



MEASURE X ANNUAL PROGRAM COMPLIANCE REPORT

212 SOUTH VANDERHURST AVENUE

KING CITY, CA 93930

FISCAL YEAR 2020/21

ANNUAL PROGRAM COMPLIANCE REPORT

Figure 1 & 2: North Second Street before and during construction

Figure 3 & 4: Patterson Street during construction

City of King FY 2020-21 Balance Sheet

ATTACHMENT 1: Independent Audit of Financial Statements for Measure X Funds, Prior Fiscal Year

ATTACHMENT 2: Five-Year Capital Improvement Program

ATTACHMENT 3: Pavement Management Program Report

ATTACHMENT 4: Maintenance of Effort Report

ANNUAL PROGRAM COMPLIANCE REPORT

The City of King is actively using its Measure X Funds to improve local streets within the city limits. During the 2020-21 fiscal year the City completed the 2021 Street Project which consists of grinding and repaving North Second Street between King Street and Lynn Street and Paterson Street between King Street and Lynn Street and the 2021 Slurry Project which consists of crack sealing and a Type 3 slurry application on some or all of the following streets in King City: Willow Street - San Antonio Drive to Mildred Ave, Spruce Drive - Willow Street to Willow Street, Mustang Court - Willow Street to End, Willow Court - Willow Street to End, Windsor Street - King Street to Willow Street, Windsor Circle - Willow Street to End, Wentworth Street - Sandringham St to Windsor Street, Sandringham Street - Sandown Street to Willow Street, Sandown Street - Sandringham St to King Street, Sandown Circle - Sandown Street to End, Wentworth Court - Beach Street to End, Lambourne Court - Mildred Ave to Willow Street, Kings Place – Ellis Street to end

\$57,133.80 of Measure X funds was allocated to the North Second Street/Patterson Street project and \$37,220.00 was allocated to the slurry project. The City also spent \$2,316.41 on parking signs and \$16,866.79 on establishing VMT thresholds.

The City participated in a Regional Pavement Management effort under a funding agreement between the Transportation Agency for Monterey County and the City of King. The draft Pavement Management Program deliverable was received by the City on December 19, 2018 and was used to prepare the enclosed Pavement Management Report.

The City continues to use funds to plan, design and implement street projects to improve the City of King's transportation network. Below are before and after pictures showing improvements to King City using Measure X funds.



Figure 1 North Second Street



Figure 2 North Second Street



Figure 3 Patterson Street



Figure 4 Patterson Street

CITY OF KING – FY 2020-21 BALANCE SHEET

REVENUES	
Carryover from Previous Year	\$121,266.46
Measure X Revenues	\$461,099.56
Earning on Interest	\$241.79
TOTAL REVENUES:	\$582,607.81
EXPENDITURES	
Streets and Road Maintenance/Design	\$37,220.00
Capital Outlay – Improvements (N 2 nd St)	\$76,317.00
TOTAL EXPENDITURES:	\$113,537.00
FUND BALANCE, END OF PERIOD:	\$469,109.32

ATTACHMENT 1

INDEPENDENT AUDIT OF FINANCIAL STATEMENTS

CITY OF KING
TRANSPORTATION SAFETY AND
INVESTMENT PLAN ACCOUNT FUND
WITH INDEPENDENT AUDITORS' REPORT
JUNE 30, 2021

**CITY OF KING
TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND**

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JUNE 30, 2021**

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INDEPENDENT AUDITORS' REPORT

Honorable Mayor and City Council
City of King
City of King, California

We have audited the accompanying financial statements of the City of King Transportation Safety and Investment Plan Account Fund, as of and for the fiscal year ended June 30, 2021, and the related notes to the financial statements, as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

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

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the City of King Transportation Safety and Investment Plan Account Fund, as of June 30, 2021, and the changes in financial position thereof for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 1, the financial statements present only the Transportation Safety and Investment Plan Account Fund and do not purport to, and do not, present fairly the financial position of the City of King, as of June 30, 2021, the changes in its financial position, or, where applicable, its cash flows for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

A handwritten signature in black ink, appearing to be 'Meredith J. [unclear]', written in a cursive style.

