



Date: March 22, 2011
To: Honorable Mayor and City Council
From: Councilmember DeLong, Chair, Budget Oversight Committee
Subject: **STREET SWEEPING OPERATIONS**

The Budget Oversight Committee, at its meeting held Wednesday, March 9, 2011, considered communications relative to the above subject.

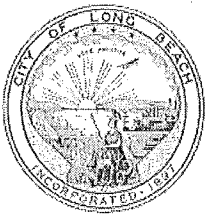
It is the recommendation of the Budget Oversight Committee to the City Council to request City staff to determine the benefits that may be realized by Long Beach residents as a result of contracting out the City's Street Sweeping Operations.

Respectfully submitted,

BUDGET OVERSIGHT COMMITTEE

Councilmember, Gary DeLong, Chair

Attachment(s)



City of Long Beach

Working Together to Serve

Memorandum
3rd Council District

8

Date: March 9, 2011

To: Members of the Budget Oversight Committee

From: Gary DeLong, Chair, Budget Oversight Committee *GD*

Subject: Street Sweeping Optimization

As the City of Long Beach will be grappling with projected budget deficits over the next several years, it is appropriate to evaluate all City programs in an effort to determine if services can be provided to residents and businesses in a more cost effective and efficient manner.

The City of Long Beach currently conducts its own Street Sweeping within the Environmental Services Bureau (ESB). Street sweeping is conducted once a week, on two alternate days for opposite sides of the street, and is important for the cleanliness and health of the City. The City sweeps approximately 154,000 miles of streets and removes approximately 10,500 tons of debris each year that would otherwise enter the City's storm drain system.

The street sweeping program is a necessary operation and ESB has continually received approximately a satisfaction rate of approximately 75% from surveyed respondents. For FY 11, expenditures are \$3.05 million and revenues are \$3.27 million. Street sweeping is self-sustaining and revenue generating due to mutually dependent parking enforcement operations. The street sweeping program requires 22 full-time employees.

Over the last few years, other cities have reviewed their street sweeping functions and realized significant reductions in cost by contracting out this service. The City of Newport Beach has implemented a 10-year agreement with a phased in approach where every few months more roadway sections are added to the contract, and has experienced both cost savings and positive community feedback. The City of Glendora outsourced their sweeping operations in 2006, and has experienced fewer complaints and more satisfaction with the private sweepers while experiencing significant cost reductions. The City of Pomona bid out their services in 2009 for a 3 year contract, with a 2 year renewal option.

Neighboring Cities have also experienced similar results. The City of Lakewood uses a contracted sweeping service, and the sweepers are powered by a green fleet of Compressed Natural Gas (CNG) vehicles. The CNG fueling facility is operated by the contractor and is a co-op between Lakewood, Bellflower and Bellflower USD. Paramount has been using a private sweeper since the mid nineties and has received positive benefits. The cities of Downey and Carson also use a contractor and have observed positive results.

Additionally, as reported in a recent edition of USA Today, California public sector employees are paid significantly more than their private sector peers. This is due to California public sector employee compensation increasing 28% above the inflation rate from 2000 to 2009.

Long Beach should review the actions taken by neighboring Cities in the region and determine if changes would be beneficial to our community. The goals are as follows: Reduce costs, maintain or improve customer responsiveness and satisfaction, accountability and transparency, and implement a 100% green fleet.

Recommended Action: Request the Budget Oversight Committee recommend that the City Council direct City staff to determine the benefits that may be realized by Long Beach residents as a result of contracting out the City's Street Sweeping operations.

Fw: LB Council Budget Oversight Committee - Proposed Study of Street Sweeping

Larry Herrera

to:

Gloria Harper

03/09/2011 10:06 AM

Show Details

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For the file. Thanks.

Larry Herrera, City Clerk
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802
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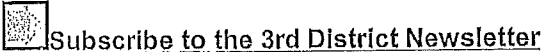
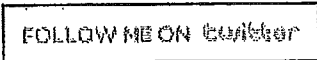
From: Council District3
Sent: 03/09/2011 09:35 AM PST
To: Joe Weinstein <jweins123@hotmail.com>
Cc: cityclerk@longbeach.gov
Subject: Re: LB Council Budget Oversight Committee - Proposed Study of Street Sweeping

Dear Mr. Weinstein,

Thank you for your letter regarding Street Sweeping. I will make sure that Councilmember DeLong receives your comments in preparation for the Budget Oversight Committee meeting.

