



# CITY OF DEL REY OAKS

650 CANYON DEL REY BLVD, DEL REY OAKS, CALIFORNIA 93940  
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## Staff Report

**DATE:** May 19, 2026  
**TO:** Honorable Mayor and City Council  
**FROM:** John Guertin, City Manager  
**SUBJECT:** Approval of Pavement Management Program Update 2025 Reimbursement Agreement with TAMC  
**CEQA:** This Action is not subject to the California Environmental Quality Act (CEQA) as it is not a project pursuant to Guidelines Section 15378 (b)(5) because it is an organizational or administrative activity of the City that will not result in direct or indirect physical changes in the environment.

### Recommendation

It is recommended that the City Council:

1. Approve the Pavement Management Program Update 2025 Reimbursement Agreement with the Transportation Agency for Monterey County (TAMC) for the City's Pavement Management Program, and; ("EXHIBIT A")
2. Authorize the City Manager to execute the Agreement on behalf of the City Council.

### Background

It is a requirement of Measure X that each local agency is required to have a Pavement Management Program to receive maintenance funding. After establishing a baseline pavement condition, which was completed in 2019, jurisdictions are required to re-inspect pavement conditions of collector and arterial roads every three years. TAMC coordinates a joint procurement for Pavement Management Program Update services for those agencies that are in need of these services and elect to participate in this joint procurement effort.

At the regular meeting of March 22, 2022, the City Council approved the Pavement Management Program Update 2022 Reimbursement Agreement with the Transportation Agency for Monterey County (TAMC) for the City's Pavement Management Program. This agreement confirms the City's participation in the regional program and will help the City prioritize the pavement network for rehabilitation and resurfacing projects.

### Discussion

On October 22, 2025, the TAMC Board of Directors approved a contract with Nichols Consulting Engineers (NCE) to provide Pavement Management consulting services for the regional program. Under the Pavement Management Program (PMP) Reimbursement Agreement, the City agrees to reimburse TAMC for all consultant costs associated with services rendered to the City's PMP. These services include: updating the City's database with new streets, providing inspection assessments of collector and arterial roadways, updating the City's geographic information system (GIS) database, creating presentation and reports for City Council, and providing training opportunities for City staff on the Streetsaver Pavement Management software.

TAMC will be responsible for overseeing the consultant services for the PMP Update. Executing the reimbursement agreement ("EXHIBIT A") confirms the City's participation in the regional program and will help the City prioritize the pavement network for rehabilitation and resurfacing projects.

**Fiscal Impacts**

The City's cost share of the regional program is \$11,030. A cost share summary for each City can be found in "EXHIBIT B". Before the City Manager signs the agreement, Exhibit B will be revised to remove the Council Presentations, Technical Assistance and GIS Linkage line items resulting in a cost reduction from \$27510 to \$11,030. Should the City Council approve this request, staff will incorporate the costs into the FY2026-27 Recommended Budget.

Respectfully Submitted,

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John Guertin,  
City Manager



1. Scope of Services: TAMC shall procure and oversee consultant services provided by Nichols Consulting Engineers for the Pavement Management Program Update, including pavement condition re-inspections and any additional services requested by the AGENCY within the scope of work of TAMC's agreement with Nichols Consulting Engineering.
2. Cost Sharing and Reimbursement: The AGENCY agrees to reimburse TAMC for its proportionate share of the total consultant costs, as outlined in Exhibit A (Cost Breakdown). Payment shall be made within 30 days of invoice receipt from TAMC.
3. Reporting and Coordination: TAMC shall provide regular updates to the AGENCY regarding project progress, deliverables, and expenditures. The AGENCY shall cooperate with TAMC and the consultant to facilitate timely completion of services.
4. Term: This AGREEMENT shall be effective upon execution and shall remain in effect until December 31, 2026, unless terminated earlier in accordance with Section II, Paragraph 2, Termination.
5. Termination: Either Party may terminate this Agreement with 30 days' written notice. In the event of termination, the AGENCY shall reimburse TAMC for any costs incurred up to the termination date.
6. Indemnification: Each Party shall indemnify, defend, and hold harmless the other Party from any claims, liabilities, or damages arising from its own acts or omissions in connection with this Agreement.
7. Additional Acts and Documents: Each party agrees to do all such things and take all such actions, and to make, execute and deliver such other documents and instruments, as shall be reasonably requested to carry out the provisions, intent and purpose of this Agreement.
8. Integration: This Agreement represents the entire agreement of the parties with respect to the subject matter thereof. No representations, warranties, inducements or oral agreements have been made by any of the parties except as expressly set forth herein.
9. Applicable Law: This Agreement shall be governed by, and constructed and enforced in accordance with, the laws of the State of California.
10. Amendment: This Agreement may not be changed, modified or rescinded except in writing, signed by all parties hereto. Any attempt at oral modification of this Agreement shall be void and of no effect.

