OFFICE OF THE CITY MANAGER

November 20, 2014

To the Honorable City Council
of the City of Pasadena

Mayor and Councilmembers:

WEEKLY NEWSLETTER

1. City Manager Appoints New Chief for Pasadena Fire Department:

City Manager Michael J. Beck today announced the appointment of Bertral "Bert" Washington as the new Chief for the Pasadena Fire Department. Chief Washington is expected to assume his new duties effective December 15, 2014.

Chief Washington comes from the Clark County Fire Department in Nevada, where he has been Fire Chief since November 2010. Clark County serves a diverse metropolitan community of about 900,000 residents, including the unincorporated areas around Las Vegas and one of the nation's busiest airports. Prior to serving as Clark County's Fire Chief, he worked for Las Vegas Fire and Rescue moving through the ranks as a firefighter, paramedic, training officer, Captain, Battalion Chief and Assistant Chief. Attached, please find the recent news media release which provides additional detailed information on Chief Washington.

Please join me in welcoming Fire Chief Washington to our organization!

2. Devil's Gate Reservoir Sediment Removal and Management Project – EIR Certification:

On November 12, 2014 the County of Los Angeles Board of Supervisors certified the Final Environmental Impact Report (FEIR) for the Devil's Gate Reservoir Sediment Removal and Management Project. The Board also directed the Los Angeles County Flood Control District to carry out the Recommended Project which is based on the Environmentally Superior Alternative from the FEIR. A one page summary of the Approved Project details is attached. Further information can be found on www.LASedimentManagement.com/DevilsGate

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While the City was not able to achieve the reduction in the quantity of sediment to be excavated nor an associated reduction in truck trips desired, the motion made by Supervisor Antonovich and approved by the Board of Supervisors, did reflect direction to County staff to continue collaboration on project design and implementation with the City of Pasadena. The City is cautiously optimistic that this presents an opportunity to achieve the removal of a lesser amount of sediment and a reduction in truck trips through the development of the project implementation plan.

3. Compliance Review by MuniServices, LLC:

According to Andrew Green, Director of Finance, the Pasadena Municipal Code (PMC) Section 5.10.010 requires persons conducting business in the City to have a business license and pay applicable taxes. Relative to state law, the City of Pasadena's business license tax is not a special tax and, as such, monies collected from the tax are deposited into the General Fund to support various City services such as public safety, which helps to maintain an environment conducive to helping businesses attract customers.

When businesses do not pay their fair share of applicable business licensing taxes, general taxpayers carry an added burden. It is City staff's fiduciary responsibility to obtain business license tax compliance per the PMC. The City initiated amnesty programs in previous years to help improve compliance, however, staff estimates that out of approximately 16,000 registered businesses, 8 percent are delinquent more than 120 days.

In an effort to more effectively meet our fiduciary responsibility, in early December 2014 the City of Pasadena's tax consultant, MuniServices, LLC, (MuniServices) will be conducting a physical compliance review of all businesses within the City. This service is a part of the existing contact with MuniServices. As part of its review, MuniServices will verify that all entities and individuals who perform services or transact business of any kind within the City's boundaries are in compliance with PMC, Section 5.08.040 and are paying the proper annual business license tax. The physical compliance review and audit of businesses is part of the Finance Department's compliance program and is estimated to last approximately two weeks.

4. Pasadena Named a Top Ranked City in the 2014 Digital Cities Survey:

Phillip Leclair, Chief Information Officer for the Department of Information Technology, shares a press release from the Center for Digital Government naming Pasadena as a top ten technologically progressive and innovative city of its size in the United States for 2014. The award recognizes the City's initiatives and strategies using technology in the areas of citizen engagement, policy, operations, technology and data.

The top cities will be honored at a special awards ceremony during the National League of Cities' annual conference in Austin, Texas on November 20th, 2014. Pasadena ranked eighth in the 2014 survey for cities with a population between 125,000 – 249,999. Contact Phillip Leclair at 626-744-3784 for more information about the award and visit the Center for Digital Government website for complete survey results http://www.digitalcommunities.com/survey/cities/?year=2014

5. Overwhelming Demand for Pasadena's Section 8 Housing Choice Voucher Program:

The City of Pasadena Housing and Career Services Department closed its enrollment process for the Section 8 Housing Choice Voucher Program Waiting List on November 1, 2014. The enrollment period opened on October 15, 2014. During that two week period over 26,000 household applications were submitted.

Based on past open enrollment efforts, it was expected around 7,000 – 8,000 households would be enrolled. The overwhelming result indicates an extraordinarily high demand for affordable housing. It also is an indication that the new online enrollment system, used for the first time, was a major improvement in process efficiency and customer service. I have attached a memorandum from William Huang, Director of Housing and Career Services which provides additional information and related statistics on the application process.

