



MEASURE X ANNUAL PROGRAM COMPLIANCE REPORT

212 SOUTH VANDERHURST AVENUE

KING CITY, CA 93930

FISCAL YEAR 2024/25

ANNUAL PROGRAM COMPLIANCE REPORT

Before and After pictures

City of King FY 2024-25 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 2024-25 fiscal year the City completed the 2024 King City Street Project which consists of AC and AB Grinding and installation of new AC over compacted AB on some or all of the following Streets in City of King: Division Street – Canal Street to South First Street, and Collins Street from Russ Street to Third Street. \$618,012 of Measure X Funds was allocated to this project in 2023-24. \$12,377 was allocated to Soils Testing and Inspection and \$11,148 was used for streets and road maintenance.

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 Pavement Management Program was updated in December 2022, and the update was used to prepare the enclosed Pavement Management Report. The plans to update the Pavement Management Plan in 2026.

The City continues to use funds to plan, design and implement street projects to improve the City of King's transportation network. Below are during and after pictures showing improvements to King City using Measure X funds in 2024.



Figure 1 Division Street - During Construction



Figure 2 Division Street - After

CITY OF KING – FY 2024-25 BALANCE SHEET

REVENUES	
Carryover from Previous Year	\$659,132
Measure X Revenues	\$574,987
Earning on Interest	\$18,131
TOTAL REVENUES:	\$1,252,250
EXPENDITURES	
2024 Street Project – Division St	\$565,517
Project Management – Soils Testing	\$12,377
Streets and Road Maintenance	\$11,148
TOTAL EXPENDITURES:	\$589,042
FUND BALANCE, END OF PERIOD:	\$663,208

ATTACHMENT 1

INDEPENDENT AUDIT OF FINANCIAL STATEMENTS

CITY OF KING
TRANSPORTATION SAFETY AND
INVESTMENT PLAN ACCOUNT FUND
WITH INDEPENDENT AUDITORS' REPORT

JUNE 30, 2025

CITY OF KING
TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND

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INDEPENDENT AUDITORS' REPORT

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

Opinion

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, 2025, and the related notes to the financial statements, as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Transportation Safety and Investment Plan Account Fund of the City of King, California, as of June 30, 2025, and the changes in its financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America. 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 of King, California, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Emphasis of Matter

As discussed in 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, California, as of June 30, 2025, the changes in its financial position for the 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.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted 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 generally accepted auditing standards, we:

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

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

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 9, 2025, on our consideration of the City of King Transportation Safety and Investment Plan Account Fund's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City of King Transportation Safety and Investment Plan Account Fund's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City of King Transportation Safety and Investment Plan Account Fund's internal control over financial reporting and compliance.

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

December 9, 2025

CITY OF KING

TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND

BALANCE SHEET

JUNE 30, 2025

ASSETS

Cash and investments	\$	377,241
Accounts receivable		284,714
Interest receivable		<u>1,253</u>
Total assets		<u>663,208</u>

LIABILITIES AND FUND BALANCE

Liabilities:		
Accounts payable		<u>-</u>
Total Liabilities		<u>-</u>
Fund Balance:		
Restricted		<u>663,208</u>
Total Fund Balance		<u>663,208</u>
Total Liabilities and Fund Balance	\$	<u><u>663,208</u></u>

CITY OF KING

TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE JUNE 30, 2025

REVENUES

Transportation Safety and Investment Plan Account revenue	\$ 574,987
Use of money and property	<u>18,131</u>
Total revenues	<u>593,118</u>

EXPENDITURES

Streets and roads maintenance	11,148
Capital outlay	<u>577,894</u>
Total Expenditures	<u>589,042</u>
Net change in fund balance	4,076
Fund balance, beginning of fiscal year	<u>659,132</u>
Fund balance, end of fiscal year	<u>\$ 663,208</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, 2025

	<u>Budgeted Amounts</u>	<u>Actual Amounts</u>	<u>Variance with Budget Positive (Negative)</u>
REVENUES			
Transportation Safety and Investment Plan Account revenue	\$ 531,645	\$ 574,987	\$ 43,342
Use of money and property	<u>-</u>	<u>18,131</u>	<u>18,131</u>
Total revenues	<u>531,645</u>	<u>593,118</u>	<u>61,473</u>
EXPENDITURES			
Streets and roads maintenance	59,645	11,148	48,497
Capital outlay	<u>472,000</u>	<u>577,894</u>	<u>(105,894)</u>
Total Expenditures	<u>531,645</u>	<u>589,042</u>	<u>(57,397)</u>
Net change in fund balance	-	4,076	4,076
Fund balance, beginning of fiscal year	<u>-</u>	<u>659,132</u>	<u>-</u>
Fund balance, end of fiscal year	<u>\$ -</u>	<u>\$ 663,208</u>	<u>\$ 4,076</u>

