



OFFICE OF THE CITY MANAGER

February 21, 2013

To the Honorable City Council
of the City of Pasadena

Mayor and Councilmembers:

WEEKLY NEWSLETTER

1. Multi-family and Commercial Recycling Program:

State law (AB341) requires apartment complexes/multifamily housing communities with five or more units and businesses to recycle. These properties receive trash collection services from the City of Pasadena's franchised haulers. The City's franchise agreement with these haulers and Chapter 8.61.175 of the Pasadena Municipal Code (PMC) requires each franchised hauler to collect recyclable materials at least once per week and meet a minimum recycling diversion rate of 60% on a monthly basis and on an annual basis for the solid waste collected. The City confirms that franchised haulers are meeting their minimum 60% recycling requirement through annual audits.

Attached is a memorandum from Siobhan Foster, Director of Public Works provides additional detailed information on the City's Multi-family and Commercial Recycling Program.

2. Villa-Parke Recreational Youth Soccer League to Open Season with Parade of Teams:

On February 23, 2013, the City of Pasadena Human Services and Recreation Department will host the annual soccer season opening inaugural parade for the Villa-Parke Recreational Youth Soccer League. The event will be held from 10 a.m. to 2 p.m. on the soccer field adjacent to Villa-Parke Community Center, 363 East Villa Street.

A parade of approximately 68 youth soccer teams with players in uniform will be introduced to the community. City of Pasadena representatives will be on hand for the festivities. Youth and adult soccer exhibition games are also scheduled to follow the parade.

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100 N. Garfield Avenue, Room 231
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jgutierrez@cityofpasadena.net

The public is invited and admission is free. Please contact Jorge Carcamo at (626) 744-6514 for event details.

3. **The Impact of Our Crumbling Infrastructure on California's Economy:**

I have attached an article from the February 2013 monthly magazine of the League of California Cities Western City which focused on infrastructure and public works. One of the League's strategic priorities for 2013 (www.cacities.org/priorities) is to "Expand community and economic development tools and funding options for city services." This includes finding new ways to support investment in public infrastructure and expansion of affordable housing. The message was written by League President, Bill Bogaard.

4. **Rose Bowl Renovation Project Weekly Update:**

Attached is the most current schedule for the Rose Bowl Renovation Project as provided by Darryl Dunn, General Manager of the Rose Bowl.

Respectfully submitted,



JULIE A. GUTIERREZ
Assistant City Manager

/attachments

MEMORANDUM - CITY OF PASADENA
DEPARTMENT OF PUBLIC WORKS

DATE: February 20, 2013
TO: Michael J. Beck, City Manager
FROM: Siobhan Foster, Director
RE: Multi-family and Commercial Recycling Program

State law (AB341) requires apartment complexes/multifamily housing communities with five or more units and businesses to recycle. These properties receive trash collection services from the City of Pasadena's franchised haulers. The City's franchise agreement with these haulers and Chapter 8.61.175 of the Pasadena Municipal Code (PMC) requires each franchised hauler to collect recyclable materials at least once per week and meet a minimum recycling diversion rate of 60% on a monthly basis and on an annual basis for the solid waste collected. The City confirms that franchised haulers are meeting their minimum 60% recycling requirement through annual audits.

Currently, the majority of recycling for apartment buildings and businesses happens behind the scenes. Instead of separate trash and recycling collection containers, customers commingle waste in the same collection container. The franchised hauler sends the commingled waste to a material recovery facility (MRF) where manual and mechanical sorting processes separate out recyclable materials.

The sorted recyclable materials undergo further processing required to meet technical specifications established by end-markets. Recovered materials include paper, cardboard and chipboard, plastics (1-6), glass bottles and jars, metal and aluminum cans, bundled plastic bags and dry cleaner bags, and Styrofoam. The remaining balance of the mixed waste stream is sent to a disposal facility such as a landfill.

The City's franchise agreement and PMC Chapter 8.61.170 requires franchised haulers are to provide education and informational literature to its customers describing the recycling services provided, materials to be recycled, participation instructions, and the franchisee's telephone number. This must occur at intervals no greater than six months.

Apartment property managers and business owners may request dedicated recycling bins on site. Franchised haulers can provide separate recycling receptacles upon request for an additional fee. Dedicated recycling bins may yield a higher percentage of material recovered and increase customer awareness and satisfaction with the program.

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For more information, please contact Gabriel Silva, Environmental Programs Manager in the Department of Public Works by telephone at (626)744-4721 or e-mail at gsilva@cityofpasadena.net.

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The Impact of Our Crumbling Infrastructure on California's Economy

BY BILL BOGAARD



This month *Western City* focuses on infrastructure and public works. One of the League's strategic priorities for 2013 (www.cacities.org/priorities) is to "Expand community and economic development tools and funding options for city services." This includes finding new ways to support investment in public infrastructure and expansion of affordable housing.

During the past two years activities in the Legislature have been focused on trying to stabilize the state's fiscal situation and address the budget deficit. With the passage of Proposition 30 in November 2012, the prospects for achieving this are much improved.

Assessing the Condition of Infrastructure

According to the American Society of Civil Engineers (ASCE), infrastructure investment has not kept up with the demands of California's growing population and much-needed renewal and maintenance continues to be delayed. The ASCE published its *California Infrastructure Report Card* in 2012 (online at www.ascecareportcard.org), which gave the state's infrastructure an overall grade of "C" and indicated that an additional annual investment of \$65 billion is needed.