11. Notices: Notice required under this AGREEMENT shall be delivered personally by facsimile, or by first-class postage pre-paid mail to AGENCY and TAMC at the addresses listed below. Notice shall be deemed effective upon personal delivery or facsimile transmission, or on the third day after deposit with the U.S. Postal Service. AGENCY and TAMC shall give prompt notice of any change of address, including contact name and title. Unless otherwise changed according to these notice provisions, notices shall be addressed as follows:

**FOR AGENCY:**

Name

Title

Address

Address

Telephone

Email address

**FOR TAMC:**

Laurie Williamson

Senior Engineer

55 B Plaza Circle

Salinas, CA 93901

831.775.4415

laurie@tamcmonterey.org

12. Waiver: Any waiver of any terms of this AGREEMENT shall be in writing signed by both parties hereto. A waiver of any of the terms and conditions of this Agreement shall not be construed as a waiver of any other terms or conditions in this AGREEMENT.

13. Non-Assignment: Neither party hereto may assign, sell, or otherwise transfer its interest or obligations in this Agreement without the prior written consent of the other party.

14. No Rights in Third Parties: Nothing in this Agreement, express or implied, is intended to confer any rights or remedies under or by reason of this Agreement on any third party, nor is anything in this Agreement intended to relieve or discharge the obligation or liability of any third party or any party to this Agreement, nor shall any provision of this Agreement give any third party any right of subrogation or action over or against any party to this Agreement.

15. Headings: The headings in this AGREEMENT are for convenience only and shall not be used to interpret the terms of this AGREEMENT.

16. Construction of Agreement: The parties hereto agree that each party has fully participated in the review and revision of this AGREEMENT and that any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not apply in the interpretation of this AGREEMENT or any amendment to this AGREEMENT.

In Witness Whereof, the parties have executed this AGREEMENT by their duly authorized officers as of the date first written below.

[ Name of AGENCY ] (AGENCY)

Transportation Agency for  
Monterey County (TAMC)

By: \_\_\_\_\_

Name

Title

By: \_\_\_\_\_

Todd A. Muck

Executive Director

Dated: \_\_\_\_\_

Dated: \_\_\_\_\_

Approved as to Form and Legality:

By: \_\_\_\_\_

Name

Title

By: \_\_\_\_\_

Shane Ebon Strong

TAMC Counsel

Dated: \_\_\_\_\_

Dated: \_\_\_\_\_

**EXHIBIT A**

**FAIR SHARE COSTS OF THE [REDACTED] FOR  
PAVEMENT MANAGEMENT PROGRAM UPDATE 2025 CONSULTING SERVICES**

TASK	DESCRIPTION	COST
1	Project Management	\$
2	Database Review and Update	\$
3.1	Pavement Condition Surveys of Residential and Local Roadways	\$
3.2	Pavement Condition Surveys of Arterial and Collector Roadways	\$
4	Update Maintenance and Rehabilitation Strategies and Decision Tree	\$
5	Budget Analysis and Funding Scenarios	\$
6.1	Final Reports	\$
6.2	Council Presentations	\$
7	Training and Technical Support	\$
8	GIS Linkage and Mapping	\$
9	Traffic Sign Inventory	\$
TOTAL ANTICIPATED COST		\$
<b>NOT TO EXCEED AMOUNT</b>		<b>\$</b>

## EXHIBIT B

### PAVEMENT MANAGEMENT PROGRAM REQUIREMENTS

The approved ordinance for the Transportation Safety & Investment Plan (Measure X) outlines the requirements for the use of local road maintenance, pothole repair and safety funds. It includes a requirement for each jurisdiction to have a pavement management program. "Each city and the County of Monterey shall develop, or participate in the development of by TAMC, a pavement management program. They shall submit regular reports on the conditions of their streets, to ensure timely repairs and keep the public informed. Development of the pavement management program by TAMC is eligible to be funded out of this program prior to distribution of funds to the cities and the County."

**SYSTEM REQUIREMENTS:** In order to receive Measure X funds, the cities and the County shall utilize a pavement management program (PMP) and submit regular reports on the conditions of their streets, to ensure timely repairs and keep the public informed. The pavement management program should utilize an approved software-based tool for analyzing pavement conditions and reports findings on rehabilitation/maintenance strategies based on funding levels. The pavement management program used by the jurisdiction must contain, at a minimum, the following features:

- Store the inventory all roadways within a jurisdiction (in a compatible database with other jurisdictions).
- Assess the condition of the roadways (based on seven distresses and three severity levels).
- Provide the current Pavement Condition Index (PCI) for the roadways (as per ASTM D6433).
- Identify all pavement sections needing maintenance, rehabilitation, or replacement.
- Calculate budget needs for maintenance, rehabilitation or replacement of deficient pavement sections (for the current year and the next three years at various overall condition levels).
- Develop maintenance strategies for the most cost-effective level of maintenance or repair appropriate at the time of the inspection.
- Generate pavement management program reports (in various formats).

