



ANNUAL PROGRAM COMPLIANCE REPORT

The City of Marina adopted Resolution No. 2022-62, obtaining special financing from the General Fund and Measure X. The goal for this financing was to achieve a City-wide Pavement Condition Index (PCI) of 70, the industry standard score for sustainable pavement maintenance without major reconstruction needs. On June 23, 2023, the City adopted Resolution 2023-66, detailing the Pavement Management Program for the next 3 fiscal years that will achieve the 70 PCI score which includes a \$10.6M budget for Fiscal Year 23/24. The project design phase began in July 2023 for the two phases of construction: Phase 1 – Reconstruction, and Phase 2 – Slurry Sealing.

Phase 1 – Street Reconstruction

The scope of Phase 1 is most of the project budget for the fiscal year. It included the reconstruction of 28 residential streets with PCI scores of 20 or below where pavement failure is extensive. Reconstruction includes removing the entire roadway structural section and rebuilding the roadway from the ground up. This also includes coordinating carefully with each major utility provider to confirm the safety of their services. The final improvements include sixty-five (65) new ADA compliant curb ramps at various locations along these streets to provide better pedestrian connectivity and improve accessibility.



Street Name

- Abdy Way
- Andrew Circle
- Cosky Drive
- Crivello Road
- Drew Street
- Elba Circle
- Ellen Court
- Eucalyptus Street
- Everett Circle
- Everett Drive
- Gloria Circle
- Grant Street
- Hibbing Circle
- Jean Circle
- Jerry Court
- Larson Court
- Marina Drive
- Michael Drive
- Mortimer Lane
- O’Sullivan Court
- Paddon Place
- Peppertree Place
- Pleasant Circle
- Redwood Circle
- Ridgeview Avenue
- White Circle
- Whitney Place
- Zanetta Place



Due to the extensive scope of design work, the fiscal year was spent finalizing ramp details by site surveying, utility identification, and locating existing street monuments that would need to be reset by individual surveying. Reservation Road was added to the project scope for limited restriping only.

The project design package was advertised in August 2024 and awarded in September 2024. Construction submittals are under review for a 6-month construction window starting in the new year.

Phase 2 – Slurry Sealing

The scope for Phase 2 includes slurry sealing thirty-five (35) different residential streets throughout the City. These roads have PCI scores high enough to allow a preventative maintenance application but low enough to require spot repairs (e.g. Dig-outs) prior to slurry seal application. In order to carry out design, site visits were needed to establish spot repair needs, existing striping, and small concrete repair where needed. Coordination with local utility providers helped prevent conflicts with planned utility line projects in the near future. The design scope also included various streets within the Dunes Community Facilities District (CFD) Phase 1C Residential subdivision. These CFD streets were the first to be constructed back in 2015 and would benefit from a slurry seal to maintain the pavement surface.



The project design package was advertised in May 2024 and awarded in July 2024. Construction began in September and was substantially completed in December.



Street Name	Beginning At	Ending At
3rd Avenue	9th Street	10th Street
9th Street	2nd Avenue	Bungalow Drive
10th Street	3rd Avenue	Bungalow Drive
Aaron Way	Cardoza Avenue	Abdy Way
Bayer Drive	(End)	Melville Avenue
Boardwalk Avenue	(End)	Bungalow Drive
Bungalow Drive	9th Street	Telegraph Boulevard
Canvas Way	(End)	Boardwalk Avenue
Costa Del Mar Road	De Forest Road	Crescent Avenue
Costa Del Mar Road	De Forest Road	(End)
Diana Place	(End)	Lynscott Drive
Elm Avenue	Palm Avenue	Carmel Avenue
Estrella Del Mar Way	Quebrada Del Mar Way	(End)
Ferris Avenue	Sunrise Avenue	Jean Street
Gary Circle	(End)	Ferris Avenue
George Way	Vista Del Camino Cir	De Forest Road
Grant Street	Seenoo Circle	Owen Avenue
Harris Court	Owen Avenue	(End)
Hilo Avenue	Robin Drive	Ninole Drive
Isla Del Sol Way	Quebrada Del Mar Way	Estrella Del Mar Way
Lighthouse Lane	9th Street	10th Street
Lynscott Drive	Carmel Avenue	Reservation Road
Marina Drive	(South End)	San Pablo Court
Marina Drive	Beach Road	Lillian Place
Martin Circle	(End)	Vista Del Camino Cir
Melville Avenue	Jean Street	Bayer Drive
Michael Drive	Michelle Court	Sean Ct
Michelle Court	(End)	Michael Drive
Neeson Road	East St	Imjin Road
Owen Avenue	Grant Street	Reindollar Avenue
San Pablo Court	Marina Drive	(End)

