

Solid Waste Management Department Operations, Budget and Recycle Bank Pilot

March 26, 2009



1

Solid Waste Mission

The City of Mesa Solid Waste Management Department is committed to providing excellence in the delivery of solid waste services to Mesa's residents, businesses and visitors.



2

Solid Waste Management Department Operations, Budget and Recycle Bank Pilot

March 26, 2009



1

Solid Waste Mission

The City of Mesa Solid Waste Management Department is committed to providing excellence in the delivery of solid waste services to Mesa's residents, businesses and visitors.



2



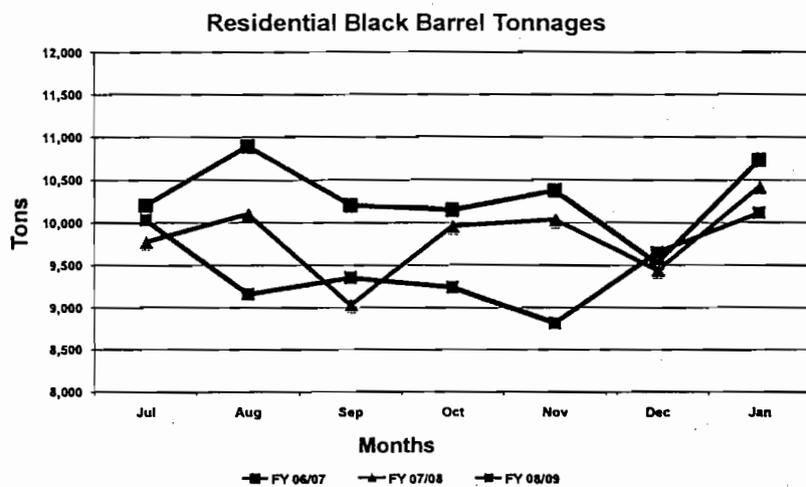
Solid Waste Programs

- Residential Landfill Use
 - Offered at two disposal locations
 - 1 ton per month for \$11
- Drop-off Recycling
- Christmas Tree Recycling

5



Trash Tonnage Trends



6



Trends and Variables

- **Customer Accounts**
 - Showing no significant increase or decrease
- **Tonnage**
 - Trash pounds per home per year are 2,326 down from 2,543
 - Recycling tons remain consistent
- **Revenue**
 - Showing downward trend in recyclables due to the commodities market
 - Expenses below forecasted expectations

7



FY 08/09 Operational Adjustments

- **Routing**
 - Route Reductions
 - 4 Residential
 - 5 Commercial
 - Appliance and Bulk Item Collection
 - Reduced by 50% based on demand.
- **Single-sided Collection**
 - Increasing efficiency
- **Improved Customer Service**
 - Call Center consolidated in January.

8



Landfill Rates

Trash Disposal	<u>FY 08/09:</u>
Salt River Landfill	\$23.50
Waste Management	\$25.28
Apache Junction Landfill	\$22.50
Mesa Transfer Station	\$22.24
Green Waste processing fee:	
Salt River Landfill	\$19.13

9



FY 08/09 and 09/10 Budget Reductions

- **Personal Services**
 - Eliminated 10 positions
 - Managing vacant positions
- **Managing Fleet**
 - Cut growth Front-Load truck
 - Cut replacement Front-Load truck
 - Cut replacement Bin truck
- **Total Savings \$1,289,380**

10



Recycling Activities

- **Recycling Re-education Campaign**
 - Recycle for Reading
 - Partnership with Mesa Public Schools
 - Accepting plastics #1-7
 - Girl Scout Recycling Patch
 - 1st Annual Document Shredding & Electronics Recycling Event
- **Every-Other-Week Recycling Collection Pilot**

11



Mesa Green & Clean

- **Green Sweep/Clean Sweep Program**
 - Building Stronger Neighborhoods
 - Neighborhood clean-ups
 - 1,790 boxes funded this FY 08/09
 - 1,372 total tons collected from July 08-Jan 09
- **Household Hazardous Waste**
 - 4 events per year, at rotating locations.
 - Average of 997 residents participate each event
 - Paint Reuse Program
 - Distributed back to the community
 - Transportation Dept used 1,015 gallons saving over \$14,000 in paint costs.