All jurisdictions must implement and maintain an approved Pavement Management Program (“StreetSaver” or equivalent). The “StreetSaver” Pavement Management Program developed by Metropolitan Transportation Commission (MTC) is the most utilized program in the Bay Area and would be an excellent program for this region as well. The use of the “StreetSaver” Pavement Management Program is recommended (but not required) since it would allow good compatibility between local jurisdictions and also provide regional benefits. Jurisdictions may elect to use an alternative pavement management program provided it meets the above listed minimum requirements and receives written approval from TAMC.

The Agency will assist with the development of an overall pavement management implementation plan for this region with the participation and coordination of all the cities and the county. The Agency recommends the development of a regional system to benefit from a coordinated system. The regional system would be developed collaboratively between local jurisdictions. In order to have a regional database, it is recommended that all agencies utilize a common pavement management program. This would allow compilation of information on a regional basis. It would also create opportunities for interagency coordination and to guide regional transportation investments and planning.

**UPDATE REQUIREMENTS:** The jurisdictions must complete the following updates:

- Review and update the pavement information for all roads every two years.
- Pavement conditions must be re-inspected every three years for arterials and collectors.
- Pavement conditions must be re-inspected every six years for residential streets and local/rural roads, unless otherwise approved by TAMC. Pavement condition surveys may be done by either automated or manual inspections and may be done either individually or in conjunction with another agency. A percentage of the network can be scheduled each year so that the entire network is updated on a regular cycle.

**REPORT REQUIREMENTS:** All jurisdictions shall submit an annual Pavement Management Program Report Letter to TAMC no later than December 31 of each year the Measure X tax is in effect using the approved report letter format. It shall include all the highlighted information and shall be on local agency letterhead (see attached template).

All jurisdictions shall also participate in the biennial pavement needs survey conducted for the California Statewide Local Streets and Roads Needs Assessment and provide the requested roadway data for their jurisdiction.

## **EXHIBIT A**

### **SCOPE OF WORK AND SCHEDULE**

#### **PAVEMENT MANAGEMENT PROGRAM UPDATE 2025**

**Project Description:** Provide professional and technical services in developing and implementing a Pavement Management Program (PMP) Update for each participating member agency utilizing StreetSaver software. The update shall assess pavement conditions of collector and arterial roads as well as residential streets and local/rural roads for each of the ten (10) member agencies participating in this update as well as additional tasks outlined here.

#### **Task 1. Project Management and Meetings**

NCE will meet with TAMC staff to kick-off the project by reviewing the technical approach and any administrative matters that may be necessary. Items to be discussed will include the following:

1. Project goals
2. Scope of work, project schedule, budget and invoicing requirements
3. Information needed from TAMC and participating agencies
4. Field work
  - A. Scheduling and access requirements for field work
  - B. Public safety concerns, requirements and procedures
  - C. Quality Control Plan (QCP)
  - D. List of publicly maintained roads (as well as privately owned)
  - E. New roads
5. M&R practices, records and costs
6. Paving or maintenance budgets
7. Budgeting scenarios, including historical expenditures
8. Other items as needed

Prior to the kick-off meeting, NCE will prepare an agenda and project schedule which will be sent to TAMC staff for review. At least four progress meetings will be held to review the work performed and to address any questions or issues that arise as the work progresses.

#### **DELIVERABLES:**

1. Agenda and technical memoranda summarizing the results of meetings
2. Project schedule

## **Task 2. Database Review and Update**

As part of this task, NCE will review the database inventory and coordinate with participating agencies (Greenfield, King City, Marina, Sand City, Soledad and Monterey County) regarding newly added roads (assumed to be 25 miles). Any new roads will be updated into the respective StreetSaver® databases. Road name, limits, surface type, functional classification, number of lanes, construction records, and road geometry will be verified before updating.

However, if there have been any modifications, NCE will recommend any sectionalization changes (either combining or splitting sections) to better represent the Cities'/County's maintenance practices. Factors to be considered when re-sectionalizing include road geometry, functional classification, pavement age, geographical boundaries, pavement performance, and maintenance practices. NCE will next field verify new roads and determine if the data received from agencies are accurate.

In addition, all historical M&R records provided by the County and cities since 2022, or since 2017 if the agency did not participate in the 2022 Update, will also be entered into StreetSaver® if needed. Populating the database with recent M&R historical data is extremely useful for determining future treatments and predicting future performance. M&R activities include overlays, reconstructions and any surface seals or localized repairs. All M&R historical records must include the following information:

1. Street Name, Street and section IDs
2. Beginning and ending limits of work
3. Date and type of treatment
4. Cost of treatment (optional)

### **DELIVERABLES:**

1. All data collected shall be submitted (Excel format) for city/county staff to review prior to updating the StreetSaver® database
2. M&R history report
3. Updated StreetSaver® databases

## **Task 3. Pavement Condition Surveys**

NCE will perform pavement condition surveys on approximately 1,402 centerline miles of pavement in the County and cities. All participating agencies will need to have their arterials and collectors (496 miles) as well as residential streets and local/rural roads (906 miles) surveyed and updated.