If you have any other questions or concerns, please contact our office. Thank you.

Sincerely,
Joseph D. Toney
Office of Councilmember Gary DeLong
3rd District
City of Long Beach
(562) 570-6300
(562) 570-6186
www.LongBeach.Gov/District3



From: Joe Weinstein <jweins123@hotmail.com>
To: <district3@longbeach.gov>, <district2@longbeach.gov>, <district4@longbeach.gov>
Date: 03/08/2011 09:52 PM
Subject: LB Council Budget Oversight Committee - Proposed Study of Street Sweeping

March 2011

To: Members, Budget Oversight Committee, Long Beach City Council

Dear Committee Members

You are considering asking for a comparative study between two scenarios for Long Beach's street-sweeping program. One scenario would continue the program in-house, the other would contract it out.

For fact-minded common-sense-minded taxpayers NEITHER scenario makes sense.

NO time-wasting money-wasting study is needed.

Existing available facts make it clear that all but a small fraction of the street sweeping program (the unscheduled fraction that leans up accident sites) is worse than useless, and can and should simply be CANNED!

To aid your decision, please note the following list of 8 street-sweeping myths that are touted constantly in and from City Hall. And please go on to read the 8 simple facts which contradict all these myths - simple facts based on common sense and on data in actual FY 2009 sweeping found in the FY 2011 Budget.

It's time for Long Beach budgeting and budget review to get past the myths, stop ducking behind irrelevant studies, and act on the facts.

Sincerely,
 Joe Weinstein (Joseph M. Weinstein, Ph.D.)
 1000 Linden Ave.
 Long Beach CA 90807

DOCUMENTED FACTS AND COMMON SENSE
 CONTRADICT EIGHT TOUTED MYTHS ABOUT LONG BEACH STREET SWEEPING

Myth 1 - Sweeping is needed for healthy and safe streets
 WRONG - see Fact 1

Myth 2 - Sweeping is an important complement to regular trash collection
 WRONG - see Fact 2

Myth 3 - Sweeping is an efficient complement to regular trash collection
 WRONG - see Fact 3

Myth 4 - Sweeping has positive environmental and civic benefit
 WRONG - see Fact 4

Myth 5 - Sweeping is needed in order to enforce lucrative parking bans
 WRONG - see Fact 5

Myth 6 - Sweeping costs are negligible
 WRONG - see Fact 6

Myth 7 - Sweeping in fact pays for itself and even makes money
 WRONG - see Fact 7

Myth 8 - Sweeping is a success because most people seem 'satisfied' with it
 WRONG - see Fact 8

Common sense and documented facts together refute each of these myths. Annual data used below are for actual FY 2009, as given in or readily calculated from numbers presented in the city's FY 2011 Budget (Fall 2010) for the Environmental Services Bureau (ESB) of the Public Works Department.

FACT 1 - Scheduled weekly sweeping does about NIL for healthy and safe streets

No one has cited ANY kind of pathogen or safety hazard that can be allowed to sit in the gutter for up to six days but then gets dangerous if not swept up on the seventh day!!

What actually keeps our streets and gutters and even drains clean enough to be safe are the good sense, attention and intervention of responsible residents and property owners. This continuous everyday effort, tailored to the seasons and their impacts, cannot rely on - indeed is scarcely aided by - a few minutes per block of rain-or-shine sweeping on one day of the week.

Of the entire street-sweeping program what is truly useful is not the routine gutter-sweeping but rather the unscheduled accident site cleanups. Everything else, including the removal of usual amounts of potentially and even actually drain-clogging trash, should be in principle - as it is anyhow almost always in fact - the routine responsibility of neighborhood property owners and residents.

FACT 2 - Sweeping does NOT pick up significant trash

The total city-wide annual trash pickup - 10,500 tons - amounts to under 1.3 pounds per week per 50-foot property frontage. By comparison, regular collection from trash bins removes 18.5 times as much debris - 194,100 tons annually. (In addition, regular collection from recycling bins annually removes another 26,700 tons of disposables.)

FACT 3 - Sweeping is highly INEFFICIENT

In cost per-ton of debris removed, weekly sweeping can be compared with weekly pickup from trash bins. For bin pickup, the budget data give a direct cost-per-ton figure: \$40. For sweeping, neither total sweeping cost nor per-ton cost is given, but a per-curb-mile cost is given, as well as total curb miles swept. When these data are combined, the resulting cost-per-ton is \$401.

