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**AGENDA
MUNICIPAL SERVICES COMMITTEE
October 11, 2016**

MEMBERS

Margaret McAustin, Chair, District 2
Terry Tornek, Mayor
Tyron Hampton, District 1
Andy Wilson, District 7

STAFF

Gurcharan Bawa, Interim General Manager
Valerie Flores, Recording Secretary

MISSION STATEMENT

The City of Pasadena is dedicated to delivering exemplary municipal services, responsive to our entire community and consistent with our history, culture and unique character.

Public meeting begins at 4:00 p.m.

*Agendas and supporting documents are available on the Internet at
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*Materials related to an item on this Agenda submitted to the Municipal Services Committee **after** distribution of the agenda packet are available for public inspection in the City Clerk's Office at 100 N. Garfield Avenue, Room S-228, Pasadena, during normal business hours.*



REGULAR MEETING OF THE
MUNICIPAL SERVICES COMMITTEE
Tuesday, October 11, 2016 4:00 P.M.
100 North Garfield Avenue, Pasadena, Council Chambers

AGENDA

1. CALL TO ORDER/ROLL CALL

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

3. NEW BUSINESS

- A. Authorize the City Manager to Execute all Agreements with the Los Angeles County Metropolitan Transportation Authority Associated with the Receipt of Grant Funding and Implementation and Management of Union Street Cycle Track Phase I Project*
- B. Authorization to Amend Contract Number 21587 with Cedarwood Young Corp., DBA Allan Company to Process Recycling Material Collected in the City of Pasadena*

4. INFORMATION ITEMS

- A. GT-5 Repowering Project Update

5. ADJOURNMENT

*Attachment

NEXT MEETING
October 25, 2016

Margaret McAustin, Chair
Municipal Service Committee

POSTING STATEMENT:

I HEREBY CERTIFY that this Agenda, in its entirety, was posted on the Council Chamber Bulletin Board S249, the bulletin board in the rotunda area at City Hall, 100 North Garfield Avenue, the City Clerk's Office, and a copy was distributed to the Central Library for posting on the 6th day of October, 2016 by 6:00 p.m.

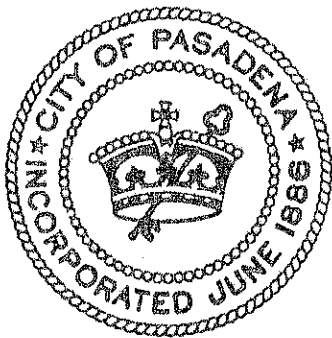
Susana Castro

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3.A



Agenda Report

November 7, 2016

TO: Honorable Mayor and City Council

THROUGH: Municipal Services Committee (October 11, 2016)

FROM: Department of Transportation

SUBJECT: AUTHORIZE THE CITY MANAGER TO EXECUTE ALL AGREEMENTS WITH THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ASSOCIATED WITH THE RECEIPT OF GRANT FUNDING AND IMPLEMENTATION AND MANAGEMENT OF UNION STREET CYCLE TRACK PHASE I PROJECT

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the following proposed actions are exempt from review pursuant to the California Environmental Quality Act ("CEQA"), pursuant to State CEQA Guidelines Section 15061 (b) (3); and
2. Authorize the City Manager to execute all agreements associated with the receipt of \$2,714,430 in reimbursable grant funding from the Los Angeles County Metropolitan Transportation Authority (Metro) for the implementation and management of the Union Street Cycle Track Phase I Project (Capital Improvement Project Number 75087).

BACKGROUND:

The Mobility Element of the General Plan recognizes the value of the City of Pasadena becoming more bicycle-friendly. The City wishes to offer opportunities for healthier lifestyles, reduce dependence on autos to reduce global warming gases and air pollution, reduce energy consumption, improve pedestrian and bicycle safety, and create more desirable neighborhoods. To that end, the City has taken a leadership role in sustainable transportation and implementing Complete Streets.

Accordingly, the Department of Transportation applied for and was awarded a 2015 Metro Call for Projects grant to improve bicycle safety and to install the first of two phases of a two-way protected cycle track on Union Street. The Union Street Cycle Track Project will create a new east-west two-way protected bike corridor on Union Street from Hill Avenue to Arroyo Parkway. The project's service area will include

Pasadena City College, Cal Tech, the Playhouse District, the Central District and Old Pasadena. The Union Street Cycle Track project is included in the City of Pasadena's *Bicycle Transportation Action Plan* which was approved as part of the Mobility Element of the General Plan in August 2015. The *Bicycle Transportation Action Plan* was developed over a 2 year period with assistance from the Bicycle Transportation Action Plan Working Group, consultant KOA Corporation and a robust public process as illustrated by the timeline in Attachment A.