6. Non-Exclusive Solid Waste Collection Franchise System – Construction & Demolition Hauler Interest in Pursuing Franchise in Pasadena:

On September 29, 2014, the City Council considered adjustments to the Non-Exclusive Solid Waste Collection Franchise System. The City Council approved:

- Opening franchise system to composting haulers;
- Retaining existing closed franchise system for solid waste and construction and demolition (C&D) material collection;
- Notification to solid waste haulers of intent to move to exclusive system in five years; and
- City Attorney to draft an amendment to Chapters 8.60 ("Solid Waste") and 8.61 ("Solid Waste Collection Franchise System") of Pasadena Municipal Code.

The City Council also directed the Department of Public Works to send an inquiry to C&D haulers to gauge the level of interest should the City open the franchise system to new C&D haulers in the future.

On October 1, 2014, the Department of Public Works queried 428 C&D haulers about their interest in pursuing the opportunity to operate in Pasadena should the City elect to open its closed, non-exclusive solid waste collection franchise system. I have attached a memorandum from Siobhan Foster, Director of Public Works that provides detailed information on who the queries were distributed to and what the next steps in proposing amendments to Chapters 8.60 and 8.61 of the Pasadena Municipal Code.

7. New Driver Speed Feedback Signs Activated:

As part of the City's Arterial Speed Management Capital Improvement Project, the Department of Transportation in cooperation with the Public Works Department recently completed the installation and activation of three additional driver speed feedback signs – one along Avenue 64 and two along Lincoln Avenue. The sign along Avenue 64 which is located at Cheviotdale Drive facing the northbound traffic was activated on November 13, 2014. The two new signs along Lincoln Avenue

which are located just north of the 210 Freeway for the northbound traffic and south Montana Street for the southbound traffic were activated on November 18, 2014.

The use of Driver Speed Feedback signs is shown to be effective in managing vehicular traffic speeds throughout the City. While initially deployed only along local streets, the City expanded its use along arterial and collector streets as part of the Arterial Speed Management Capital Improvement Project. The attached memorandum from Frederick Dock, Director of Transportation provides additional information on the new driver speed feedback signs.

8. Local Streets and Roads Needs Assessment – League of California Cities:

The League of California Cities (LOCC) undertook a comprehensive statewide study of California's local street and road system in 2008, and continues to conduct the study biennially. The results of the 2014 study recently revealed sobering results. Californians require a reliable and well-maintained local street and road system, whether they travel by bicycle; bus; rail; truck; or automobile. However, due to increased demand, deteriorating infrastructure and unreliable funding, these are challenging times for decision makers.

The LOCC update surveyed all of California's 58 counties and 482 cities in 2014 and captured data from more than 99 percent of the state's local streets and roads. This level of participation makes it evident that there is significant local interest in addressing the growing problems of crumbling streets and roads, while also recognizing a significant funding shortfall. I have attached a memorandum from Siobhan Foster, Director of Public Works that provides detailed information on the assessment.

9. AT&T Lights up Old Pasadena with Free Wi-Fi:

Free Wi-Fi service is now available for all smartphone and tablet device owners, regardless of carrier, to enjoy in the heart of Old Pasadena, according to Phillip Leclair, Chief Information Officer for the Department of Information Technology. AT&T and the City teamed up to install fourteen Wi-Fi access points to provide free Wi-Fi internet service along Colorado Boulevard between Pasadena Avenue to Arroyo Parkway. Search for the Wi-Fi Network SSID "attwifi" on any Wi-Fi enabled device and follow the prompts to connect.

AT&T and the City will be monitoring usage and may consider expansion of the service into other areas. The City also provides free Wi-Fi service at most city buildings open to the public, including all Library branches and Community Centers. For more information about this new service contact Phillip Leclair at 626-744-3784.

Respectfully Submitted,

JULIE A. GUTIERREZ
Assistant City Manager

/attachments

CITY OF PASADENA

NEWS RELEASE

FOR IMMEDIATE RELEASE: November 20, 2014 #096-14

NEWS MEDIA CONTACT:
William H. Boyer, Pasadena Public Information Officer, City Manager's Office, (626) 744-4755, wboyer@cityofpasadena.net

CITY MANAGER APPOINTS NEW CHIEF FOR PASADENA FIRE DEPARTMENT

PASADENA, Calif.—City Manager Michael J. Beck today announced the appointment of Bertral "Bert" Washington as the new Chief for the Pasadena Fire Department. Chief Washington is expected to assume his new duties effective Dec. 15, 2014.

