

**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**

249




FROM: TLMA – Transportation Dept.

SUBMITTAL DATE: June 2, 2003

SUBJECT: Evaluation of the Pilot Litter Control Program on Selected County-Maintained Roads

RECOMMENDED MOTION: That the Board evaluate the effectiveness of the Pilot Litter Control Program on selected County-maintained Roads and, if there is a desire to continue the program, refer the item to the Executive Office for funding as part of the FY 03-04 budget.

BACKGROUND: On April 23, 2002 (Item 3.30), the Board of Supervisors authorized the establishment of a Pilot Litter Control Program along designated segments of County-maintained roads. Approximately 50 miles of roadway were selected (10 miles in each Supervisorial District), which are described in Attachment A. On May 2, 2002 (Item 3.19), the Board authorized the expenditure of \$120,000 in Development Agreement Public Services Offset funds in support of the program. These funds were used to hire a crew of six TAP employees to perform the clean-up work. The Transportation Department provided a crew supervisor, vehicles to transport the crew and collect the litter, and other support personnel as required to operate the program for


George A. Johnson
Director of Transportation

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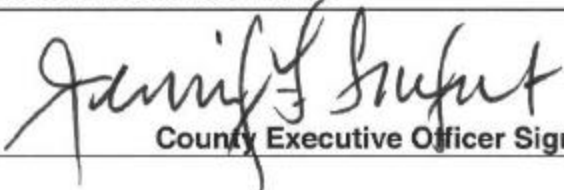
FINANCIAL DATA:

CURRENT YEAR COST	\$90,000	ANNUAL COST:	\$ 120,000
NET COUNTY COST	To be determined	IN CURRENT YEAR BUDGET:	Yes/ No/
		BUDGET ADJUSTMENT:	Yes/ No/
		FY:	

SOURCE OF FUNDS: Development Agreement Public Service Offset Funds

C.E.O. RECOMMENDATION:

APPROVE


County Executive Officer Signature

Department Recommendation: Policy Consent
Per Executive Office: Policy Consent

Prev. Agn. Ref.

Dist. All

AGENDA NO.

The Honorable Board of Supervisors
RE: Evaluation of Pilot Litter Control Program
on Selected County-Maintained Roads
June 2, 2003
Page 2 of 3

one year. The Waste Management Department has also participated in the program through the waiver of landfill fees for disposal of litter collected under the program. It should be noted that this program is intended to focus on road-side litter and debris. Collection of heavy and bulky items within the road right-of-way is still being done by the refuse haulers through the Waste Collection Franchise Agreements.

Based on the records that the Transportation Department has kept, the Department has collected approximately 289 tons of litter in approximately a 10-month period. This projects to approximately 347 tons on an annual basis. These projections are conservatively low, in that they do not include litter delivered to the transfer stations in Idyllwild and Anza, which do not provide a dump ticket record. It should also be noted that, in addition to the quantitative aspect, the Department has received positive feedback from the public that they notice and appreciate the County's efforts to keep our roads clean. Another factor that the Board should consider is that litter abatement is part of our overall response to deal with the regulatory requirements of NPDES permits.

In addition to the \$120,000 provided by the Board for TAP labor, the Department projects that we will have spent approximately \$220,000 on the first year of the program to fund a full-time crew supervisor, additional personnel to collect the bags in a dump truck, and the equipment costs. These annual projections are also based on about 10 months of collected data. This results in an overall program cost of approximately \$340,000 annually. The funding provided by the Department is from Gas Tax. Based on the projected annual tonnage, and a \$30/ton fee at the landfill, Waste Management will have absorbed approximately \$10,400 in annual fees, including fees for litter delivered to the Robert E. Nelson Transfer Station operated by Burrtec.