December 14, 2021

CITY OF KING

TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND BALANCE SHEET JUNE 30, 2021

ASSETS

Cash and investments	\$	425,771
Accounts receivable		134,108
Interest receivable		<u>60</u>
Total assets		<u>559,939</u>

LIABILITIES AND FUND BALANCE

Liabilities:

Accounts payable		<u>90,831</u>
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Total Liabilities		<u>90,831</u>
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Fund Balance:

Restricted		<u>469,108</u>
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Total Fund Balance		<u>469,108</u>
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Total Liabilities and Fund Balance	\$	<u><u>559,939</u></u>
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CITY OF KING

TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE JUNE 30, 2021

REVENUES

Transportation Safety and Investment Plan Account revenue	\$ 460,858
Use of money and property	<u>242</u>
Total revenues	<u>461,100</u>

EXPENDITURES

Streets and roads maintenance	36,942
Capital outlay	<u>76,317</u>
Total Expenditures	<u>113,259</u>
Net change in fund balance	347,841
Fund balance, beginning of fiscal year	<u>121,267</u>
Fund balance, end of fiscal year	<u>\$ 469,108</u>

CITY OF KING

TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE – BUDGET TO ACTUAL JUNE 30, 2021

	<u>Budgeted Amounts</u>	<u>Actual Amounts</u>	<u>Variance with Budget Positive (Negative)</u>
REVENUES			
Transportation Safety and Investment Plan Account revenue	\$ 404,000	\$ 460,858	\$ 56,858
Use of money and property	<u>-</u>	<u>242</u>	<u>242</u>
Total revenues	<u>404,000</u>	<u>461,100</u>	<u>57,100</u>
EXPENDITURES			
Streets and roads maintenance	-	36,942	(36,942)
Capital outlay	<u>326,351</u>	<u>76,317</u>	<u>250,034</u>
Total Expenditures	<u>326,351</u>	<u>113,259</u>	<u>213,092</u>
Net change in fund balance	77,649	347,841	270,192
Fund balance, beginning of fiscal year	<u>121,267</u>	<u>121,267</u>	<u>-</u>
Fund balance, end of fiscal year	<u>\$ 198,916</u>	<u>\$ 469,108</u>	<u>\$ 270,192</u>

CITY OF KING

TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND NOTES TO THE BASIC FINANCIAL STATEMENTS JUNE 30, 2021

NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES

Basis of Accounting

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

The modified accrual basis of accounting is used for the Transportation Safety and Investment Plan Account Fund. Under the modified accrual basis of accounting, revenues are recognized when they become susceptible to accrual (i.e., both measurable and available). Measurable means that the amount of the transaction can be determined. Available means the funds are collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. For this purpose, the City considers revenues to be available if they are collected within 60 days of the end of the current fiscal period.

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

Reporting Entity

The financial statements present only the Transportation Safety and Investment Plan Account Fund and do not purport to, and do not present, the City’s financial position and changes in financial position. The City of King’s basic financial statements are available from the Finance Department at 212 South Vanderhurst Avenue, King City, California 93930 and at www.kingcity.com.

NOTE 2 – CASH DEPOSITS

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

CITY OF KING

TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND NOTES TO THE BASIC FINANCIAL STATEMENTS JUNE 30, 2021

NOTE 3 – MAINTENANCE OF EFFORT

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

For the fiscal year ended June 30, 2018:	\$ 65,531
For the fiscal year ended June 30, 2019:	\$ 89,113
For the fiscal year ended June 30, 2020:	\$ 113,217
Three year average of above expenditures:	\$ 89,287

Total expenditures from the general fund for street and highway purposes for the fiscal year ended June 30, 2021 was \$48,048. The City was in compliance with the Maintenance of Effort requirement of the Measure X Master Programs Funding Agreement between the City of King and the Transportation Agency for Monterey County.