Chief Washington comes from the Clark County Fire Department in Nevada, where he has been Fire Chief since November 2010. Clark County serves a diverse metropolitan community of about 900,000 residents, including the unincorporated areas around Las Vegas and one of the nation's busiest airports. Prior to serving as Clark County's Fire Chief, he worked for Las Vegas Fire and Rescue moving through the ranks as a firefighter, paramedic, training officer, Captain, Battalion Chief and Assistant Chief.

"Chief Washington's collaborative leadership style, his experience leading a complex organization and professional training made him the top choice," City Manager Michael J. Beck said. "Our selection process allowed us to look at many outstanding candidates from across the country and Chief Washington clearly stood out as the best match to lead the Pasadena Fire Department."

Chief Washington said returning to Southern California and working for Pasadena "is a dream come true for my family and me."

"I am honored to become part of the City of Pasadena family, one of the most esteemed cities in the nation. I look forward to serving all of the residents, businesses and visitors with the highly regarded men and women of the Pasadena Fire Department and working with the community wherever we can to enhance our City in a variety of ways," Chief Washington said.

Chief Washington has a master's degree in public administration from the University of Nevada, Las Vegas, a bachelor's degree in political science with a minor in English from Howard University and an associate's degree in fire science management from the College of Southern Nevada. He is married to Cheri Washington and has a son, Chandler, 13, and a daughter, Blaire, 11.

The Fire Chief's top salary is about $228,000 per year, according to information posted on the City's website. Contract terms will be finalized prior to the onset of his formal duties.

Chief Washington replaces Fire Chief Calvin E. Wells, who joined the Pasadena Fire Department in 1979 and has served in numerous positions during his distinguished, 35-year fire service career. Chief Wells retires at the end of 2014.

Stay connected to the City of Pasadena! Visit us online at www.cityofpasadena.net; follow us on Twitter @PasadenaGov, www.twitter.com/pasadenagov, and like us on Facebook at www.facebook.com/cityofpasadena. Or call the Citizen Service Center, 8 a.m. to 5 p.m., Monday through Friday, at (626) 744-7311.

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Devil's Gate Project Summary
November 13, 2014

The project approved by the Los Angeles County Board of Supervisors on November 12, 2014, acting as the Governing Body of the County Flood Control District, reflects several adjustments in response to City comments and the Pasadena Working Group Recommendation.

Project Footprint

The County reduced the project footprint by 49.2 acres (41%). The approved footprint leaves a large contiguous area on the west side, as recommended by Working Group, and greater area along east side of reservoir undisturbed. This lessens impact to aesthetics, air quality, biological resources (vegetation and wildlife), and cultural resources. Additionally, there is no overlap between the County's sediment removal area and the City's upcoming Oak Grove Area Improvement Project footprint.

Initially Proposed Project	Working Group Recommendation	Approved Project
120 acres	71 acres	70.8 acres

Management Area (following sediment removal project)

The County reduced the management area by 39.5 acres (43%).

Initially Proposed Project	Working Group Recommendation	Approved Project
92 acres	< 50 acres	52.5 acres

Habitat Mitigation

The County will work with resource agencies (CA Dept. of Fish & Wildlife, United States Army Corps of Engineers, and Regional Water Quality Control Board) during the regulatory permitting process to restore habitat in the project area in a manner consistent with Hahamongna Watershed Park Master Plan (HWPMP). The City recommends re-vegetation of 119 acres in Hahamongna Watershed Park (HWP), 11 acres in the Central Arroyo Seco, and 16 acres in the Lower Arroyo Seco (total of 146 acres), as well as other projects including but not limited to rehabilitation and operational funding of the existing plant propagation nursery in HWP and the Environmental Education Center in HWP, rehabilitation and ongoing maintenance of the soft-bottom Arroyo Seco stream areas under the CA-134 and Colorado Street bridges, and stream restoration at south end of Lower Arroyo Seco.

Initially Proposed Project	Working Group Recommendation	Approved Project
1:1	5:1 in Arroyo Seco or elsewhere in Pasadena	Implement HWPMP

Air Quality

The County will require contractors to use dump trucks that meet or exceed EPA emission standards for Model Year 2007 or later and off-road equipment that meets, at a minimum, EPA standards for Tier 3 equipment. With this mitigation measure, impacts to air quality will be reduced to less than significant.