The Union Street Cycle Track Phase I Project (CIP No. 75087) will consist of the installation of the cycle track as part of a road diet on Union Street from Wilson Avenue to Arroyo Parkway. Included are the upgrading of 14 intersections with new bicycle traffic signal displays in both directions and the installation of protected left turn lanes and left turn traffic signals for vehicles. The project will also include a concrete barrier between the cycle track and the travel lane at all intersections and a painted barrier in locations where parking is available. The cycle track will not remove any driveway access along the south side of Union Street. Depending upon the final design, there may be a nominal loss of on-street parking on the south side of Union Street.

Phase II (not currently funded) will extend the cycle track and road diet on Union Street from Hill Avenue to Wilson Avenue and add new traffic signals at four un-signalized intersections. This phase will also include a bicycle boulevard on Holliston Avenue which includes two new signalized intersections to connect the Union Street Cycle Track to the bike lanes on Cordova Street.

The total Phase I project cost is \$3,399,043. Metro will reimburse the City for expenditures incurred in support of the grant objectives to a maximum total project reimbursable cost of \$2,714,430. The City is required to provide the 20 percent local match in the total amount of \$684,613. The grant will be used to prepare the environmental documents and design and construct the project. The project is expected to be completed by February 2022.

COUNCIL POLICY CONSIDERATION:

The Union Street Cycle Track Phase I Project supports the General Plan guiding principle, "Pasadena will be a city where people can circulate without a car." The project will directly assist the Department of Transportation in implementing the following major objectives of the Mobility Element:

- Enhance Livability.
- Encourage walking, biking, transit and other alternatives to motor vehicles.

Additionally, the project supports the Green City Action Plan by promoting environmentally sustainable programs at the local and regional levels.

The City of Pasadena's Mobility Element gives direction to enhance bicycle safety through policy 1.7 – *Design streets to achieve safe interaction for all modes of travel particularly for pedestrians and bicycle users.*

ENVIRONMENTAL ANALYSIS:

The implementation of the Union Street Cycle Track Phase I Project is exempt from CEQA per section 15061 (b) (3), the General Rule. The General Rule can be applied when it can be seen with certainty that the activity will not have a significant effect on the environment.

FISCAL IMPACT:

As of October 2016, the Union Street Cycle Track Phase I Project's (CIP No. 75087) current available budget balance for the local match is \$189,000. The remaining local match fund of \$495,613 will be programmed in the FY 2019 Capital Improvement Program for the Union Street Cycle Track Phase I Project (CIP No. 75087), funded by Measure R (Fund 236), for City Council consideration in FY 2018.

Overall, the sources and uses of funds are as shown in the following table:

FUNDING SOURCE	FUNDS AVAILABLE
MTA Reimbursable Grant	\$ 2,714,430
Existing Local Match	\$ 189,000
Remaining Local Match Planned for FY 2019 CIP with Measure R (Fund 236)	\$ 495,613
TOTAL PROJECT COST	\$ 3,399,043

Respectfully submitted,



FREDERICK C. DOCK

Director


Department of Transportation

Prepared by:



For Richard W. Dilluvio
Pedestrian and Bicycle Coordinator

Approved by:



STEVE MERMELL

City Manager

Attachment:

Attachment A - Bicycle Transportation Action Plan timeline

Bicycle Transportation Action Plan
Public Process Timeline

November 2013 - DOT Staff formed a Bicycle Transportation Action Plan (BTAP) Working Group. Invitations to join the BTAP Working Group were made available to the general public, cycling community, Old Pasadena Management District, Playhouse District, South Lake Business Association, Chamber of Commerce, and Neighborhood Associations.

August 2014 - BTAP Working Group Meeting

August 2014 - BTAP Community Meeting

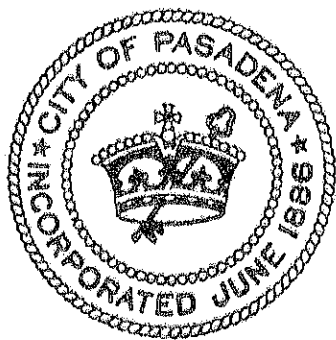
October 2014 - BTAP Community Meeting

June 2015 – BTAP Community Meeting

September 2014 – Incorporated the Draft BTAP and its priority recommendations into the Draft Mobility Element of the General Plan.

