



ANNUAL PROGRAM COMPLIANCE REPORT

In Fiscal Year 2020/21, the City of Marina performed the City's first sustainable pavement project along with finalizing design for the reconstruction of Flower Circle. The following is a summary of the Reservation Road Pavement Rehabilitation Project:

2020 Reservation Road Pavement Rehabilitation Project



The project addressed the failing pavement section of Reservation Road between Salinas Avenue and Imjin Parkway. As a major arterial connection for the City's Street network, there was a concern of the integrity of the pavement section especially during winter season. This segment of Reservation Road accounts for much of the annual pothole patching effort by maintenance staff. Patching is only a stop-gap temporary treatment which does not halt the rate of deterioration of this segment of roadway. Rehabilitation of this segment of Reservation Road is critical at this time as motorists will rely on Reservation Road more while the Imjin Parkway Widening Project is in construction for two years.



The project rehabilitated the failing pavement, address an area of stormwater ponding on the south side of the roadway, narrowed the lane widths to encourage slower vehicle speeds, and provided a wider north shoulder as a result of narrower lanes.



As part of the ongoing pavement rehabilitation, staff evaluated various methodologies to reduce costs and carbon footprint. Staff contracted a Geotechnical firm to design a sustainable pavement treatment known as cold-in-place recycling that reused the existing pavement section as recycled asphalt pavement. The process minimizes traffic disruption, reduces the number of off-haul trucking trips and thus environmental impacts, and speeds up paving production. The use of this sustainable paving construction process provides cost savings of 35% in comparison to traditional pavement rehabilitation methods. This method also reduced waste to the landfill, energy consumption by 76% and Green House Gas emissions by 79%. The rehabilitation has been designed to provide an expected life of 20 years which is equivalent to the expected life for a traditional rehabilitation project. The total project costs with two change orders were \$1,703,363.90.



Front of CIR Train – Emulsion, Water & Grinder (11/9/2020)



Recycled of pavement grindings



Rear of CIR Train – Paving Machine & Roller



Reservation Road, November 2021 (looking towards Downtown)

CITY OF MARINA – MEASURE X FUNDING BALANCE SUMMARY [place holder – needs update]

YEAR 2021 BALANCE SHEET

REVENUES	
Carryover from Previous Year	
Adjustment for funds deposited in CIP Project Fund	
Carryover, Restated	
Measure X Revenues	
Earning on Interest	
TOTAL REVENUES:	
EXPENDITURES	
CIP Expenditures	
Transfers Out	
TOTAL EXPENDITURES:	
FUND BALANCE, END OF PERIOD:	

CITY OF MARINA – MEASURE X FUNDING BALANCE SUMMARY [place holder – needs update]

Measure X
Revenues, Expenditures and Change in Fund Balance
Fiscal Year Ending June 30, 2019

	Measure X	XCIP		Total	Total
		Measure X	Other Funds		
Beginning Balance - 6/30/18	118,260	461,370	600,000 a	1,061,370	1,179,630
Measure X Revenues	537,507			-	537,507
AJE to be accrued	348,734			-	348,734
Interest	46,393			-	46,393
Transfers In - Measure X		500,000		500,000	500,000
Other Funds			660,000 b	660,000	660,000
Total Resources	<u>1,050,894</u>	<u>961,370</u>	<u>1,260,000</u>	<u>2,221,370</u>	<u>3,272,264</u>
Expenditures	3,500	947,144		947,144	950,644
Transfers Out	500,000			-	500,000
Total Uses	<u>503,500</u>	<u>947,144</u>	<u>-</u>	<u>947,144</u>	<u>1,450,644</u>
Ending Balance	547,394	14,226	1,260,000	1,274,226	1,821,620

a Transfer all from GF

b \$60k SB1 and \$600k GF