Initially Proposed Project	Working Group Recommendation	Approved Project
Low emission if available	Require low emission/highest standards	Low emissions required

Hauling Hours

Hauling hours for the project will be Monday through Friday from 7:00 a.m. to 3:30 p.m. This is a reduction from the 7:00 a.m. to 7:00 p.m. hours initially proposed. There will be no staging of trucks on City streets. Haul routes will be phased to reduce traffic impacts and balance truck traffic between Pasadena and La Cañada Flintridge. During the school year, trucks will enter and exit freeway using Windsor Avenue during morning peak hours; Windsor Avenue to exit freeway and Berkshire Avenue to enter freeway will be used rest of the day. During summer months, traffic will exit and enter freeway using Berkshire Avenue.

Initially Proposed Project	Working Group Recommendation	Approved Project
7:00 a.m. – 7:00 p.m.	8:45 a.m. to 2:45 p.m.	7:00 a.m. to 3:30 p.m.

Work Days

Work days will be Monday through Friday and exclude work on holidays and major Rose Bowl events. This is a reduction from the six day work week initially proposed.

Initially Proposed Project	Working Group Recommendation	Approved Project
Monday – Saturday	Monday – Friday excluding Bowl events & holidays	Monday – Friday excluding Bowl events & holidays

Work Season

The work season will be April 15 through October 15 with ability to extend until December if there is a dry fall and a late wet season. This adds specificity that was previously lacking.

Initially Proposed Project	Working Group Recommendation	Approved Project
Non-storm season	April 15 – October 15	April 15 – October 15

The following items, which reflect reductions between the initially proposed project and the approved project, remain objectionable to the City. As the motion approved by the Board of Supervisors directs County staff to continue collaboration on project design and implementation with the Cities of Pasadena and La Cañada Flintridge and the Altadena Town Council, this could result in further positive movement on the items.

Excavation Amount

The approved project will remove 2.4 million cubic yards of sediment from the reservoir. This is a reduction of 550,000 cubic yards (19%) from the initially proposed project.

Initially Proposed Project	Working Group Recommendation	Approved Project
2.95 million cubic yards	1.1 million cubic yards	2.4 million cubic yards

Maximum Excavation Amount per Year

The approved project caps the annual sediment removal amount at 800,000 cubic yards per year. This is a reduction of 400,000 cubic yards (33%) per year from the initially proposed project.

Initially Proposed Project	Working Group Recommendation	Approved Project
1.2 million cubic yards	220,000 cubic yards plus ability to remove additional 100,000 cubic yards after heavy inflow	800,000 cubic yards

Project Duration

The duration of the approved project is 3 to 5 years. The actual duration will depend on how much sediment is removed annually.

Initially Proposed Project	Working Group Recommendation	Approved Project
5 years	5 years	3 – 5 years

Maximum Truck Round Trips per Day

The approved project allows for up to 400 round trip truck trips per day. This is a decrease of 25 truck trips per day (6%) from the initially proposed project.

Initially Proposed Project	Working Group Recommendation	Approved Project
425	120	400

Devil's Gate Reservoir Sediment Removal and Management Project

The Los Angeles County Flood Control District (District) is pleased to announce the release of the Final Environmental Impact Report (EIR) for the Devil's Gate Reservoir Sediment Removal and Management Project. The Final EIR can be viewed in its entirety at http://www.LASedimentManagement.com/DevilsGate.

Alternative 3, Configuration D was found to be the Environmentally Superior Alternative in the Final EIR. The District will be recommending Alternative 3, Configuration D, Option 2 (See Next Page) in conjunction with Alternative 5 (optional haul routes) as the Recommended Project to be implemented.

The Recommended Project will remove approximately 2.4 million cubic yards (cy) of current excess sediment in the reservoir in addition to any additional sediment received during the project. Additionally, this alternative will include removal of sediment stockpiled at Johnson Field as part of the annual Interim Measures Project. Excavation will not involve the Oak Grove area of Hahamongna Park or areas of the reservoir outside the excavation limits shown.

The Recommended Project is based on the City of Pasadena's approved Hahamongna Watershed Park Master Plan (HWPMP) and drastically reduces the project's footprint of 120 acres to 71 acres. Additionally, the limited maintenance area for Alternative 3, shown in blue on the next page, further reduces the permanent habitat impacts to approximately 52 acres by including site replanting and mitigation outside the management area.

Other project features have also been included in the Final EIR in order to reduce impacts to air quality. Mitigation Measure MM AQ-1 has been revised to require the use of low emission sediment removal dump trucks. These trucks must meet or exceed EPA's 2007 emission standards. With implementation of this Mitigation Measure, impacts to air quality will be reduced to less than significant.