12



Solid Waste Program Budget

	Budget	Forecast	Forecast
Fiscal Year:	<u>FY 08/09</u>	<u>FY 08/09</u>	<u>FY 09/10</u>
Revenue:	\$48,856,000	\$47,299,000	\$47,315,990
Expenses:	\$35,040,000	\$31,138,000	\$29,883,026
Net Income:	\$13,816,000	\$16,161,000	\$17,432,964
Reserve Fund:	29.5%	24.1%	21.5%

13



Recycling Revenue

Rate	FY 07/08 Avg:	Current 08/09:
Blue Barrel	\$39.97/ton	\$13.97/ton
Cardboard	\$137.00/ton	\$41.00/ton
Newspaper	\$136.54/ton	\$55.00/ton

14



Average Homeowner's Rates

Town of Gilbert	\$14.05
City of Chandler	\$15.07
City of Scottsdale	\$15.69
City of Glendale	\$16.30
City of Tempe	\$19.02
City of Phoenix	\$26.85
City of Mesa	\$23.88

15



FY 09/10 Budget

No rate increase is being recommended for FY 09/10.

Forecasted Rate Increases:

<u>FY 09/10</u>	<u>FY 10/11</u>	<u>FY 11/12</u>	<u>FY 12/13</u>
0.0%	2.7%	2.7%	2.7%

16



Recognitions

- **SWANA Road-E-O - February 28, 2009**
 - 1st Place Front-Load – Bill Cummings
 - 1st Place Roll-Off – Jerry Gonzales
 - Larry Knight Award
- **SWANA Awards - October 23, 2008**
 - Excellence Award Collections Systems (Gold)
 - Professional Achievement Award - Pat Raidy
 - Life Member Award - Willie Black

17



New in Recycling

- **Recycle Bank Pilot**
 - Rewards Program for Recycling
 - Types of rewards – *Shop Mesa*
 - Grant funded
 - Pilot program (10,000 homes)
 - Cost for the program

18

Questions?



CITY OF MESA

Budget Update

March 26, 2009

Presented by the Budget & Research Office



General Fund Revenues

(without Sale of City Property or Grants)

	<u>FY 2008/09 Budget</u>	<u>FY 2008/09 Revised - Nov 2008</u>	<u>FY 2008/09 Estimated EOY</u>	<u>FY 2008/09 Revised vs. FY 2008/09 Estimated</u>	
City Sales Tax	\$124,188,000	\$110,640,000	\$108,857,000	(\$1,783,000)	-1.6%
State Sales Tax	\$40,529,000	\$38,464,000	\$37,338,000	(\$1,126,000)	-2.9%
Vehicle License Tax	\$18,214,000	\$15,665,000	\$15,230,000	(\$435,000)	-2.8%
Licenses & Permits	\$14,070,000	\$8,444,000	\$9,360,000	\$916,000	10.8%
Charges for Services	\$16,418,000	\$15,010,000	\$14,597,000	(\$413,000)	-2.8%
Fines & Forfeitures	\$15,870,000	\$11,705,000	\$12,760,000	\$1,055,000	9.0%
Urban Revenue Sharing	\$67,034,000	\$67,034,000	\$67,034,000	\$0	0.0%
Interest	\$1,623,000	\$1,511,000	\$874,000	(\$637,000)	-42.2%
Other Tax	\$2,398,000	\$2,398,000	\$1,915,000	(\$483,000)	-20.1%
Other Receipts	\$10,747,000	\$8,662,000	\$8,266,000	(\$396,000)	-4.6%
Total	\$311,091,000	\$279,533,000	\$276,231,000	(\$3,302,000)	-1.2%

Other General Fund Revenues

	<u>FY 2008/09 Budget</u>	<u>FY 2008/09 Revised - Nov 2008</u>	<u>FY 2008/09 Estimated EOY</u>	<u>FY 2008/09 Revised vs. FY 2008/09 Estimated</u>	
Grants	\$22,547,000	\$23,946,000	\$26,367,000	\$2,421,000	10.1%
Sale of City Property	\$146,000	\$449,000	\$12,578,000	\$12,129,000	2701.3%

Impact Fee Revenues

	<u>FY 2008/09 Budget</u>	<u>FY 2008/09 Revised - Nov 2008</u>	<u>FY 2008/09 Estimated EOY</u>	<u>FY 2008/09 Revised vs. FY 2008/09 Estimated</u>	
General Government Impact Fees	\$7,083,000	\$3,511,000	\$2,756,000	(\$755,000)	-21.5%
Enterprise Impact Fees	\$11,179,000	\$5,591,000	\$3,736,000	(\$1,855,000)	-33.2%
Total	\$18,262,000	\$9,102,000	\$6,492,000	(\$2,610,000)	-28.7%

- Impact fee revenues were programmed to cover debt service costs. Loss of these revenues impact the General Fund and Enterprise Fund.