The report card provides an evaluation and letter grade for eight of California's critical infrastructure areas:

Aviation	C+
Levees/Flood Control	D
Ports	B-
Solid Waste	B
Transportation	C-
Urban Runoff	D+
Wastewater	C+

Water

C

More than 100 civil engineering professionals with specialized technical expertise analyzed data and evaluated reports on the physical conditions of the infrastructure areas to produce a fact-based assessment. In almost every category, lack of funding was cited as a reason for the low grades.

When the ASCE released its previous report card in 2006, it set the amount needed to repair and upgrade infrastructure at \$37 billion annually. Six years later, that price tag is \$65 billion annually.

A new report by the League echoes the findings of the ASCE report card. The *2012 California Statewide Local Streets and Roads Needs Assessment*, which will be released next month, surveyed all 58 counties and 482 cities and covers 98 percent of the local streets and roads system. The report shows that delaying repairs carries a high cost, both economically and from a public safety standpoint. Essentially, the longer this work is delayed, the more expensive it becomes, because deterioration occurs every day. (For more about the report, see *New Report on Roads: Fix Problems Now or Pay More Later.*)

What Local Governments Need

Municipal infrastructure urgently requires upgrades and repairs — and a way to pay for them. California's cities have lost ground in their ability to address infrastructure and affordable housing issues over the past two years, primarily due to the loss of redevelopment.

In response, in early 2012 the League launched its Task Force on the Next Generation of Economic Development Tools. The task force has been working with legislators to help address legal points that have prevented infrastructure financing districts from functioning as effective economic development tools for cities. Early in the 2013–14 legislative session, Sen. Lois Wolk (D-Davis) introduced SB 33, a measure to update Infrastructure Financing District law and make it a useful tool to help cities maintain, repair and rebuild critical infrastructure and create economic development in their communities.

An effort has also begun in the Legislature to create some type of replacement tool for redevelopment, including the introduction of SB 1 by Sen. Darrell Steinberg (D-Sacramento). As this effort progresses, we need to make sure the end result is workable for the communities that need it most. The League looks forward to working with our state policy-makers to help craft viable solutions.

To meet the challenges related to infrastructure, local governments need more options and flexibility — including broader authority to go to the voters, with a lower vote threshold so that local communities can take care of their own infrastructure needs.

The Role of Infrastructure in Meeting State's Goals

The state's goals around reducing greenhouse gas emissions are based on a vision that concentrates growth in urban cores and utilizes transit more fully. For these policies to succeed, cities must also be successful — and that requires, to a great extent, having the necessary infrastructure improvements to support this vision.

About 83 percent of the state's population lives in cities, where most jobs are located. The state's population continues to grow at a rate of about 300,000 to 400,000 per year. Most of these people will be living in cities. To avoid sprawl and meet the state's environmental goals, cities need resources and a larger solution to California's infrastructure problems.

Affordable housing, which typically requires subsidies, is another area that requires state policy-makers' attention. California does not have a mechanism to support affordable housing development. The state should step up and find a way to invest in affordable housing, which is essential to maintaining a vital workforce.

State and local governments must work together to develop long-term strategies for meeting the goals of reducing greenhouse gas emissions and supporting economic development. One thing is certain — these goals are not going to be met by neglecting infrastructure.

Seeking the Governor's Vision

Gov. Jerry Brown has indicated that he wants to focus on completing some long-term infrastructure projects, including the state's water delivery system. Given California's population and seismic issues, significant investments are needed in the state's water system.

But water is only one piece of the infrastructure puzzle. What is Gov. Brown's vision for how cities are going to upgrade and repair crumbling roads, bridges and more? As the former mayor of Oakland for eight years, he is familiar with the infrastructure needs of cities and understands that addressing them is critical to our state's future.

We stand ready to work with Gov. Brown to meet the challenges that face California. With the passage of Prop. 30, it's time to talk about the future. As the condition of roads, bridges and other infrastructure continues to deteriorate, we need a plan that involves state and local governments working together for the long-term benefit of California.

PROJECT PLANNING SCHEDULE

2/19/2013

February							March							April							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	
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24	25	26	27	28			31							28	29	30					

- February 20, 2013: CONCACAF Media Day (Court of Champions)
- February 25, 2013: Legacy Organization Meeting (9:30am/ Admin)
- February 25, 2013: Weekly Update Meeting (11am/ Media Center)
- February 26, 2013: Police Drivers Training Course (7am-4pm/ South Lot F)
- February 27, 2013: Finance Meeting (8am/ Conference Room)
- February 27, 2013: Safety Meeting (Noon/ Conference Room)
- February 28, 2013: RBOC Operations Committee Meeting (5pm/ Conference Room)
- March 1, 2013: Police Drivers Training Course (7am-4pm/ South Lot F)
- March 4, 2013: Legacy Organization Meeting (9:30am/ Admin)
- March 4, 2013: Weekly Update Meeting (11am/ Media Center)
- March 6, 2013: Local Hire Advisory Meeting (4pm/ Brookside)
- March 9, 2013: Field Event
- **March 10, 2013: Flea Market**
- March 11, 2013: Legacy Organization Meeting (9:30am/ Admin)
- March 11, 2013: Weekly Update Meeting (11am/ Media Center)
- March 14, 2013: Neighborhood Meeting (7:30am/ Brookside)
- March 14, 2013: Syracuse- Stadium Tour (9:30am)
- March 18, 2013: Legacy Coordination Meeting (9:30am/ Admin)
- March 19, 2013: Police Drivers Training Course (7am-4pm/ South Lot F)
- March 20, 2013: BBM contractor appreciation lunch (11:30am/ South Lot F)
- **March 23, 2013: Pasadena Triathlon**