Alternative 5 has added phasing of haul routes to reduce traffic impacts and balance truck traffic between the cities of La Cañada Flintridge and Pasadena. During the school year, trucks will enter and exit the freeway using the Windsor Avenue during the morning peak hours. The proposed route using Windsor Avenue to exit the freeway and Berkshire Avenue to enter the freeway will be used the rest of the day. During the summer months, traffic will enter and exit the freeway using Berkshire Avenue. Any of these haul routes may be used to avoid traffic.

For removal of the 2.4 million cy of sediment, the Recommended Project specifications will limit hauling to a maximum of 800,000 cy per year and establish hauling hours as 7:00 am to 3:30 pm Monday through Friday excluding holidays and major Rose Bowl events, and will only occur during the dry season from April 15th through December depending on storm events. Trucks will be prohibited from staging on city streets.

FOR MORE INFORMATION

Visit our website:
www.lasedimentmanagement.com/devilsgate

Send an email:
reservoircleanouts@dpw.lacounty.gov

or Write to:
Los Angeles County Department of Public Works
Attn: Water Resources Division - Reservoir Cleanouts
P.O. Box 1460
Alhambra, CA 91802-9974

Devil's Gate Reservoir Sediment Removal and Management Project

Alternative 3, Configuration D, Option 2

HOUSING & CAREER SERVICES DEPARTMENT

DATE: November 19, 2014

TO: Michael J. Beck, City Manager

FROM: William K. Huang, Director of Housing and Career Services

SUBJECT: Overwhelming Demand for Pasadena's Section 8 Housing Choice Voucher Program

The City of Pasadena Housing and Career Services Department closed its enrollment process for the Section 8 Housing Choice Voucher Program Waiting List on November 1, 2014. The enrollment period opened on October 15, 2014. During that two week period over 26,000 household applications were submitted.

Based on past open enrollment efforts, it was expected around 7,000 – 8,000 households would be enrolled. The overwhelming result indicates an extraordinarily high demand for affordable housing. It also is an indication that the new online enrollment system, used for the first time, was a major improvement in process efficiency and customer service. Previously, the applications were all processed by hand.

The online effort was greatly supported by over 20 local community partners, including libraries, community centers, nonprofit organizations, and the 311 Call Center. Assistance was available in English, Armenian, and Spanish. The Housing and Career Services Department is very grateful for the tremendous amount of assistance we received from DoIT, Libraries, Public Works and the Human Services and Recreation Departments.

Some Pasadena related statistics are as follows:

Total number of applicants:	26,251
Number who live in Pasadena:	2,454
Number who work in Pasadena:	905
Number who go to school in Pasadena:	296

Persons who live, work or go to school in Pasadena are given a higher preference on the waiting list. We anticipate using the new waiting list for the next 3-5 years or when less than 200 Pasadena residents remain on the waiting list.

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MEMORANDUM - CITY OF PASADENA
DEPARTMENT OF PUBLIC WORKS

DATE: November 19, 2014

TO: Michael J. Beck, City Manager

FROM: Siobhan Foster, Director of Public Works

RE: Non-Exclusive Solid Waste Collection Franchise System – Construction and Demolition Hauler Interest in Pursuing Franchise in Pasadena

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On September 29, 2014, the City Council considered adjustments to the Non-Exclusive Solid Waste Collection Franchise System. The City Council approved:

- Opening franchise system to composting haulers;
- Retaining existing closed franchise system for solid waste and construction and demolition (C&D) material collection;
- Notification to solid waste haulers of intent to move to exclusive system in five years; and
- City Attorney to draft an amendment to Chapters 8.60 ("Solid Waste") and 8.61 ("Solid Waste Collection Franchise System") of Pasadena Municipal Code.

The City Council also directed the Department of Public Works to send an inquiry to C&D haulers to gauge the level of interest should the City open the franchise system to new C&D haulers in the future.

On October 1, 2014, the Department of Public Works queried 428 C&D haulers about their interest in pursuing the opportunity to operate in Pasadena should the City elect to open its closed, non-exclusive solid waste collection franchise system. The query was distributed to:

- C&D, solid waste, and recycling companies authorized to provide services in City of Los Angeles;
- C&D haulers operating in cites of Glendale, Irvine, Santa Monica, and West Hollywood;
- On-line list of C&D bidders maintained by City of Pasadena Purchasing Division; and
- List of non-permitted haulers maintained by Department of Public Works.

The Department of Public Works direct mailed the query each of the 428 haulers and also e-mailed the City of Los Angeles haulers. The department's outreach included the City's franchise requirements and applicable *Administrative Rules & Regulations*.

Of the 428 C&D haulers queried, 42 haulers expressed an interest in pursuing this opportunity. As the City currently has a total of 22 franchised haulers, the addition of 42 C&D haulers would triple the size of the City's existing franchise system.