In other words, each extra pound of debris adds 10 TIMES as much to collection cost if littered in the gutter rather than deposited in the nearest trash bin.

FACT 4 - Sweeping has NEGATIVE environmental and civic (and fiscal) impact

City Hall verbiage greenwashes the sweeping program as an 'environmental service'. In actual fact the sweeping serves to CONTRADICT the message of responsible citizenship and responsible environmental conduct promoted by Litter Free Long Beach. Sweeping sends the message: litter a gutter, and the city (or its contractors) will pick up after you - gratis.

In effect the sweeping SUBSIDIZES BAD BEHAVIOR (gutter littering). Worse (considering Fact 3) the subsidy of each instance of bad behavior costs the city 10 TIMES as much as to support the corresponding feasible good behavior (use of a nearby trash bin).

FACT 5 - Actual sweeping is NOT needed in order to enforce parking bans

The city uses POTENTIAL sweeping as an excuse for weekly four-hour parking bans which - when enforced - can be lucrative (to the city, not to drivers). Use of that excuse and enforcement of the ban does NOT require the city to undertake costly ACTUAL sweeping - any more than the all-hours parking ban at fire hydrants, to permit POTENTIAL use of the hydrants, requires the city to ACTUALLY run a fire truck every four hours to every hydrant.

FACT 6 - Sweeping is COSTLY, and even has dubiously hidden costs

For street sweeping in FY09, the recorded expenditure (in the FY 2011 Budget) was \$2.6 million from the General Fund. Normally, one would expect that a program's stated expenditure would cover all costs of the program's function - in this case sweeping - plus program overhead (fixed costs).

For this program the contrary seems true. The \$2.6 million does not cover even just the calculated costs of sweeping, let alone any program overhead. Sweeping alone (10,500 tons at \$401 per ton) cost just over \$4.2 million. Evidently FY 2009 sweeping costs were also quietly covered by \$1.6 million from other funds not mentioned in the FY 2011 Budget discussion on sweeping.

The FY 2010 Budget gave a partial if disturbing clue on this situation. In that Budget, a brief sentence (in the 'Results Narrative' for sweeping) hints obliquely that in FY 2010, as in FY 2009, sweeping would continue to use \$1 million of funds which in fact the budget allocates to bin pickup, not to sweeping. For this budgetary obfuscation (or - less politely - falsification), the brief rumbulo-jumbo justification given was that a study had shown that between sweeping and bin-pickup there is a 'nexus' (Latin impressively legal-sounding word meaning simply 'connection').

ACT 7 - Sweeping does NOT pay for itself

Sweeping in fact COSTS money - as we have seen. What DOES pay (the city) is parking bans and their enforcement. Some folks claim that the actual sweeping - as versus simply enforcing the weekly 4-hour parking bans - in fact helps make money for the city. Such a claim uses an old phony-baloney accounting trick, where a source of expense is brazenly bundled with source of income, and then is misrepresented as being that source or as being required for the income.

According to an old story, a wily drunkard habitually pulled that trick. Every payday he would head to the nearest tavern, drink away most of his pay, bring home the remnant, and then brag to his wife that his drinking binges actually made money - after all, every time he went drinking he brought home extra money!

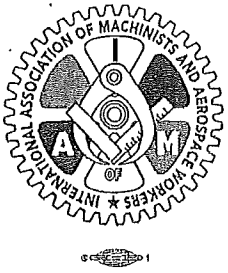
ACT 8 - A 'satisfactory' sweeping program does NOT make the program a real success

SB claims to measure the 'success' of the sweeping program by the high fraction (75%) of respondents to one survey who were 'satisfied' with the existing program.

The measure is uninformative, as the survey apparently noted no alternative to current sweeping (and parking) that would be considered if respondents weren't 'satisfied'.

The measure is anyhow irrelevant. For the city budget what should count as 'success' is not how 'satisfactory' an existing program may seem in isolation, but whether its benefits are impressive when the program is COMPARED with ALTERNATIVE ways to spend some or all the same funds. For instance, Public Works expends 22 full-time-equivalent staff (FTE) on sweeping but devotes only 55 FTE to the city's entire (and woefully inadequate) street-pavements and street-trees maintenance program, including timely replacement of the now many super-mature street trees. An adequate program likely could readily absorb and far more productively aid property values and life quality by using the entire 22 FTE now expended on sweeping.