- Additional public outreach was conducted as part of the General Plan Update

3.B



Agenda Report

October 17, 2016

TO: Honorable Mayor and City Council

THROUGH: Municipal Services Committee (October 11, 2016)

FROM: Department of Public Works

SUBJECT: AUTHORIZATION TO AMEND CONTRACT NUMBER 21587 WITH CEDARWOOD YOUNG CORP., DBA ALLAN COMPANY TO PROCESS RECYCLING MATERIAL COLLECTED IN THE CITY OF PASADENA

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the proposed contract amendment is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15061 (b)(3); and
2. Authorize the City Manager to exercise the first optional one year extension to contract number 21587 with Cedarwood Young Corp., dba Allan Company, reducing the amount paid to the City for recycling material collected from the City of Pasadena's Curbside Recycling Program from \$35.50 per ton to \$10.00 per ton.

BACKGROUND:

In 1989, the California Integrated Waste Management Board adopted AB 939 as a response to diminishing landfill capacity. The bill requires cities to undertake efforts and document progress to reduce, reuse and recycle as methods to decrease the amount of disposal and extend the useful life of landfills.

In order to achieve compliance with AB 939, the City of Pasadena operates a curbside recycling program that collects approximately 7,600 tons of recyclables per year. The sale of this material provided the City with \$261,543 in recycling revenue in FY 2016 which partially offset the cost of the program. In FY 2016, the operating cost of the City's curbside recycling program was \$919,524.

On October 28, 2013, following a Request for Proposal (RFP), the City Council authorized a contract with Allan Company for the processing and resale of recyclables. Allan Company submitted the only eligible proposal for processing curbside recycling. Under the agreement Allan Company pays the City \$35.50 per ton of curbside recycling material provided to them. The contract terms were for three years, with two optional one year extension periods subject to the approval of the City Manager.

On November 19, 2015, the Department of Public Works received a letter from Allan Company requesting a reduction in their current contract pricing from \$35.50 to \$10.00 per ton due to changes in the commodity stream and increases in processing and transportation costs. Staff met with Allan Company in December of 2015 and agreed to revisit the contract in October, 2016 which is the end of the three year term of the agreement.

Recycling commodity prices are at their lowest level since 2009. Factors which have sent prices for American recyclables plummeting worldwide include falling oil prices, the strong dollar and the weakened economy in China. Oil prices are so low it's more economical for manufacturers to buy new plastic than recycled plastic.

The composition of the curbside recycling material stream has changed which lowered its unit value. Newspaper content has almost disappeared as many now obtain it through on-line sources and beverage container quantities have dropped as residents take their CRV eligible containers directly to recycling centers for cash. Also, manufactures are using lighter and thinner packaging, tin cans have been replaced with vacuum packed bags, and beverage containers are made thinner. While these changes have gradually occurred over the past few years, the financial impacts are significant for recycling commodity processors.

Further, Allan Company's operating costs have increased due to the increase in the minimum wage effective January 1, 2016 and transportation costs have almost doubled due to delays at the ports. Trucks that once took three loads to the port in a shift can only take one or two loads due to time associated with added security, congestion, and labor disputes.

The City's options are to exercise the first of two optional one year extensions with Allan Company at the reduced rate or issue a new RFP for processing the City's recyclable material. Since the recycling commodity market is at a historic low, it is not a good time to pursue a long term contract for the processing of the City's recyclables. Staff's recommendation is to exercise the first optional one year extension of the contract at the proposed reduced rate and monitor the recycling commodity market to readjust or increase the rate if warranted. Staff will also monitor the market to decide the appropriate time to advertise a new RFP.

COUNCIL POLICY CONSIDERATION:

This proposed contract amendment is consistent with the City Council's goal of increasing conservation and sustainability. It also supports the United Nations Urban Environmental Accords of 2005 Action 4 of achieving zero waste to landfills and incinerators by 2040. The proposed ordinance supports the Zero Waste Strategic Plan adopted by Council in October 2014.

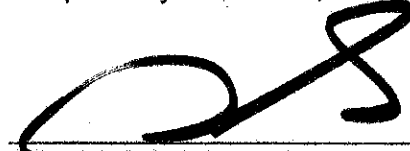
ENVIRONMENTAL ANALYSIS:

The proposed contract amendment is exempt from the California Environmental Quality Act (CEQA) pursuant to the State CEQA Guidelines Section 15061 (b) (3), the General Rule. Since it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

FISCAL IMPACT:

In Fiscal Year 2016, the City received \$261,543 in recycling revenue. Based upon the projected amount of material to be collected and the rate reduction, this amount will be reduced in FY 2017 to approximately \$73,000. A sufficient balance exists in the Refuse Collection Fund (Fund 406) to offset this reduced recycling revenue.

Respectfully submitted,



ARA MALOYAN, P.E.
Director of Public Works

Prepared by:



Thanos Gauthier
Public Works Superintendent

Approved by:



STEVE MERMELL
City Manager