CITY OF MARINA – MEASURE X FUNDING BALANCE SUMMARY

CITY OF MARINA – MEASURE X FUNDING BALANCE SUMMARY

Year 2024 Balance Sheet ⁽¹⁾

	Transportation Safety and Investment Fund Fund 222	Measure X Capital Projects Fund Fund 422	Total
REVENUES			
Carryover from Previous Year	984,199	4,715,547	5,699,746
Measure X Revenue	1,000,551		1,000,551
Reimbursements		-	-
Earning on Interest	14,493	432,722	447,215
Total Revenues	1,999,243	5,148,269	7,147,512
EXPENDITURES			
Expenditures	6,749	845,812	852,561
Total Expenditures	6,749	845,812	852,561
OTHER FINANCING SOURCES (USES)			
Transfers in	-	4,316,592	4,316,592
Transfer out	(947,325)	-	(947,325)
Total Other Financing Sources	(947,325)	4,316,592	3,369,267
FUND BALANCE, END OF PERIOD	\$ 1,045,169	\$ 8,619,049	\$ 9,664,218

(1) Please note the actual balance sheet with assets, liability and equity is on page 4 of the audit report.
This information reflects the format that was submitted in prior years.

CITY OF MARINA – MEASURE X FUNDING BALANCE SUMMARY

CITY OF MARINA – MEASURE X FUNDING BALANCE SUMMARY

Measure X
 Revenues, Expenditures and Change in Fund Balance
 Fiscal Year Ending June 30, 2024

	Measure X	XCIP	Total
Beginning Balance - 6/30/2024	984,199	4,715,547	5,699,746
Measure X			
Revenues	1,000,551	-	1,000,551
Reimbursements	-	-	-
Interest	14,493	432,722	447,215
Transfers in - Measure X	-	170,000	170,000
Other Funds	-	4,146,592	4,146,592
Total Resources	1,999,243	9,464,861	11,464,104
Expenditures	6,749	845,812	852,561
Transfers Out	947,325	-	947,325
Total Uses	954,074	845,812	1,799,886
Ending Balance	1,045,169	8,619,049	9,664,218

- a Transfer from Transportation Safety and Investment Fund
 b \$1M from GF, \$450k from SB1, \$2.7 million from COP Debt Services

CITY OF MARINA
TRANSPORTATION SAFETY AND
INVESTMENT PLAN ACCOUNT FUNDS
WITH INDEPENDENT
AUDITORS' REPORT

JUNE 30, 2024

* * *



Chavan & Associates, LLP
Certified Public Accountants
16450 Monterey Rd, Suite 5
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CITY OF MARINA
Transportation Safety and Investment Plan Account Funds
June 30, 2024

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FINANCIAL SECTION



INDEPENDENT AUDITORS' REPORT

City Council
City of Marina
Marina, California

Report on the Financial Statements

Opinions

We have audited the accompanying financial statements of the City of Marina Transportation Safety and Investment Plan Account Funds (Measure X Funds), as of and for the year ended June 30, 2024, 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 City's Transportation Safety and Investment Plan Account Funds, as of June 30, 2024, 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 Opinions

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. 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 opinions.

Other Matters

As discussed in Note 1, the financial statements present only the Transportation Safety and Investment Plan Account Funds and do not purport to, and do not, present fairly the financial position of the City of Marina, as of June 30, 2024, 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.

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.



In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. 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 GAS, 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.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for a reasonable period of time.

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.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the Transportation Safety and Investment Plan Account Funds financial statements that collectively comprise the City of Marina Transportation Safety and Investment Plan Account Funds financial statements. The accompanying supplemental information – Schedule of Revenues, Expenditures and Changes in Fund Balance -



Budget and Actual on page 9 is presented for purposes of additional analysis and is not a required part of the basic financial statements. The supplemental schedule is the responsibility of management and was derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the City's Transportation Safety and Investment Plan Account Funds 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 supplemental schedule – 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 December 10, 2024, on our consideration of the City of Marina Traffic Safety and Investment Plan Account Funds' internal control over financial reporting and on our tests of its compliance with the requirements described in the TAMC's Ordinance No. 2016-01 and in the Agreement between TAMC and the City and other matters for the fiscal year ended June 30, 2024. The purpose of that report is solely to report our opinion on compliance and to describe the scope of our testing of internal control over financial reporting and the results of that testing, and not to provide an opinion on the effectiveness of the City of Marina Traffic Safety and Investment Plan Account Funds' internal control over financial reporting. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City of Marina Traffic Safety and Investment Plan Account Funds' compliance.