While the addition of 42 C&D haulers would heighten marketplace competition that could result in favorable pricing for customers, the significant increase in the size of the City's franchise system would necessitate the addition of staff resources to manage the expanded system. This in turn would result in an increase to customer solid waste rates. Since the number of construction, demolition, remodel, and other projects is inelastic, the addition of new C&D haulers means there would be more haulers competing for the same quantity of C&D projects. The introduction of new C&D haulers would not stimulate additional construction, demolition, remodel, and other projects.

Franchise haulers pay Franchise Fees to the City, which is based on total gross revenues. Franchise Fee revenue is used for municipal purposes including but not limited to maintenance of the public streets which are impacted by the heavily laden vehicles used in this business. Since the amount of C&D projects is fixed, the same amount of Franchise Fee revenue would be generated whether the projects are handled by the existing franchise haulers or an expanded number of franchise haulers. As the City would not see an increase in Franchise Fee revenue by expanding the franchise system, the new staff and other costs the City would incur associated with managing a franchise system three times larger than it is today, would have to be passed onto customers in the form of higher rates.

The City Attorney's Office will be returning to the City Council with the proposed amendments to Chapters 8.60 ("Solid Waste") and 8.61 ("Solid Waste Collection Franchise System") of the Pasadena Municipal Code in December.

PASADENA
DEPARTMENT OF TRANSPORTATION

DATE: November 20, 2014

TO: Michael J. Beck, City Manager

FROM: Frederick C. Dock, Director

SUBJECT: **New Driver Speed Feedback Signs Activated**

As part of the City's Arterial Speed Management Capital Improvement Project, the Department of Transportation in cooperation with the Public Works Department recently completed the installation and activation of three additional driver speed feedback signs – one along Avenue 64 and two along Lincoln Avenue. The sign along Avenue 64 which is located at Cheviotdale Drive facing the northbound traffic was activated on November 13, 2014. The two new signs along Lincoln Avenue which are located just north of the 210 Freeway for the northbound traffic and south Montana Street for the southbound traffic were activated on November 18, 2014.

The use of Driver Speed Feedback signs is shown to be effective in managing vehicular traffic speeds throughout the City. While initially deployed only along local streets, the City expanded its use along arterial and collector streets as part of the Arterial Speed Management Capital Improvement Project.

There are now 22 functional speed signs at various locations in the City and there are six more planned to be completed and activated by end of June 2015. The next driver speed feedback sign locations will be along Avenue 64 at Cheviotdale Street for the southbound direction, along La Loma Street west of Avenue 64 for both eastbound and westbound directions, along Glenarm Street between Pasadena Avenue and Fair Oaks Avenue for the eastbound direction, and along Mountain Street between Allen Avenue and Altadena Avenue for both eastbound and westbound directions.

Speed Management is a critical component in the overall goal and strategy to improve traffic safety throughout the City. The deployment of speed signs either permanently or temporarily using speed signs on trailers are important tools in achieving this goal. Therefore more locations will be added as additional funding becomes available.

MEMORANDUM - CITY OF PASADENA
DEPARTMENT OF PUBLIC WORKS

DATE: November 20, 2014

TO: Michael J. Beck, City Manager

FROM: Siobhan Foster, Director of Public Works SF

RE: Local Streets and Roads Needs Assessment – League of California Cities

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The League of California Cities (LOCC) undertook a comprehensive statewide study of California's local street and road system in 2008, and continues to conduct the study biennially. The results of the 2014 study recently revealed sobering results. Californians require a reliable and well-maintained local street and road system, whether they travel by bicycle; bus; rail; truck; or automobile. However, due to increased demand, deteriorating infrastructure and unreliable funding, these are challenging times for decision makers.

The LOCC update surveyed all of California's 58 counties and 482 cities in 2014 and captured data from more than 99 percent of the state's local streets and roads. This level of participation makes it evident that there is significant local interest in addressing the growing problems of crumbling streets and roads, while also recognizing a significant funding shortfall.

On a scale of zero (failed) to 100 (excellent), the statewide average Pavement Condition Index (PCI) has deteriorated to 66 ("at lower risk" category) in 2014, a drop of approximately two points from 2008, when it was estimated to be 68. The average for cities is 67.4 and that for counties is 62. Existing funding levels of $1.7 billion per year are available to cities and counties. To maintain the current at-risk 66 rating of existing conditions of the network, $3.3 billion per year is necessary. Approximately, $7.3 billion per year is required to bring all pavements into a state of good repair within ten years so that the best management practices can prevail (a PCI in the low 80's for all streets and an elimination of the unfunded backlog). Once that level is achieved, only $2.4 billion per year will be required to maintain pavements at this level. The percentage of roads in failed condition will increase from 6.2% to almost 25.0% by 2024 under current funding levels.