Expenditure Reductions in General Fund

	<u>FY 2009/10 FTEs *</u>	<u>FY 2008/09 Impact</u>	<u>FY 2009/10 Impact</u>
Citywide Reductions			
Compensation Adjustments		(\$6,810,000)	(\$14,362,000)
Enterprise Cost Savings & Efficiency Gains		(\$5,000,000)	(\$5,000,000)
Other Adjustments		(\$3,740,000)	(\$2,540,000)
Total Citywide		<u>(\$15,550,000)</u>	<u>(\$21,902,000)</u>
Department Reductions	(386)	(\$25,038,000)	(\$40,526,000)
Total Reductions	(386)	(\$40,588,000)	(\$62,428,000)
One-Time Reductions		(\$10,959,000)	(\$1,620,000)
Net On-going Reductions	(386)	(\$29,629,000)	(\$60,808,000)

As Presented to Council in December 2008

* FTE reductions will be lower due to the change in Municipal Security outsourcing plans and sworn Public Safety attrition patterns and grant considerations

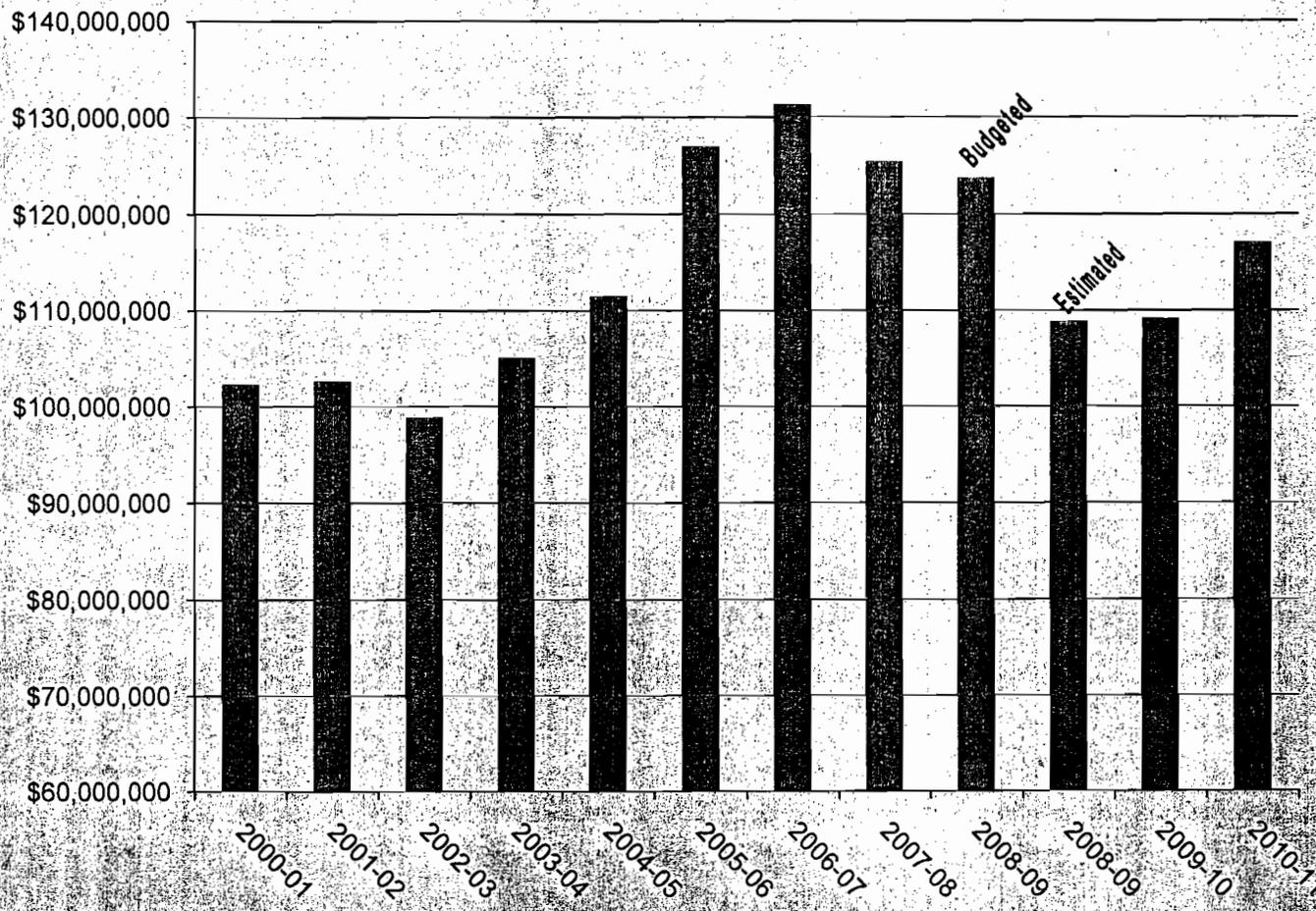
FY 2008/09 Revised Budget

	<u>FY 2008/09 Budget</u>	<u>FY 2008/09 Budget Reductions</u>	<u>FY 2008/09 Revised Budget</u>
General Governmental Operations & Maintenance	\$386,789,000	(\$24,964,000)	\$361,825,000
General Fund: Grants, Debt Service, Capital & Contingency	<u>\$80,325,000</u>	<u>(\$4,665,000)</u>	<u>\$75,660,000</u>
Total Expenditures	\$467,114,000	(\$29,629,000)	\$437,485,000

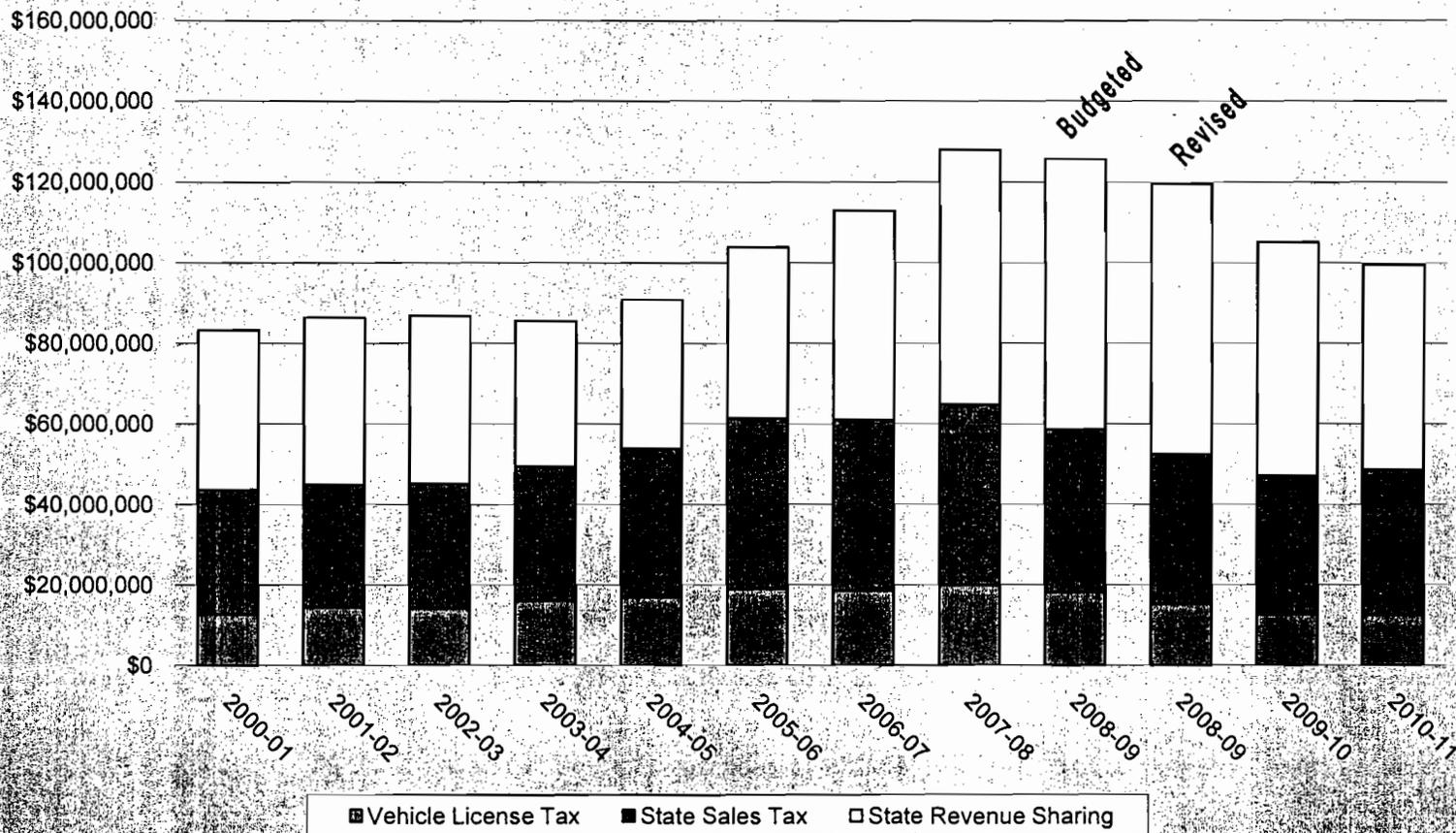
Quality of Life funds are included in the General Fund
 Appropriated contingency amounts are not included