Participating Agency		Centerline Miles			
		Local/ Residential	Arterial	Collector	Total
1	Carmel-by-the-Sea	16.8	4.5	3.7	25.0
2	Del Rey Oaks	3.7	2.3	3.6	9.6
3	Gonzales	16.4	2.9	1.1	20.4
4	Greenfield	30.8	1.7	3.2	35.7
5	King City	17.0	9.8	3.9	30.7
6	Marina	36.5	21.5	17.3	75.3
7	Pacific Grove	44.9	8.6	13.2	66.7
8	Sand City	3.0	0.0	2.1	5.1
9	Soledad	30.8	2.5	4.8	38.1
10	Monterey County	705.8	16.5	372.6	1,094.9
Total Centerline Miles		905.7	70.3	425.5	1,401.5

The distress collection protocols will be in accordance with the latest edition of MTC’s “*Pavement Condition Index Distress Identification Manual for Flexible & Concrete Pavements.*” In 2021/22, TAMC utilized a hybrid approach as not all agencies had an updated shapefile. For cities who had no accurate shapefile, walking surveys were utilized. For the other county roads and streets, a semi-automated approach was used. This same method will be applied for the current update, except for Soledad, which requires an imagery catalog for traffic sign extraction and will therefore utilize an automated approach instead.

NCE will be responsible for providing all equipment necessary to perform this task. Should County or City personnel wish to observe NCE’s crews during the surveys, we can accommodate the staff. Note that this scope of work and condition surveys do not address issues including, but not limited to traffic, safety and road hazards, geometric issues, road shoulders, sidewalks, curb and gutters, drainage issues or short-term maintenance that should be performed.

**Quality Control**

Dr. James Signore (QC Manager) will be responsible for:

1. Calibrating all data collection activities
2. Reviewing field activities, including spot checks on the field crews
3. Reviewing field procedures and making changes, as needed
4. Comparing the field data collected with on-site conditions
5. Reviewing all data entry functions, including random spot checks
6. Reviewing reports generated and analyses performed to ensure a quality product

NCE will prepare a QC Plan (QCP) that will include the following components:

1. Description of condition survey procedures (distress types, severities). All procedures, changes, or modifications should be well documented in the QCP so that future updates will be consistent.
2. Accuracy required for data collection or acceptability criteria.
3. Description of how data will be checked for accuracy, e.g., control sections setup and distress comparisons between walking and semi-automated surveys.

A draft QC Plan will be submitted to TAMC for approval, and no field work will commence until a final plan has been accepted. Our QC Plan meets MTC's requirements for all 100+ jurisdictions in the Bay Area.

All data collected from the condition surveys will then be uploaded into the database. This task will be performed at NCE's office to provide quality control of all data entered into the system. NCE will then perform the PCI calculations, and correct any errors found.

**DELIVERABLES:**

1. Quality Control plan
2. Updated StreetSaver® databases with pavement distress data and PCIs calculated
3. Pavement inventory report

**Task 4. Update Maintenance and Rehabilitation Strategies & Decision Tree**

NCE will next review M&R strategies with participating agency staff. This will include the recommendation and selection of appropriate treatments and the determination of treatment unit costs. This will also be an appropriate time to review the use of new/sustainable treatments or materials, such as Portland cement concrete, bonded overlays, rubberized asphalt, rubberized cape seals, microsurfacing, rejuvenators, CIR, FDR , warm mix asphalt, etc..

Development of the M&R decision tree is a critical step in any pavement management update as it has a direct and significant impact on the final work plan that is developed, as well as funding consequences. Therefore, NCE will review any recent bid tabs, together with those from neighboring cities. Also, unit prices will be fully loaded rates, and will include not just contractors' prices, but also design, inspection and testing costs.

**DELIVERABLES:**

1. M&R meeting agenda
2. M&R decision trees updated in StreetSaver® databases

### **Task 5. Budgetary Analysis & Funding Scenarios**

NCE will perform a Budget Needs analysis using an analysis period to be determined by participating agencies (Carmel, Greenfield, King City, Marina, Sand City, Soledad and Monterey County). This will identify M&R requirements for each street section and determines the total maintenance and rehabilitation requirements over the entire analysis period. The needs analysis identifies road sections that need treatment and applies the M&R decision trees to each section. The costs are then summed for the entire period. This forms the basis for performing budget scenario evaluations, which optimize the street sections for repair under constrained budgets.

The **budget scenarios** evaluation prioritizes sections for repair under constrained, realistic, budgetary assumptions.