The average PCI for the Los Angeles County is 66, which is in the mid-level of the lower risk category. The attachment depicts the PCI for streets and roads in Los Angeles County.

The transportation network also includes essential safety and traffic components such as curb ramps; sidewalks; storm drains; streetlights; and signals. These components will require $31.0 billion to maintain over the next ten years, yet there is an estimated funding shortfall of $20.9 billion. Local bridges are also an integral part of the local streets and roads infrastructure. There are 11,863 local bridges in California, and there is an estimated shortfall of $1.3 billion to maintain the safety and integrity of the bridge infrastructure.

An average pavement condition of 66 may seem just a few points shy of the "good/ excellent" category; however, rapid pavement deterioration begins at this point in the pavement life cycle. If repairs are delayed, the costs of the proper treatment may increase significantly, as much as ten times. Many factors contribute to the rapid deterioration in pavement condition, such as increased traffic; heavier vehicles; more transit and frequent bus trips (including heavier buses); heavier and more garbage collection trucks (including recycling and green waste trucks); increased street sweeping for National Pollutant Discharge Elimination System (NPDES) requirements; and more freight and delivery trucks due to a thriving and increasingly electronic purchasing economy.

In addition to the many pavement and safety policies, cities and counties identified additional regulatory requirements they have to comply with, including the American Disabilities Act of 1990 (ADA), NPDES, and traffic sign retroreflectivity requirements.

Clearly, with all of the challenges local governments face, a funding shortfall is inevitable. The Highway User Tax Account (HUTA), more commonly known as the State Gas Tax, is by far the single largest funding source for cities and counties. However, the State Gas Tax is projected to decline, partly because of declining gas consumption due to more gas-efficient and electric vehicles, and partly because of the additional responsibilities for most cities and counties, such as compliance with the American Disabilities Act (ADA) in the form of curb ramps and sidewalk, which reduces the amount of funding available for pavements. State Gas Tax funds are projected to be around $1.0 billion a year. Additionally, transportation funding has been impacted accordingly with reductions in gas taxes, the loss of redevelopment funds; and a general decrease in sales taxes as well as contributions from the General Fund. Although Proposition 30 (which passed in the November 2012 General Election) stabilized state funding, the funding outlook for local streets and roads continues to be grim.

Various strategies for increasing funding are being investigated. Increasing the gas tax is one option; the state gas tax is currently at 18 cents a gallon, and has been since 1994, exactly 20 years ago. Other options that have been proposed are a voters' initiative to raise the vehicle license fee; a road user charge; indexing the gas tax to the Consumer Price Index (CPI); and returning vehicle weight fees back into the State Highway Account rather than the Transportation Debt Service Fund, thereby providing an additional $1 billion annually to local streets and roads and to the state highway

system. Los Angeles County is a "Self-Help County" that has passed sales tax measures specifically for transportation.

The conclusions drawn from this study are inescapable. Given existing funding levels, California's local streets and roads can be expected to deteriorate rapidly within the next ten years. In addition, the costs of any deferred maintenance will only continue to grow. The additional funding scenarios analyzed only serve to emphasize this point.

To bring the transportation network to a level where best management practices can occur will require more than four times the existing level of funding. For pavements, that will require an increase of at least $56.1 billion. However, once this has been achieved, it will only require $2.4 billion per year to maintain the pavement network. For essential components (curb ramps; sidewalks; storm drains; streetlights; and signals), it will require an additional $20.9 billion to address the ten year needs; and for bridges, it will require an additional $1.3 billion for a total of $78.3 billion. To just maintain the existing pavement condition at 66 will require $3.3 billion per year, approximately double the existing funding level of $1.7 billion.

