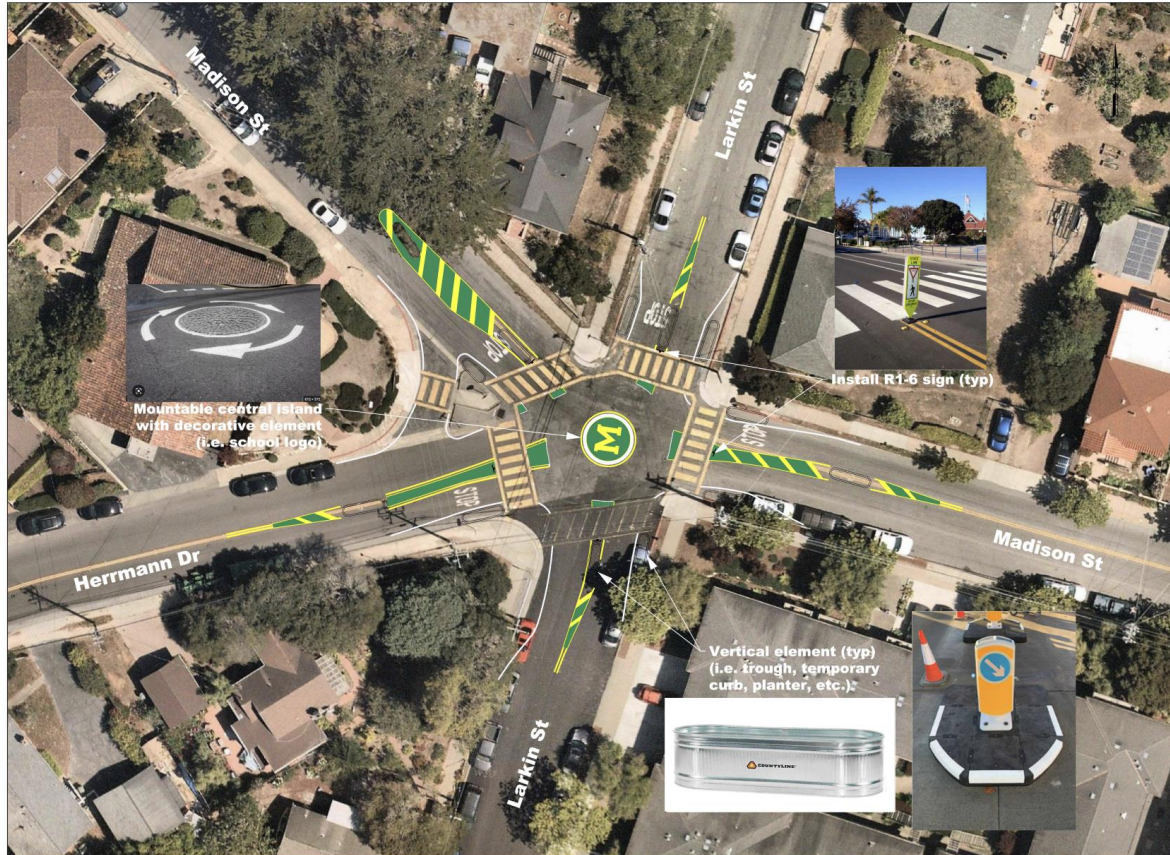
This project is using Measure X funding in combination with other Grant Programs such as the Regional Surface Transportation Program (RSTP) to enhance transportation safety.

This grant cycle TAMC established a new Quick-Build Pilot Program. The goal of the QuickBuild Pilot Program is to provide funding to local jurisdictions for interim capital improvement projects. These projects require minor construction activities and are typically built with durable, low to moderate cost materials, and last from one year to five years. The purpose of a quickbuild project is to immediately implement safety needs or improve non-motorized user comfort, allowing a community to benefit quickly from improvements made, and/or allow the people of a community affected by the project to provide input and test the project improvements before they are permanently constructed.

The City developed an application and the intersection of Madison Street, Hermann Drive, and Larkin Street was identified as a good candidate for the grant program due to the proximity of Monterey High School. The City's application requested funds for the Madison/Hermann/Larkin Intersection Improvements. The project includes the installation of a painted island at an existing 5-leg all-way stop control intersection. The central island will be painted, and the legs will be restriped to provide striped splitter islands. Temporary vertical elements such as modular medians, or lane separators will be installed on intersection approaches to narrow the travel lanes and reduce traffic speed. The TAMC Board of Directors approved funding for FY23-

26 cycle of Regional Transportation Program funding, including funding for the Madison/Herrmann/Larkin Intersection Safety Improvement Project on August 23, 2023, in the amount of \$119,120.

The City Council authorize staff to move ahead with the project at the November 7<sup>th</sup> Council Meeting, staff will be utilizing On-Call consultants to finalize the design. Staff hopes to schedule construction in the spring and scheduling it during a break to minimize the impact to school traffic.



Kimley»Horn

**Madison-Larkin-Herrmann Intersection Safety Improvement  
Project Concept Layout**

Exhibit 1  
May 2023

SCALE  
1" = 20'

*Preliminary Concept for the Intersection Improvement, 2023*