C & A UP

December 10, 2024
Morgan Hill, California

City of Marina
Transportation Safety and Investment Plan Accounting Fund
Balance Sheet
June 30, 2024

	Transportation Safety and Investment Fund	Measure X - Capital Projects Fund	Total
ASSETS			
Cash and investments	\$ 793,038	\$ 7,902,662	\$ 8,695,700
Receivables:			
Accounts	250,298	-	250,298
Interest	1,833	33,826	35,659
Due from other funds	-	845,812	845,812
Total Assets	<u>\$ 1,045,169</u>	<u>\$ 8,782,300</u>	<u>\$ 9,827,469</u>
LIABILITIES AND FUND BALANCE			
Liabilities:			
Accounts payable	\$ -	\$ 163,251	\$ 163,251
Total liabilities	<u>-</u>	<u>163,251</u>	<u>163,251</u>
Fund Balance:			
Restricted	<u>1,045,169</u>	<u>8,619,049</u>	<u>9,664,218</u>
Total fund balances	<u>1,045,169</u>	<u>8,619,049</u>	<u>9,664,218</u>
Total Liabilities and Fund Balance	<u>\$ 1,045,169</u>	<u>\$ 8,782,300</u>	<u>\$ 9,827,469</u>

The accompanying notes are an integral part of these financial statements

City of Marina
Transportation Safety and Investment Plan Accounting Fund
Statement of Revenues, Expenditures
and Changes in Fund Balance
June 30, 2024

	Transportation Safety and Investment	Measure X - Capital Projects Fund	Total
REVENUES			
Transportation Safety and Investment Plan Account revenue	\$ 1,000,551	\$ -	\$ 1,000,551
Use of money and property	14,493	432,722	447,215
Total Revenues	<u>1,015,044</u>	<u>432,722</u>	<u>1,447,766</u>
EXPENDITURES			
Current:			
Public Works	6,749	-	6,749
Capital Outlay	-	845,812	845,812
Total Expenditures	<u>6,749</u>	<u>845,812</u>	<u>852,561</u>
Excess (Deficiency) of Revenues over Expenditures	<u>1,008,295</u>	<u>(413,090)</u>	<u>595,205</u>
OTHER FINANCING SOURCES (USES)			
Transfers in	-	4,316,592	4,316,592
Transfers out	(947,325)	-	(947,325)
Total Other Financing Sources (Uses)	<u>(947,325)</u>	<u>4,316,592</u>	<u>3,369,267</u>
Net Change in Fund Balances	60,970	3,903,502	3,964,472
Fund Balance Beginning	<u>984,199</u>	<u>4,715,547</u>	<u>5,699,746</u>
Fund Balance Ending	<u>\$ 1,045,169</u>	<u>\$ 8,619,049</u>	<u>\$ 9,664,218</u>

The accompanying notes are an integral part of these financial statements

City of Marina
Transportation Safety and Investment Plan Account Fund
Notes to the Financial Statements
For the Fiscal Year Ended June 30, 2024

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 Funds of the City of Marina (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 Funds. Under the modified accrual basis of accounting, revenues are recognized when they become susceptible to accrual (i.e., both measurable and available). Measurable means that the amount of the transaction can be determined. Available means the funds are collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. For 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 Transportation Safety and Investment Plan Account Funds from the Transportation Agency for Monterey County was approved on November 8, 2016. The revenue from the 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 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 Transportation Safety and Investment Fund accounts for the City's Measure X sales tax funds received and expended to invest in roads throughout Monterey County. The Measure X Capital Projects Fund is used to account for major capital projects related to transportation and safety. The financial statements present only the Transportation Safety and Investment Plan Account Fund and Measure X Capital Projects Fund and do not purport to, and do not present, the City's financial position and changes in financial position. The City's basic financial statements are available from the Finance Department at City's address and website.

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 City's basic financial statements.