END: DOCUMENTED FACTS AND COMMON SENSE
 CONTRADICT EIGHT TOUTED MYTHS ABOUT LONG BEACH STREET SWEEPING
 Joe Weinstein, 8 March 2011)
 Thanks for your read and heed.



IAMAW DISTRICT LODGE 947

535 W. Willow St. • Long Beach, CA 90806 • (562) 427-8900 • Fax (562) 427-1122

March 9, 2011

Budget Oversight Committee
City of Long Beach
333 W. Ocean Boulevard
Long Beach, CA 90802

RE: Street Sweeping Optimization

The Machinists Union challenges various statements in Chair Gary DeLong's memorandum to support Street Sweeping Optimization. As the employee representative, we support true optimization of City Services that yield increased service to the citizens, especially considering 71%, or 16 of the employees potentially impacted are Long Beach residents!

Chair DeLong's brief report outlining the general functions of street sweeping completely omits the additional services provided by the Environmental Services Bureau during and after major events like the Long Beach Grand Prix, various parades and festivals. The Bureau is also available during and after emergencies where a contractor would not be.

Chair DeLong's presumptive proposal is limited to contracting out a service where the money they bring in is \$.22 million more than they cost. The union will demand that if staff is directed to only explore contracting out this service, the cost of the study should be included in the cost of contracting out. We will also request fixed cost information and request corresponding reductions in pay or elimination of management positions which currently have oversight – a step consistently missed by the management in Long Beach. With regard to the 75% customer satisfaction rating, the union would explore the reasons behind the 25% dissatisfaction rating and seek to deliver a better product to the residents.

Many of the cities listed as using contracted street sweeping services are contract cities that contract out most of their services. The union fully supports converting the fleet to a green fleet, especially utilizing Compressed Natural Gas to keep services in-house. The union also supports an expansion of contracted-in service such as we do with Animal Care and Control.

Chair DeLong sites USA Today as his source for public sector employees being paid more than their private sector peers, and that public sector pay has risen 28% above the inflation rate. That is not the case in Long Beach, and this level of local control would be lost if you were to privatize this service. Long Beach consistently ranks last or close to last in terms of wages. Please review the following chart of actual pay increases versus the Bureau of Labor Statistic's history of inflation by year:

/

MOU Pay Increases vs. BLS Inflation
(MOUs on file with Human Resources – see attached for BLS)

04/01/00	3%		Inflation:	3.4
01/01/01	2%			
07/01/01	1%			2.8
07/01/02	0%			1.6
10/01/03	3% (2% for Non-career)			2.3
10/01/04	0%	-1% to pay PERS		2.7
10/01/05	0%			3.4
03/04/06	3%	-1% to pay PERS		3.2
01/01/07	2%			
07/01/07	3%	-1% to pay Medical		2.8
04/01/08	2%			
10/01/08	3%	-1% to pay Medical		3.8
10/01/09	0%	-1% to pay Medical (deferral negotiated)		-.4
22% - 5% = 17% - 25.6% inflation = -8.6%				

It is time to stop demonizing your constituents, the residents of Long Beach who also happen to be City employees. Recognize that this is a marketable service to surrounding cities and begin exploring the process of contracting in rather than contracting out. Your constituents make a livable wage as City employees with benefits for which they now share the cost, and they provide services beyond that which a contractor would provide.

This Committee should instead explore a complete restructuring of management as rank and file employees represented by the IAM have been reduced by roughly 1000, whether contracted out or eliminated out right, but management ranks have grown and garner higher and higher salaries. Rather than targeting services that are being delivered with revenue to spare, this Committee should consider the delivery of benefits – a service where the costs have increased exponentially while benefits have been cut. Utilizing a multi-employer trust fund would also shift the multi-million dollar GASB45 obligation from the City to a Trust.