General Fund Sales Tax Revenues

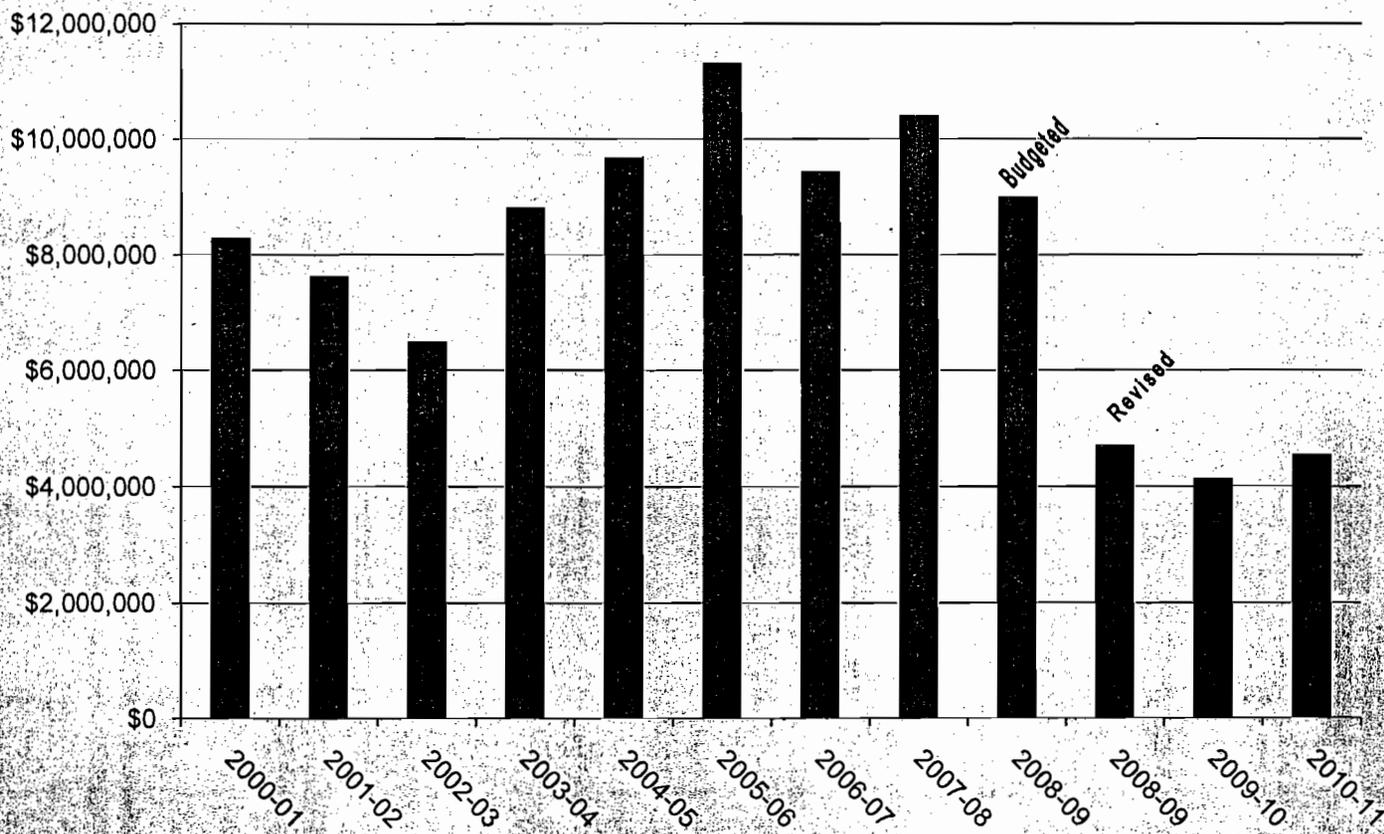
(without Local Streets Sales Tax)