Multiple budget or target-driven scenarios (minimum of four) will be performed after discussion with participating agency staff. Examples of typical scenarios include:

1. Evenly distributed funding needs to reach a state of good repair
2. Impacts of existing funding levels or projected revenues based on historical trends, e.g., SB1, Measure X fund
3. Funding required to maintain certain PCI levels
4. Funding to improve the PCI

After the analysis is completed, NCE will prepare a report for the participating agencies to review (see Task 6).

#### **DELIVERABLES:**

1. Updated StreetSaver® database

### **Task 6. Final Reports & Presentations**

Next, NCE will prepare a final report for all participating agencies to summarize data collection results in this update. The report will contain, at a minimum, the following information:

1. Executive Summary
2. Study Objectives
3. Background and methodology of regional PMP update
4. Pavement network inventory with PCI
5. Inventory of new roads
6. M&R history report
7. M&R decision tree and unit cost assumptions (only for Carmel, Gonzales, King City, Marina, Sand City, Soledad and Monterey County)
8. Budget analysis (only for Carmel, Greenfield King City, Marina, Sand City, Soledad and Monterey County)

- A. Projected PCI under existing funding levels over the next years for all road classes
  - B. Projected annual repair/rehabilitation programs for road maintenance for a multi-year period
  - C. Multi-year plan for road maintenance, resurfacing, rehabilitation and reconstruction
  - D. Impact of deferred maintenance (backlog) on the overall network condition
  - E. Recommended funding scenario and pavement strategies
9. GIS maps to show impacts of scenarios (all agencies except Carmel)

NCE will deliver the draft report to the Cities/County for review in electronic format. Upon receipt of the comments on the draft report, NCE will complete the final report for submittal.

In addition, a presentation to City Council/Board of Supervisors will be prepared; this presentation may be a short (15 to 20 minutes) informational item to elected officials or a longer (1-2 hours) educational/advocacy workshop, depending on the Cities/County's needs.

This task includes one videoconference with agency staff prior to the presentation to discuss items such as the goal of the presentation, the level of knowledge and backgrounds of the audience, the number of stakeholders involved and other potential issues. NCE will deliver the draft presentation to the County/Cities for review in electronic format. Upon receipt of the comments on the draft presentation, NCE will complete the final presentation and schedule the Council/Board meetings.

**DELIVERABLES:**

1. Draft reports (electronic)
2. Final reports (electronic, two hard copies to agency, one hard copy to TAMC)
3. Draft and final PowerPoint presentation

**Task 7. Training and Technical Support**

NCE will prepare and present a one-day training class for participating agencies (Del Rey Oaks, Greenfield, King City, Marina, Pacific Grove, Sand City and Monterey County). The class will cover the following items:

1. Creating or editing street sections
2. Entering pavement distress data
3. Performing PCI Calculations
4. Entering M&R history
5. Revising the M&R decision tree
  - A. Identifying treatment strategies
  - B. Determining appropriate unit costs
6. Determining Budget Needs
7. Creating budget scenarios

- A. Project selection tools
- B. Target-driven analysis
- C. Needs analysis
- 8. Generating reports
  - A. Pre-defined reports
  - B. Budgetary reports
- 9. Generating GIS maps

All training materials will be provided by NCE. It is assumed that the training will be conducted on-site, in-person, or virtual depending on the agency requirements and will include up to two participants per agency. *It is assumed that computers and internet access will be provided by TAMC or a participating agency.* However, should there be the desire to have the training online instead of in-person, then NCE will transfer the training to an online environment. In April 2025, NCE developed and delivered an online 2-day StreetSaver® training for MTC (5 hours per day). This will be a viable option for TAMC member agencies. NCE conducts identical training for MTC. Agencies may register for the MTC training at a nominal cost (typically \$250 to \$300 per module).

In addition, field training to identify and measure pavement distresses, severity level, and quantities will be discussed and covered with County/City staff as part of Task 3.

NCE will also allocate up to 25 hours of technical support per agency. Typically, most technical support is related to providing one-on-one assistance, performing budget scenarios, updating M&R records, providing customized reports, providing pavement treatment recommendations, GIS maps, etc.

**DELIVERABLES:**

1. StreetSaver® training manuals/training logins for StreetSaver®
2. Field training to collect pavement distress data (part of Task 3)
3. Up to 25 hours of technical support per agency

**Task 8. GIS Linkage & Mapping**

StreetSaver® allows the database to be linked to a shapefile so that GIS maps can illustrate the results of the analysis. Built-in queries are available within StreetSaver® such as:

- PCI Range by street section
- Future PCI by street section
- Maintenance Treatment History
- Impacts of different budget scenarios
- Sections Selected for Treatment

Once linked, maps can be generated within minutes. If StreetSaver has not been linked, then NCE will perform the linkage in this task and generate the desired maps. The shapefiles may be exported to ArcMap for additional editing if desired. This task assumes that the centerline shapefile is complete and accurate.