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

Honorable Mayor and City Council
City of King
King, California

We have audited the financial statements of the City of King Transportation Safety and Investment Plan Account Fund's (the "City") compliance with the types of compliance requirements described in the Transportation Agency for Monterey County's (TAMC) Ordinance No. 2016-01 and in the Measure X Master Programs Funding Agreement between TAMC and the City of King applicable for the fiscal year ended June 30, 2021.

Management's Responsibility

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

Auditor's Responsibility

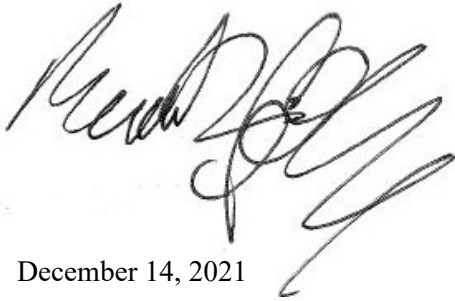
Our responsibility is to express an opinion on the City's compliance based on our audit in accordance with the compliance requirements described in the Transportation Agency for Monterey County's (TAMC) Ordinance No. 2016-01 and in the Measure X Master Programs Funding Agreement (the Agreement) between TAMC and the City of King. The Measure X Master Programs Funding Agreement requires that the independent auditor shall perform at least the following tasks: (1) determine whether the recipient expended all Measure X funds received in compliance with Measure X, the Measure X Investment Plan, and the Policies & Project Descriptions, as they may be adopted or amended by TAMC from time to time, and the Agreement, (2) determine whether the Measure X revenues received and expended were accounted for and tracked in its own separate budget and fund titled "Transportation Safety & Investment Plan Account" and were not be comingled with any other funds and that the accounting system provides adequate internal controls and audit trails to facilitate an annual compliance audit for each fund type and the respective usage and application of said funds, and (3) determine whether the City met the Maintenance of Effort requirements imposed by Measure X and State law. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America, the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the compliance requirements referred to above that could have a direct and material effect on the state laws and regulations applicable to the City occurred. An audit includes examining, on a test basis, evidence about the City's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

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

Opinion on Compliance with the Transportation Safety and Investment Plan Account Fund

In our opinion, the funds allocated to and received by the City of King Transportation Safety and Investment Plan Account Fund, complied, in all material respects, with the compliance requirements referred to above that are applicable in accordance to the compliance requirements described in the Transportation Agency for Monterey County's (TAMC) Ordinance No. 2016-01 and in the Measure X Master Programs Funding Agreement between TAMC and the City of King for the fiscal year ended June 30, 2021.

This report is intended solely for the information and use of City Council, management of the Transportation Agency of Monterey County and for filing with the appropriate regulatory agencies and is not intended to be and should not be used by anyone other than these specified parties.

A handwritten signature in black ink, appearing to be "Mark J. [unclear]", written in a cursive style.

December 14, 2021

ATTACHMENT 2

FIVE YEAR CAPITAL IMPROVEMENT PROGRAM

CITY of KING

MEASURE X FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FOR YEARS FY 2021-22 – FY 2025-26

YEAR 1

Project	Description & Phase	Total Cost	Measure X	PCI
Broadway Circle/River Drive Resurfacing	Grind and overlay: Broadway (San Antonio-River)	\$849,121	\$432,329	35
	Broadway Circle (River Dr-End)			26
	Kings Place (Ellis St - End)			37
Totals:		\$849,121	\$432,329	

YEAR 2

Project	Description & Phase	Total Cost	Measure X	PCI
7th Street/Monte Vista Area Resurfacing	Grind and overlay: 7 th Street (Bassett St-Division)	\$867,450	\$446,271	0
	Monte Vista (Reich-Talbot)			26
	Reich St (Canal-San Lorenzo)			53
	Talbot St (Canal St-Mildred St)			29
	Lucket St (Mildred-San Lorenzo)			33
				40
Totals:		\$867,450	\$446,271	

