

Agenda Report

November 3, 2014

TO: Honorable Mayor and City Council

FROM: Department of Public Works

SUBJECT: ADOPT A RESOLUTION APPROVING A FIVE YEAR RUBBERIZED PAVEMENT GRANT PROGRAM APPLICATION AND AGREEMENT WITH THE STATE OF CALIFORNIA DEPARTMENT OF RESOURCES RECYCLING AND RECOVERY

RECOMMENDATION:

It is recommended that the City Council:

1. Adopt a resolution approving a Rubberized Pavement Grant Program between the City of Pasadena and the State of California Department of Resources Recycling and Recovery; and
2. Authorize the City Manager or his designee to execute all necessary applications, contracts, agreements, amendments, and payment requests hereto for the purposes of securing grant funds and to implement and carry out the purposes specified in the grant application, on behalf of the City of Pasadena.

BACKGROUND:

The State of California Department of Resources Recycling and Recovery (CalRecycle) receives an annual appropriation from the California Tire Recycling Management Fund to administer the Tire Recycling Act and related legislation. As part of the Tire Recycling Act and pursuant to the requirements of SB 369 (Simitian), CalRecycle is offering the Rubberized Pavement Grant Program to encourage the use of waste tire rubber, and thereby reduce the landfill disposal and stockpiling of California-generated waste tires. Public Resources Code Sections 42872 and 42873 allow for the awarding of grants to public entities for funding public works projects that use rubberized pavement.

CalRecycle will award the grants on a competitive basis. This competitive grant program promotes markets for rubberized pavement products derived from 100 percent

recycled California-generated waste tires. The program is designed to encourage first-time or limited-users of rubberized pavement.

The Five Year Plan for the Waste Tire Recycling Management Program (FYs 2014 to 2018) allocates \$3,000,000 each for FYs 2015 and 2016 of the Pavement Grant Program. Additionally, the FY 2015 Budget Act includes an additional \$5,000,000 allocation for rubberized pavement grants each fiscal year through 2019.

CalRecycle will fund \$7 per ton of rubberized asphalt costs, with a funding limit of \$250,000 per applicant/jurisdiction per fiscal year. The amount for which the City will apply in the FY 2015 round will be determined in spring 2015 based on street selection and budget of upcoming Preventive Maintenance projects.

Rubberized asphalt has been used throughout the City for many previous projects including: Improvement of Green Street and Fair Oaks Avenue; Improvement of Arroyo Boulevard from Rose Bowl Drive to Seco Street and Vicinity; and Preventive Maintenance of Streets – 2013. All of these projects have performed well. Aside from being environmentally friendly, rubberized asphalt is durable, safe and quiet. It has a longer life cycle than conventional asphalt, reducing maintenance costs. While it is more expensive than conventional asphalt (generally \$10 per ton more for rubberized asphalt versus conventional asphalt cost of approximately \$80 per ton), the Rubberized Pavement Grant Program will offset this additional cost.

COUNCIL POLICY CONSIDERATION:

The project is consistent with the City Council's goal to improve, maintain and enhance public facilities and infrastructure. It also supports the Public Facilities Element of the General Plan by maintaining public facilities to enhance the quality of life of the community.

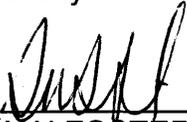
ENVIRONMENTAL ANALYSIS:

The proposed projects have not undergone environmental review yet, but City of Pasadena resurfacing projects are typically categorically exempt under the California Environmental Quality Act (CEQA) Guidelines in Section 15301 (c), Existing Facilities, of the California Code of Regulations Title 14, Chapter 3. This exemption includes minor alterations involving negligible expansion of use beyond that previously existing. A Notice of Exemption for the project will be filed with the Los Angeles County Clerk as project documents are completed. There are no circumstances which would require further environmental review at this time.

FISCAL IMPACT:

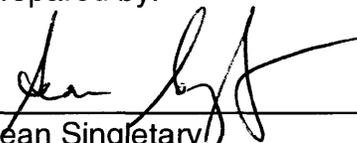
The grant funding will not increase the original project budgets. If awarded, the cost savings from the grant reimbursement will make resurfacing funds available for other uses such as sidewalk repair, curb ramp installations, and other public right-of-way upgrades. If awarded, the grant will be valid until April 1, 2017 and funding will be received in incremental amounts as projects are completed. The funds will be recognized and appropriated in the CIP budget.

Respectfully submitted,



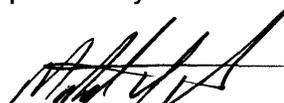
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MICHAEL J. BECK
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