City of Marina
Transportation Safety and Investment Plan Account Fund
Notes to the Financial Statements
For the Fiscal Year Ended June 30, 2024

NOTE 3 – MAINTENANCE OF EFFORT

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

The following eligible expenditures were made:

Fiscal year ended June 30:	
2010	\$ 262,149
2011	201,648
2012	265,396
Total	<u>\$ 729,193</u>
Three-year average	\$ 243,064
Fiscal year ended June 30, 2017	\$ 457,181
Maintenance of effort baseline	\$ 457,181
Engineering News Record construction index FY 2019/20	1.37%
Engineering News Record construction index FY 2020/21	1.27%
Engineering News Record construction index FY 2021/22	2.05%
Engineering News Record construction index FY 2022/23	7.34%
Engineering News Record construction index FY 2023/24	4.93%
Index-adjusted maintenance of effort requirement	<u>\$ 539,464</u>
Current year eligible expenditures	\$ 8,270,090
Compliant (Yes or No)	Yes

** Current expenditures must be \geq 3 year avg or FY17 (year of inception)

Total expenditures from the general fund for street and highway purposes for the fiscal year ended June 30, 2024 was \$8,270,090. The City was in compliance with the Maintenance of Effort requirement of the Measure X Master Programs Funding Agreement between the City of Marina and the Transportation Agency for Monterey County.

City of Marina
Transportation Safety and Investment Plan Account Fund
Notes to the Financial Statements
For the Fiscal Year Ended June 30, 2024

NOTE 4 – TRANSFERS TO/FROM OTHER FUNDS AND THE CITY

Transfers into the Measure X Capital Projects Fund during the fiscal year ended June 30, 2024:

<u>Transfers From/To</u>	<u>Description of Transfer</u>	<u>Amount</u>
Transportation Safety and Investment Fund	XCCIP - XAPR1801 Project	\$ 170,000
From the City:		
General Fund	XCCIP - XAPR1801 Project	1,000,000
RMRA -SB1	XCCIP - XAPR1801 Project	450,000
C.O.P Debt Services	XCCIP - XAPR1801 Project	2,696,592
To the City:		
C.O.P Debt Services	COP Trust Transactions	(777,325)
Capital Projects	XCCIP - XAPR1801 Project	<u>(170,000)</u>
	Total Transfers	<u>\$ 3,369,267</u>

**SUPPLEMENTARY
INFORMATION**

City of Marina
Transportation Safety and Investment Plan Account Fund
Statement of Revenues, Expenditures, and
Changes in Fund Balance
Budget and Actual (GAAP Basis)
For the Fiscal Year Ended June 30, 2024

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Positive (Negative)
	Original	Final		
REVENUES				
Transportation Safety and Investment Plan Account revenue	\$ 950,000	\$ 950,000	\$ 1,000,551	\$ 50,551
Use of money and property	1,000	1,000	14,493	13,493
Total Revenues	951,000	951,000	1,015,044	64,044
EXPENDITURES				
Current:				
Public Works	-	-	6,749	(6,749)
Total Expenditures	-	-	6,749	(6,749)
Excess (Deficiency) of Revenues over Expenditures	951,000	951,000	1,008,295	57,295
OTHER FINANCING SOURCES (USES)				
Transfers in	-	-	-	-
Transfers out	(947,325)	(947,325)	(947,325)	-
Total Other Financing Sources (Uses)	(947,325)	(947,325)	(947,325)	-
Net Change in Fund Balance	3,675	3,675	60,970	57,295
Fund Balance Beginning	984,199	984,199	984,199	-
Fund Balance Ending	\$ 987,874	\$ 987,874	\$ 1,045,169	\$ 57,295

The City employs budget control by object codes and by individual appropriation accounts. Budgets are prepared on the modified accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America as prescribed by the Governmental Accounting Standards Board. The budgets are revised during the year by the City Council to provide for revised priorities. Expenditures cannot legally exceed appropriations by major object code. The originally adopted and final revised budgets for the Measure X Special Revenue Fund are presented as Required Supplementary Information. The basis of budgeting is the same as GAAP. The expenditures noted above in excess of appropriations were covered by fund balance, appropriations available in other categories, or revenues in excess of budget.

**OTHER INDEPENDENT
AUDITORS REPORT**



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

City Council
City of Marina
Marina, California

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Transportation Safety and Investment Plan Account Funds (Measure X Funds) of City of Marina (the "City") as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise City of Marina's Measure X Funds financial statements, and have issued our report thereon dated December 10, 2024.