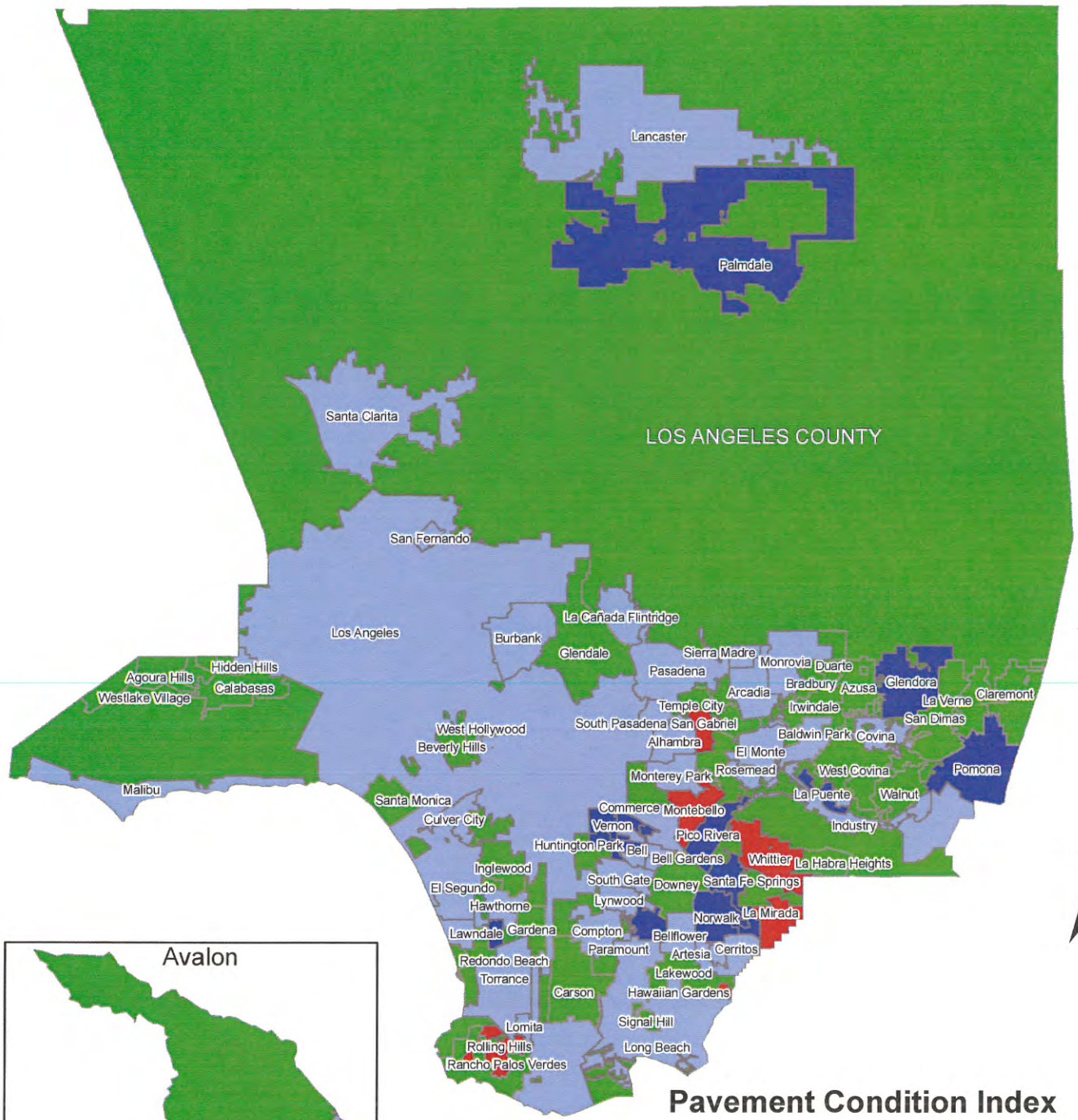
Locally, the City of Pasadena has struggled to 'do more with less' with existing funding levels by investigating sustainable technologies such as rubberized asphalt made with used tires; investigating grant and federal funding opportunities whenever available; and continuing a maintenance program where structurally sound streets are slurry-sealed on a regular basis to extend the time between resurfacing. However, prior to 2004, the City has resurfaced an average of eight miles of streets per year and slurry-sealed 18 miles per year. Since 2005, the City has averaged approximately three miles of resurfacing per year and nine miles of slurry seals per year.

The Department of Public Works has hired a consultant to perform a Citywide street inventory to determine the City's average PCI and determine the best strategy for future pavement programming. This inventory and PCI rating is anticipated to be completed in spring 2015.

Attachment

Los Angeles County

SAVE CALIFORNIA STREETS



Note: Avalon is not in its true geographical location

Pavement Condition Index

Reported	Estimated
Good (71-100)	Good (71-100)
At Lower Risk (61-70)	At Lower Risk (61-70)
At Higher Risk (50-60)	At Higher Risk (50-60)
Poor (0-49)	Poor (0-49)

NCE

(C) October 2014 NCE. GIS mapping data are from US Census Bureau TIGER Cartographic Boundary Shapefiles (https://www.census.gov/geo/maps-data/data/tiger.html), accessed October 2014.
Boundaries represent incorporated city limits from U.S. Census data and are approximate in shape/area.