Sincerely,

Janet Schabow, BR
IAMAW DL947

1981	87.0	87.9	88.5	89.1	89.8	90.6	91.6	92.3	93.2	93.4	93.7	94.0	90.9	8.9	10.3
1982	94.3	94.6	94.5	94.9	95.8	97.0	97.5	97.7	97.9	98.2	98.0	97.6	96.5	3.8	6.2
1983	97.8	97.9	97.9	98.6	99.2	99.5	99.9	100.2	100.7	101.0	101.2	101.3	99.6	3.8	3.2
1984	101.9	102.4	102.6	103.1	103.4	103.7	104.1	104.5	105.0	105.3	105.3	105.3	103.9	3.9	4.3
1985	105.5	106.0	106.4	106.9	107.3	107.6	107.8	108.0	108.3	108.7	109.0	109.3	107.6	3.8	3.6
1986	109.6	109.3	108.8	108.6	108.9	109.5	109.5	109.7	110.2	110.3	110.4	110.5	109.6	1.1	1.9
1987	111.2	111.6	112.1	112.7	113.1	113.5	113.8	114.4	115.0	115.3	115.4	115.4	113.6	4.4	3.6
1988	115.7	116.0	116.5	117.1	117.5	118.0	118.5	119.0	119.8	120.2	120.3	120.5	118.3	4.4	4.1
1989	121.1	121.6	122.3	123.1	123.8	124.1	124.4	124.6	125.0	125.6	125.9	126.1	124.0	4.6	4.8
1990	127.4	128.0	128.7	128.9	129.2	129.9	130.4	131.6	132.7	133.5	133.8	133.8	130.7	6.1	5.4
1991	134.6	134.8	135.0	135.2	135.6	136.0	136.2	136.6	137.2	137.4	137.8	137.9	136.2	3.1	4.2
1992	138.1	138.6	139.3	139.5	139.7	140.2	140.5	140.9	141.3	141.8	142.0	141.9	140.3	2.9	3.0
1993	142.6	143.1	143.6	144.0	144.2	144.4	144.4	144.8	145.1	145.7	145.8	145.8	144.5	2.7	3.0
1994	146.2	146.7	147.2	147.4	147.5	148.0	148.4	149.0	149.4	149.5	149.7	149.7	148.2	2.7	2.6
1995	150.3	150.9	151.4	151.9	152.2	152.5	152.5	152.9	153.2	153.7	153.6	153.5	152.4	2.5	2.8
1996	154.4	154.9	155.7	156.3	156.6	156.7	157.0	157.3	157.8	158.3	158.6	158.6	156.9	3.3	3.0
1997	159.1	159.6	160.0	160.2	160.1	160.3	160.5	160.8	161.2	161.6	161.5	161.3	160.5	1.7	2.3
1998	161.6	161.9	162.2	162.5	162.8	163.0	163.2	163.4	163.6	164.0	164.0	163.9	163.0	1.6	1.6
1999	164.3	164.5	165.0	166.2	166.2	166.2	166.7	167.1	167.9	168.2	168.3	168.3	166.6	2.7	2.2
2000	168.8	169.8	171.2	171.3	171.5	172.4	172.8	172.8	173.7	174.0	174.1	174.0	172.2	3.4	3.4
2001	175.1	175.8	176.2	176.9	177.7	178.0	177.5	177.5	178.3	177.7	177.4	176.7	177.1	1.6	2.8
2002	177.1	177.8	178.8	179.8	179.8	179.9	180.1	180.7	181.0	181.3	181.3	180.9	179.9	2.4	1.6
2003	181.7	183.1	184.2	183.8	183.5	183.7	183.9	184.6	185.2	185.0	184.5	184.3	184.0	1.9	2.3
2004	185.2	186.2	187.4	188.0	189.1	189.7	189.4	189.5	189.9	190.9	191.0	190.3	188.9	3.3	2.7
2005	190.7	191.8	193.3	194.6	194.4	194.5	195.4	196.4	198.8	199.2	197.6	196.8	195.3	3.4	3.4
2006	198.3	198.7	199.8	201.5	202.5	202.9	203.5	203.9	202.9	201.8	201.5	201.8	201.6	2.5	3.2
2007	202.416	203.499	205.352	206.686	207.949	208.352	208.299	207.917	208.490	208.936	210.177	210.036	207.342	4.1	2.8
2008	211.080	211.693	213.528	214.823	216.632	218.815	219.964	219.086	218.783	216.573	212.425	210.228	215.303	0.1	3.8
2009	211.143	212.193	212.709	213.240	213.856	215.693	215.351	215.834	215.969	216.177	216.330	215.949	214.537	2.7	-0.4
2010	216.687	216.741	217.631	218.009	218.178	217.965	218.011	218.312	218.439	218.711	218.803	219.179	218.056	1.5	1.6
2011	220.223														