CITY OF KING

TRANSPORTATION SAFETY AND INVESTMENT PLAN ACCOUNT FUND

NOTES TO THE BASIC FINANCIAL STATEMENTS

JUNE 30, 2025

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, 2025

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, 2022:	\$ 278,812
For the fiscal year ended June 30, 2023:	\$ 191,680
For the fiscal year ended June 30, 2024:	\$ 60,546
Three-year average of above expenditures:	\$ 177,013

Total expenditures from the general fund for street and highway purposes for the fiscal year ended June 30, 2025 was \$62,107. 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' REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE WITH TAMC ORDINANCE NO. 2016- 01
TRANSPORTATION SAFETY AND INVESTMENT PLAN FUND
AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS***

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

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to the financial audits contained in the *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the City of King Transportation Safety and Investment Plan Account Fund's (the "City"), as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the City of King Transportation Safety and Investment Plan Account Fund's financial statements, and have issued our report thereon dated December 9, 2025.

We have also audited the City's 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, 2025.

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, 2025.

Report on Internal Control over Financial Reporting

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

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

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses 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's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the 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 entity's internal control and compliance. This report is intended solely for the information and use of the 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.

A handwritten signature in black ink, appearing to read "Meredith J. [unclear]", is written over the signature line.

December 9, 2025

ATTACHMENT 2

FIVE YEAR CAPITAL IMPROVEMENT PROGRAM

CITY of KING

MEASURE X FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FOR YEARS FY 2025-26 – FY 2029-30

YEAR 1 (2025-26)

Project	Description & Phase	Total Cost	Measure X	PCI
CDBG Project Street/Colins Street Resurfacing	CDBG Project: Grind & Overlay: S Third St (Broadway to Division St)	\$3,084,112	\$531,645	42
	S Vanderhurst St (Broadway to Division St)			29
	S San Lorenzo Ave (Broadway to Division St)			53
	Lockett St (San Lorenzo Ave to Mildred Ave)			39
	Talbot St (Canal St to Mildred Ave)			38
	Monte Vista Place (Talbot St to Reich St)			36
	Seventh St (Bassett St to Division St)			25
	Park Place (West end to East end)			23
	Fairview Dr (Park Place to Division St)			22
	Reich St (Canal St to San Lorenzo St)			19
	Totals:			

YEAR 2 (2026-27)

Project	Description & Phase	Total Cost	Measure X	PCI
San Antonio/ Broadway/ Bassett St Resurfacing	Grind and overlay: San Antonio Dr (Willow St to Mildred Ave)	\$663,862	\$1,059,900	42
	Broadway St (Russ St to San Antonio Dr)	\$2,283,982		33
	Bassett St (First St to Russ St)			53
Totals:		\$2,947,844	\$1,059,900	

YEAR 3 (2027-28)

Project	Description & Phase	Total Cost	Measure X	PCI
N Third Street Resurfacing	Grind & Overlay: San Antonio Dr–Broadway Street)	\$1,231,747	\$503,120	42
Totals:		\$1,231,747	\$503,120	

YEAR 5 (2028-29)

Project	Description & Phase	Total Cost	Measure X	PCI
Metz Road Resurfacing	Grind & Overlay: Metz Road (City Limits– Bitterwater Road)	\$1,492,920	\$514,182	31
Totals:		\$1,492,920	\$514,182	

YEAR 5 (2029-30)

Project	Description & Phase	Total Cost	Measure X	PCI
Metz Road Resurfacing	Grind & Overlay: Metz Road (San Antonio Road – Bitterwater Road)	\$1,039,247	\$525,466	20
Totals:		\$1,039,247	\$525,466	

ATTACHMENT 3

PAVEMENT MANAGEMENT PROGRAM REPORT



December 22, 2025

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 City had their street's pavement condition inspected in 2022 to update their Pavement Condition Index. The index was 61, the same as it was in 2018. This shows the City is using available funds to maintain the condition of its streets, preventing the natural deterioration of its street network. The City plans to update the Pavement Management Plan in 2026 to take into account both the natural deterioration of the streets and the yearly street rehabilitation projects.

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
Previous update of the inventory was completed on:	07/16/2018
The last update of the inventory was completed on:	December, 2022

- 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>
<u>Reconstruction:</u>		
Division Street (Canal St to Division St)	24	100
Collins Street (Russ to N Third St)	39	100

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

<u>Street Reconstruction</u>	<u>\$1,894,563.05</u>
Total:	\$1,894,563.05

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 2020/21 – 2022-23

Year 1 (2021/2022)

Fund Source	Amount	Year
General Fund	\$278,812	2021-22
Total Expended on Transportation	\$278,812	

Year 2 (2022/2023)

Fund Source	Amount	Year
General Fund	\$191,680	2022-23
Total Expended on Transportation	\$191,680	

Year 3 (2023/2024)

Fund Source	Amount	Year
General Fund	\$60,546	2023-24
Total Expended on Transportation	\$60,546	

Three-Year Average of Transportation Expenditures: \$177,013

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

Octavio Hurtado

Octavio Hurtado, PE

Public Works Director/City Engineer