Report on Internal Control Over Financial Reporting

In planning and performing our audit, we considered the City of Marina's internal control over financial reporting (internal control) as a basis for designing procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City of Marina's internal control. Accordingly, we do not express an opinion on the effectiveness of the City of Marina'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 misstatement on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the City's financial statement 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 over financial reporting was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over financial reporting that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City of Marina's Measure X Funds financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which



could have a direct and material effect on the 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*.

Purpose of this Report

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

C & A LLP

December 10, 2024
Morgan Hill, California



**INDEPENDENT AUDITORS' REPORT ON COMPLIANCE WITH
TAMC ORDINANCE NO. 2016-01 AND THE MEASURE X
MASTER PROGRAMS FUNDING AGREEMENT**

City Council
City of Marina
Marina, California

Report on Compliance with the TAMC Ordinance No. 2016-01

Opinion

We have audited the City of Marina's (the "City") Transportation Safety and Investment Plan Account Funds' (the City's Measure X Funds) compliance with the types of compliance requirements described in the Transportation Agency's for Monterey County's (TAMC) Ordinance No. 2016-01 and the Measure X Master Programs Funding Agreement (the Agreement) between TAMC and the City, applicable for the fiscal year ended June 30, 2024.

In our opinion, the funds allocated to and received by the City's Measure X Funds, 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 for the fiscal year ended June 30, 2024.

Basis for Opinion on Compliance with the TAMC Ordinance No. 2016-01 Requirements

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, and 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. 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 on compliance with the compliance requirements referred to above. However, our audit does not provide a legal determination of the City's compliance.

Management's Responsibility 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, regulations, contracts, and grants applicable to the Transportation Safety and Investment Plan Account Funds.



Auditor's Responsibilities for the Audit of Compliance

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. 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 being commingled 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.

Purpose of this Report

The purpose of this report is solely to report our opinion on compliance with the TAMC Ordinance No. 2016-01 and to describe the scope of our testing over compliance and the results of that testing. This report is intended solely for the information and use of City Council, management of the Transportation Agency for 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.

C & A LLP

December 10, 2024
Morgan Hill, California

FINDINGS AND RECOMMENDATIONS

City of Marina
Transportation Safety and Investment Plan Account Fund
Schedule of Findings and Recommendations
For the Fiscal Year Ended June 30, 2024

None reported.



**CITY OF MARINA
 MEASURE X FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM
 FOR YEARS 2024-2029**

FY 24/25

Project	Description & Phase	Total Cost	Measure X	PCI
APR1801	Annual Street Resurfacing	7,400,000	170,000	78
Totals:		7,400,000	173,000	

FY 25/26

Project	Description & Phase	Total Cost	Measure X	PCI
APR1801	Annual Street Resurfacing	3,500,000	765,000	77
Totals:		3,500,000	765,000	

FY 26/27

Project	Description & Phase	Total Cost	Measure X	PCI
APR1801	Annual Street Resurfacing	3,500,000	790,000	76
Totals:		3,500,000	790,000	

FY 27/28

Project	Description & Phase	Total Cost	Measure X	PCI
APR1801	Annual Street Resurfacing	1,620,000	290,000	75
Totals:		1,620,000	290,000	

FY 28/29

Project	Description & Phase	Total Cost	Measure X	PCI
APR1801	Annual Street Resurfacing	1,820,000	290,000	75
Totals:		1,820,000	290,000	



Date: December 23, 2024

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

Re: Pavement Management Program Annual Report Letter

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

The Pavement Management Program utilizes a software system developed by:
x Metropolitan Transportation Commission StreetSaver, Web-App Version

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

- Inventory of all existing pavements under the local agency jurisdiction:
 - Centerline miles: 75.28
 - Total lane miles (or equivalent units): 149.75
 - The last update of the inventory was completed on: 12/02/22
- Average Pavement Condition Index (PCI) 63
- Identification of sections of roadways brought up to acceptable PCI levels for the current year:
 - Due to the scope of the projects this fiscal year, only design work was accomplished on the two phases of pavement maintenance: Phase 1 (Reconstruction) and Phase 2 (Slurry Sealing)
- Amount spent to rehabilitate or replace deficient sections for the current year: \$845,812.31

You may contact me with any questions regarding the City’s Pavement Management Program at (831) 884-1212.

Sincerely,

Nourdin Khayata, PE
Interim City Engineer