**DELIVERABLES:**

1. GIS shapefile linked to StreetSaver® database

**Task 9. Traffic Sign Inventory**

NCE also collects data on traffic signs as non-pavement assets as part of the field surveys in Task 3. The mobile data collection units utilized can also gather high-resolution, 360-degree, geo-referenced right-of-way digital images. This mobile mapping system provides the ability to inventory traffic signs assets with a high level of accuracy. The following is a list of attributes that NCE will collect for traffic signs:

- Latitude and longitude
- MUTCD code
- Support type

Participating agency (Soledad) can view the 360-degree images on Mapillary.com at no additional cost.

**DELIVERABLES:**

1. Updated GIS shapefile linked to ArcGIS

## PROJECT SCHEDULE

Task Description	Months After NTP						
	NTP	1	2	3	4	5	6
<b>Task 1: Project Management &amp; Meetings</b>	X			X		X	
<b>Task 2: Database Review and Update</b>							
<b>Task 3: Pavement Condition Surveys</b>							
3.1 Residential and Local Roadways							
3.2 Arterial and Collector Roadways							
<b>Task 4: Update M&amp;R Strategies and Decision Tree</b>							
<b>Task 5: Budget Analysis and Funding Scenarios</b>							
<b>Task 6: Final Reports and Presentations</b>							
6.1 Draft & Final Reports							
TAMC/Agency Review							
Final Reports							
6.2 Presentations	To be Scheduled at Agencies' Convenience						
<b>Task 7: Training and Technical Support (Optional)</b>							
7.1 StreetSaver Software Training	To be Scheduled at Agencies' Convenience						
7.2 On-site Field Training	To be Scheduled at Agencies' Convenience						
7.3 Technical and Software Support	As-Needed						
<b>Task 8: GIS Linkage &amp; Mapping</b>							
<b>Task 9: Traffic Signs Inventory</b>							

### Assumptions

1. X indicates a meeting.
2. Weather conditions, such as rain, may delay fieldwork progress and cause schedule delays.
3. The schedule is dependent on the City's responsiveness and the timely availability of information needed to proceed with the work.
4. Any changes in project scope, additional meetings, or expanded tasks may require adjustments to the schedule.

**EXHIBIT B: Budget**

**PAVEMENT MANAGEMENT PROGRAM UPDATE 2025  
 COST BREAKDOWN BY TASK**

**DIRECT LABOR COSTS** Small differences may exist in totals due to rounding issues

PROJECT STAFF	ROLE	HOURLY RATE	TASK 1		TASK 2		TASK 3		TASK 4		TASK 5		TASK 6.1		TASK 6.2		TASK 7		TASK 8		TASK 9		TOTALS	
			PROJECT MANAGEMENT		DATABASE REVIEW AND UPDATE		PAVEMENT CONDITION SURVEY		UPDATE M&R DECISION TREE		BUDGET ANALYSIS & FUNDING SCENARIOS		FINAL REPORT		COUNCIL PRESENTATIONS		TRAINING		GIS LINKAGE AND UPDATE		TRAFFIC SIGN INVENTORY		HRS	CSOT
			HRS	COST	HRS	COST	HRS	COST	HRS	COST	HRS	COST	HRS	COST	HRS	COST	HRS	COST	HRS	COST	HRS	COST		
S Misaghi, PE	Project Manager	\$ 82.73	16	\$ 1,324.00	8	\$ 662.00			8	\$ 662.00	8	\$ 662.00	40	\$ 3,309.00	28	\$ 2,316.00	16	\$ 1,324.00					124	\$ 10,259.00
Marissa Bacig	Deputy Proj Mgr	\$ 52.19	16	\$ 835.00	10	\$ 522.00	32	\$ 1,670.00	12	\$ 626.00	24	\$ 1,253.00							8	\$ 418.00	8	\$ 418.00	110	\$ 5,742.00
Vijay Pulijal, PE	Principal	\$ 85.00	4	\$ 340.00											100	\$ 8,500.00							104	\$ 8,840.00
J Signore, PhD, PE	QC Manager	\$ 85.00					4	\$ 340.00	16	\$ 1,360.00													20	\$ 1,700.00
S Kedarisetty, PhD	Project Engineer II	\$ 46.22	36	\$ 1,664.00	18	\$ 832.00			42	\$ 1,941.00			12	\$ 555.00					160	\$ 7,395.00			268	\$ 12,387.00
Saint Yoojaroen, EIT	Project Engineer	\$ 42.79			33	\$ 1,412.00	48	\$ 2,054.00			96	\$ 4,108.00	320	\$ 13,693.00	50	\$ 2,140.00	258	\$ 11,040.00					805	\$ 34,447.00
Paul Muse	Asset Mgmt Aalyst	\$ 46.50					90	\$ 4,185.00													40	\$ 1,860.00	130	\$ 6,045.00
J Rajnowski/K Foxcroft	Technician	\$ 29.52					648	\$ 19,129.00															648	\$ 19,129.00
L Alderete/T Buckingham	Administrative	\$ 25.54											26	\$ 664.00	8	\$ 204.00	8	\$ 204.00					42	\$ 1,072.00
<b>SUBTOTAL, DIRECT LABOR COSTS</b>			72	\$ 4,163.00	69	\$ 3,428.00	822	\$ 27,378.00	78	\$ 4,589.00	128	\$ 6,023.00	398	\$ 18,221.00	186	\$ 13,160.00	282	\$ 12,568.00	168	\$ 7,813.00	48	\$ 2,278.00	2,251	\$ 99,621.00