If it is the Board's desire to continue the program for an additional year on a trial basis, the Transportation Department recommends that we hire new TAP personnel rather than hiring a crew of permanent staff. The TAP personnel are limited in their total hours, so we have had to discontinue our use of the current crew. If the Board would like to continue the program as a regular program of work, it should consider staffing it with permanent employees. We should note that the \$120,000 budgeted for TAP last year included only direct labor charges, and not the 22% overhead associated with TAP. Including the overhead, we project that the total TAP charges for the upcoming year would be approximately \$150,000. The cost of providing six full-time positions at the entry level would be approximately \$187,000 annually, as compared to the \$150,000 for TAP. A permanent crew would increase efficiency and productivity, since they would not need to be replaced regularly as we will have to do with TAP. However, the Department would not advise that we hire permanent staff until there is a desire and commitment from the Board to fund this program in the long term, and would recommend continuing this as a Pilot Program for another year.

The Honorable Board of Supervisors
RE: Evaluation of Pilot Litter Control Program
on Selected County-Maintained Roads
June 2, 2003
Page 3 of 3

If the program is extended, the Department recommends that the Board consider the following enhancements:

- 1) Re-evaluate the roads that are designated for litter removal. This will need to be done in some cases to reflect the Supervisorial district boundaries which have changed since the program's inception. The Department should meet with staff from each Supervisor's office to also look at other roads that we receive regular litter complaints on, or which our field personnel have identified as on-going problem areas.
- 2) That this program be integrated and coordinated with a larger effort to reduce litter and trash. Various Board members have been active in the effort to coordinate the County's overall response to this chronic problem, which needs to include participation from many County Departments including law enforcement, County Counsel, Waste Management, etc.
- 3) Provide additional flexibility to the Department in shifting resources to other roads that become more of a problem throughout the year. Currently the program provides for the regular quarterly service on the designated roads, and a two-week period quarterly where we can shift resources to problem areas. We recommend that the Department be given the flexibility to deviate from the designated roads if other roads become more of a problem throughout the year.

ATTACHMENT A

Supervisorial District 1

Van Buren Boulevard	Canyon Ridge (Riverside city limits) to Wood Road	4.7 miles
Knabe	Weirick Road to Forest Boundary	0.8 miles
La Sierra	El Sobrante to Riverside city limits	2.1 miles
Cajalco	Alexander to Wood Road	1.5 miles
Washington Street	Van Buren to Riverside city limits	1.8 miles
		<hr/> 10.9 miles

Supervisorial District 2

Mission Boulevard	Milliken Avenue to Van Buren Boulevard	1.8 miles
Riverside Drive	Etiwanda Avenue to Milliken Avenue	2.1 miles
Market Street	Vio Cero to Santa Ana River	0.3 miles
Granite Hill Drive	Country Village Road to Dell Avenue	4.4 miles
Avalon Street	20 th Street to 24 th Street	0.3 miles
Canal Street	Alta Street to La Rue Street	0.4 miles
68 th Street	Wineville Avenue to Schleisman Road	0.5 miles
Galena	Bain to Rutile	0.3 miles
		<hr/> 10.1 miles

Supervisorial District 3

Newport Road	Goetz Road to Menifee Road	5.2 miles
Patton Avenue	Lemon Road to Rice Road	1.0 miles
Terwilliger Road	Wellman Road to Ramse Road	3.9 miles
		<hr/> 10.1 miles

Supervisory District 4

Varner Road	Rio del Sol to Cathedral	1.0 miles
Tyler Street	62 nd Avenue to 66 th Avenue	2.0 miles
Van Buren Street	58 th Avenue to 60 th Avenue	1.0 miles
60 th Avenue	Van Buren Street to Jackson Street	1.0 miles
61 st Avenue	West of State Highway 86	0.5 miles
53 rd Avenue	Van Buren Street to Jackson Street	1.0 miles
Pierce Street	North of 55 th Avenue	1.5 miles
Polk Street	Airport Boulevard to 60 th Avenue	2.0 miles
		<hr/> 10.0 miles

Supervisory District 5

Pigeon Pass	Moreno Valley city limits to Center Street	4.5 miles
Cowie	Ellis to San Jacinto	1.0 miles
Theda	State Highway 74 to Ellis	1.4 miles
Read Street	Ellis to Cypress	0.3 miles
Seminole	Apache to Johnson	0.5 miles
San Timoteo Canyon Road	Redlands Boulevard easterly	2.5 miles
		<hr/> 10.2 miles