YEAR 3

Project	Description & Phase	Total Cost	Measure X	PCI
Division Street/Colins Street Resurfacing	Grind & Overlay: Division Street (Canal St – Vanderhurst Ave)	\$911,181	\$459,659	39
	Division Street (Vanderhurst Ave– First St)			54
	Collins St (N 3 rd St – Patterson St)			
Totals:		\$911,181	\$459,659	

YEAR 4

Project	Description & Phase	Total Cost	Measure X	PCI
Broadway Street Resurfacing	Resurfacing of Broadway Street: Broadway (San Antonio-Canal) Broadway (Canal – Russ St)	\$955,421	\$473,449	37 46
Totals:		\$955,421	\$473,449	

YEAR 5

Project	Description & Phase	Total Cost	Measure X	PCI
Metz Road Resurfacing	Grind & Overlay: Metz Road (City Limits – Bitterwater Road)	\$1,000,184	\$487,652	28
Totals:		\$1,000,184	\$487,652	

ATTACHMENT 3

PAVEMENT MANAGEMENT PROGRAM REPORT



December 22, 2021

Todd Muck

Deputy Executive Director

Transportation Agency for Monterey County

55-B Plaza Circle

Salinas, CA 93901

Re: Pavement Management Program Annual Report

The City of King 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. Staff participated in 8-hour training program administered through TAMC.

The Pavement Management Program utilizes a software system developed by:

Metropolitan Transportation Commission StreetSaver, Latest Version

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

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

Centerline miles:	30.7
Total lane miles (or equivalent units):	64.5
The last update of the inventory was completed on:	07/16/2018

- Average Pavement Condition Index (PCI) 61

- Identification of sections of roadways brought up to acceptable PCI levels for the current year:

<u>Road Section</u>	<u>PCI before</u>	<u>PCI after</u>
(Street Reconstruction)		
North Second Street (King Street to Lynn Street)	35	100
Patterson Street (King St to Ellis St)	34	100
(Type 3 Slurry Seal)		
Willow Street (San Antonio Drive to Mildred Ave)	27	70
Spruce Drive – (Willow Street to Willow St)	65	74
Mustang Court – (Willow Street to End)	77	76
Willow Court – (Willow Street to End)	83	92
Windsor Street – (King Street to Willow St)	76	85
Windsor Circle – (Willow Street to End)	69	78
Wentworth Street – (Sandringham St to Windsor St)	39	70
Sandringham Street – (Sandown Street to Willow St)	32	32
Sandown Street – (Sandringham St to King St)	86	95
Sandown Circle – (Sandown Street to End)	90	99
Wentworth Court – (Beach Street to End)	54	63
Lambourne Court – (Mildred Ave to Willow St)	29	38
Kings Place – (Ellis Street to end)	37	46

Amount spent to rehabilitate or replace deficient sections for the current year:

Design	\$ 37,220.00
Street Reconstruction	\$319,897.80
Slurry Seal (Type 3)	\$218,853.18
<u>Total:</u>	<u>\$575,970.98</u>

Please contact me if you have any questions regarding this annual report or our pavement management program.

Sincerely,

Octavio Hurtado

Octavio Hurtado, P.E.

City Engineer

ATTACHMENT 4

MAINTENANCE OF EFFORT REPORT

CITY of KING
THREE-YEAR MAINTENANCE OF EFFORT REPORT
FOR YEARS 2017 – 2020

Year 1 (2017/2018)

Fund Source	Amount	Year
General Fund	\$65,531	2017-18
Total Expended on Transportation	\$65,531	

Year 2 (2018/2019)

Fund Source	Amount	Year
General Fund	\$89,113	2018-19
Total Expended on Transportation	\$89,113	

Year 3 (2019/2020)

Fund Source	Amount	Year
General Fund	\$113,217	FY 2019-20
Total Expended on Transportation	\$113,217	

Three-Year Average of Transportation Expenditures: \$89,287

I, the undersigned, certify that the above information is true and correct to the best of my knowledge.

Octavio Hurtado

Octavio Hurtado, PE

City Engineer