<b>INDIRECT COSTS</b>												
OH RATE + FRINGE BENEFITS (218.86% OF DIRECT LABOR)	\$ 9,111.00	\$ 7,503.00	\$ 59,919.00	\$ 10,043.00	\$ 13,182.00	\$ 39,878.00	\$ 28,802.00	\$ 27,506.00	\$ 17,100.00	\$ 4,986.00	\$ 218,030.00	
<b>SUBTOTAL, DIRECT LABOR + INDIRECT COSTS</b>	<b>\$ 13,274.00</b>	<b>\$ 10,931.00</b>	<b>\$ 87,297.00</b>	<b>\$ 14,632.00</b>	<b>\$ 19,205.00</b>	<b>\$ 58,099.00</b>	<b>\$ 41,962.00</b>	<b>\$ 40,074.00</b>	<b>\$ 24,913.00</b>	<b>\$ 7,264.00</b>	<b>\$ 317,651.00</b>	

<b>FIXED FEE (10% OF SUBTOTAL, DIRECT + INDIRECT)</b>	<b>\$ 1,327.00</b>	<b>\$ 1,093.00</b>	<b>\$ 8,730.00</b>	<b>\$ 1,463.00</b>	<b>\$ 1,921.00</b>	<b>\$ 5,810.00</b>	<b>\$ 4,196.00</b>	<b>\$ 4,007.00</b>	<b>\$ 2,491.00</b>	<b>\$ 726.00</b>	<b>\$ 31,764.00</b>
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<b>OTHER DIRECT COSTS</b>												
MTC STREETSAYER								\$ 1,200.00			\$ 1,200.00	
SUBCONSULTANT			\$ 115,100.00							\$ 4,960.00	\$ 120,060.00	
TRAVLE / MILEAGE			\$ 30,609.00					\$ 1,225.00	\$ 245.00		\$ 32,079.00	
REPRODUCTION / SUPPLIES	\$ 489.00	\$ 71.00	\$ 1,036.00	\$ 259.00	\$ 300.00	\$ 1,800.00	\$ 689.00	\$ 1,000.00	\$ 496.00		\$ 6,140.00	
<b>SUBTOTAL, OTHER DIRECT COSTS</b>	<b>\$ 489.00</b>	<b>\$ 71.00</b>	<b>\$ 146,745.00</b>	<b>\$ 259.00</b>	<b>\$ 300.00</b>	<b>\$ 1,800.00</b>	<b>\$ 1,914.00</b>	<b>\$ 2,445.00</b>	<b>\$ 496.00</b>	<b>\$ 4,960.00</b>	<b>\$ 159,479.00</b>	

<b>TOTAL, DIRECT LABOR, INDIRECT, FIXED FEE &amp; OTHER DIRECT</b>	<b>\$ 15,090.00</b>	<b>\$ 12,095.00</b>	<b>\$ 242,772.00</b>	<b>\$ 16,354.00</b>	<b>\$ 21,426.00</b>	<b>\$ 65,709.00</b>	<b>\$ 48,072.00</b>	<b>\$ 46,526.00</b>	<b>\$ 27,900.00</b>	<b>\$ 12,950.00</b>	<b>\$ 508,894.00</b>
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Not to Exceed Amount \$ 509,000.00

Notes:

1. Principal and QC Manager hourly rates are discounted.
2. All jurisdictions participate in Tasks 1, 3 and 6.1.
3. It is assumed that Task 3 will be completed before Summer 2026. Any changes to the schedule should account for the higher cost of lodging during the summer months.
4. Task 7 - The on-site field training portion of Task 7 will be conducted at no additional cost.
5. It is assumed that one (1) maintenance and rehabilitation decision tree meeting will be held for Task 4.
6. Automated inspections will be performed for the City of Soledad and Monterey County. Walking inspections will be performed for all other participating agencies.
7. Soledad will receive traffic sign inventory, which will run concurrently with condition surveys.

**PAVEMENT MANAGEMENT PROGRAM UPDATE 2025  
 AGENCY COST BY TASK**

Agency	Centerline Miles					Agency Cost by Task											Agency Total Cost	Agency Total Cost (rounded)	
	Arterial + Collector			Residential and Local	Total Centerline Miles	1	2	3.1	3.2	4	5	6.1	6.2	7.1	7.2	8			9
	Arterial	Collector	Arterial + Collector			Project Mgmt	Database Review & Update	Pvmt Condition: Residential & Local	Pvmt Condition: Arterial & Collector	Update M&R Decision Tree	Budget Analysis & Funding Scenarios	Final Reports	Council Presentations	Training & Technical Support	Technical Assistance	GIS Linkage and Update			Traffic Sign Inventory
1 Carmel	4.5	3.7	8.2	16.8	25.0	\$ 1,509.00		\$ 2,910.00	\$ 1,420.00	\$ 2,336.28	\$ 3,060.85	\$ 6,570.90						\$ 17,807.03	\$ 17,810.00
2 Del Rey Oaks	2.3	3.6	5.9	3.7	9.6	\$ 1,509.00		\$ 641.00	\$ 1,022.00			\$ 6,570.90	\$ 8,012.00	\$ 1,286.28	\$ 5,360.28	\$ 3,100.00		\$ 27,501.46	\$ 27,510.00
3 Gonzales	2.9	1.1	4.0	16.4	20.4	\$ 1,509.00		\$ 2,841.00	\$ 693.00	\$ 2,336.28		\$ 6,570.90				\$ 3,100.00		\$ 17,050.18	\$ 17,060.00
4 Greenfield	1.7	3.2	4.9	30.8	35.7	\$ 1,509.00	\$ 337.00	\$ 5,335.00	\$ 849.00		\$ 3,060.86	\$ 6,570.90	\$ 8,012.00	\$ 1,286.28	\$ 5,360.28	\$ 3,100.00		\$ 35,420.32	\$ 35,430.00
5 King City	9.8	3.9	13.7	17.0	30.7	\$ 1,509.00	\$ 290.00	\$ 2,945.00	\$ 2,373.00	\$ 2,336.29	\$ 3,060.86	\$ 6,570.90	\$ 8,012.00	\$ 1,286.29	\$ 5,360.29	\$ 3,100.00		\$ 36,843.63	\$ 36,850.00
6 Marina	21.5	17.3	38.8	36.5	75.3	\$ 1,509.00	\$ 712.00	\$ 6,323.00	\$ 6,721.00	\$ 2,336.29	\$ 3,060.86	\$ 6,570.90	\$ 8,012.00	\$ 1,286.29	\$ 5,360.29	\$ 3,100.00		\$ 44,991.63	\$ 45,000.00
7 Pacific Grove	8.6	13.2	21.8	44.9	66.7	\$ 1,509.00		\$ 7,778.00	\$ 3,776.00			\$ 6,570.90		\$ 1,286.29	\$ 5,360.29	\$ 3,100.00		\$ 29,380.48	\$ 29,390.00
8 Sand City	0.0	2.1	2.1	3.0	5.1	\$ 1,509.00	\$ 48.00	\$ 519.00	\$ 364.00	\$ 2,336.28	\$ 3,060.85	\$ 6,570.90	\$ 8,012.00	\$ 1,286.28	\$ 5,360.28	\$ 3,100.00		\$ 32,166.59	\$ 32,170.00
9 Soledad	2.5	4.8	7.3	30.8	38.1	\$ 1,509.00	\$ 360.00	\$ 5,335.00	\$ 1,265.00	\$ 2,336.29	\$ 3,060.86	\$ 6,570.90				\$ 3,100.00	\$ 12,950.00	\$ 36,487.05	\$ 36,490.00
10 Monterey Co	16.5	372.6	389.1	705.8	1,094.9	\$ 1,509.00	\$ 10,348.00	\$ 122,261.00	\$ 67,401.00	\$ 2,336.29	\$ 3,060.86	\$ 6,570.90	\$ 8,012.00	\$ 1,286.29	\$ 5,360.29	\$ 3,100.00		\$ 231,245.63	\$ 231,250.00
<b>Total</b>	<b>70.3</b>	<b>425.5</b>	<b>495.8</b>	<b>905.7</b>	<b>1,401.5</b>	<b>\$ 15,090.00</b>	<b>\$ 12,095.00</b>	<b>\$ 156,888.00</b>	<b>\$ 85,884.00</b>	<b>\$ 16,354.00</b>	<b>\$ 21,426.00</b>	<b>\$ 65,709.00</b>	<b>\$ 48,072.00</b>	<b>\$ 9,004.00</b>	<b>\$ 37,522.00</b>	<b>\$ 27,900.00</b>	<b>\$ 12,950.00</b>	<b>\$ 508,894.00</b>	<b>\$ 508,960.00</b>

Not to Exceed Amount **\$ 509,000.00**

Notes

1. All jurisdictions participate in Tasks 1, 3, and 6.1.
2. It is assumed that one (1) maintenance and rehabilitation decision tree meeting will be held for Task 4.
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