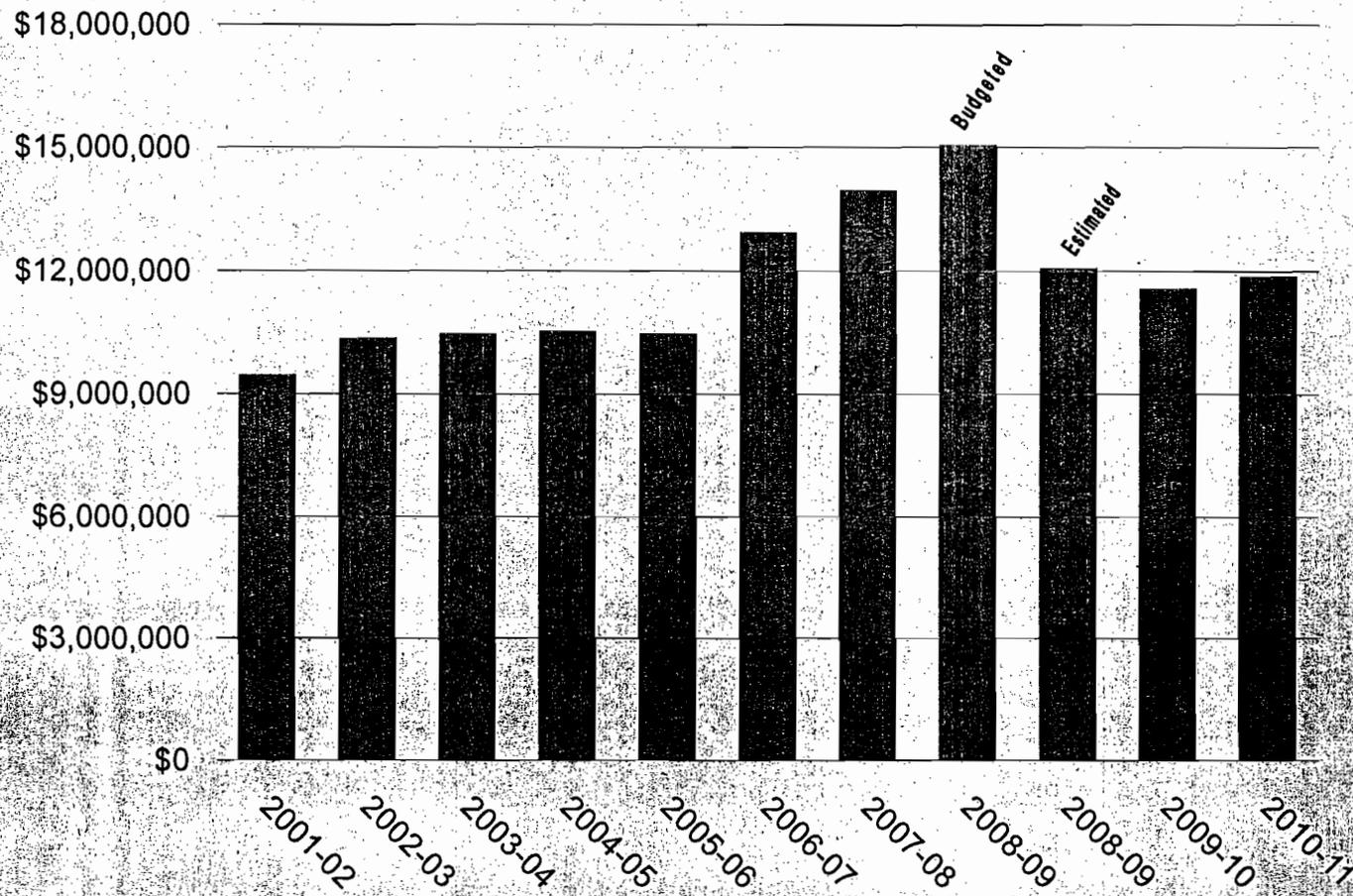
State Shared Revenues



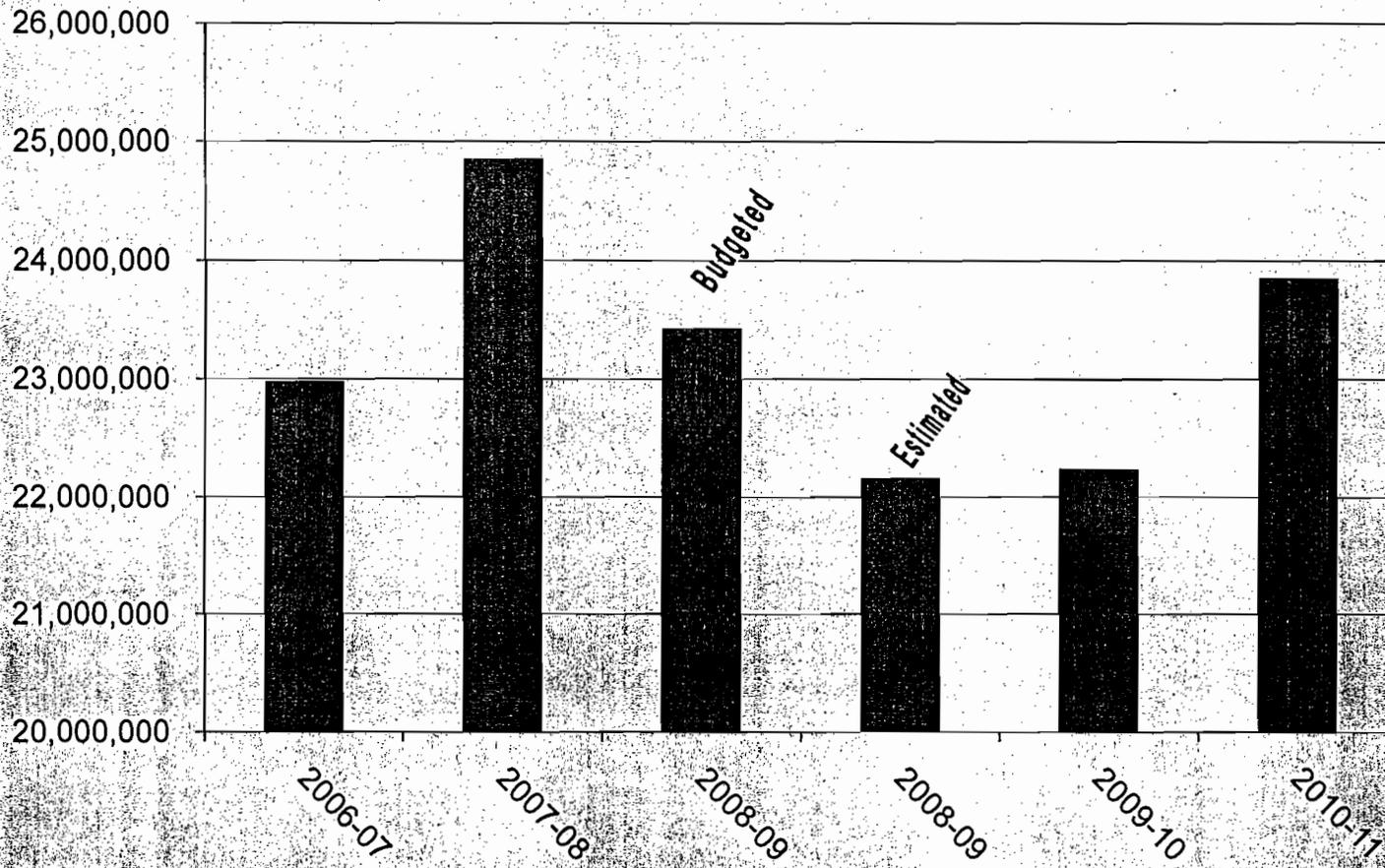
Building Permit Revenues



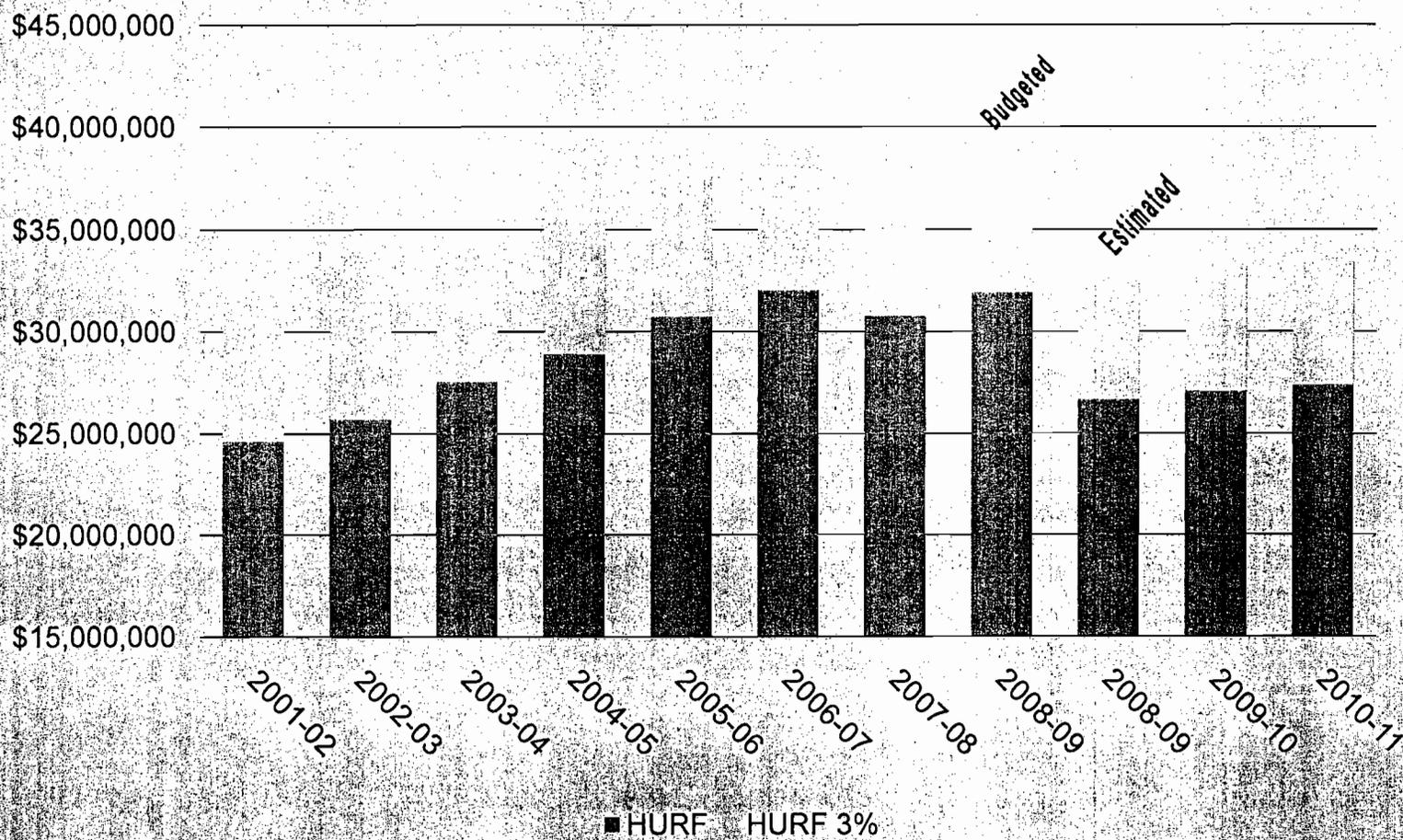
Court Fine Revenues



Local Streets Sales Tax



Highway User Revenue Fund



Other Issues for Consideration

- Restoration of employee salary reductions and merit increases
- American Recovery and Reinvestment Act Impacts – challenges projecting the impact on ongoing cost obligations from grants
- Upcoming implementation of secondary property tax to pay for newly authorized GO debt issuances and offset new public safety operational costs
- Future operational cost control of transit and para-transit services

Other Issues for Consideration

- Possible changes in the State Revenue Sharing Formula– discussions occurring regarding current year reduction of \$1.6 million
- Arizona State Retirement System and Public Safety Retirement System reported investment losses – potential city contribution increases in FY 2010/11 (past increases cost \$4-5 million per year)
- Fluctuation in the economy will require continual vigilance in budget monitoring

FY 2009/10 Budget Timelines

- **March through May** – Study Sessions - Staff will present various budget issues
- **May 14** – Preliminary Budget & CIP documents provided to Council
- **May 18** – Council Meeting – Adopt Utility Rate Notice of Intention

FY 2009/10 Budget Timelines

- **June 1** – Council Meeting – Adopt Tentative Budget & Introduce Utility Rate Ordinances
- **June 22** – Council Meeting – Public Hearings and Adopt FY 2009/10 Budget, 5-Year CIP & Utility Rates, Secondary Property Tax Rate
- **July 1** – FY 2009/10 Fiscal Year begins
- **July 30** – Revised Utility Rates become effective for billing cycles ended on or after August 28

Questions ?



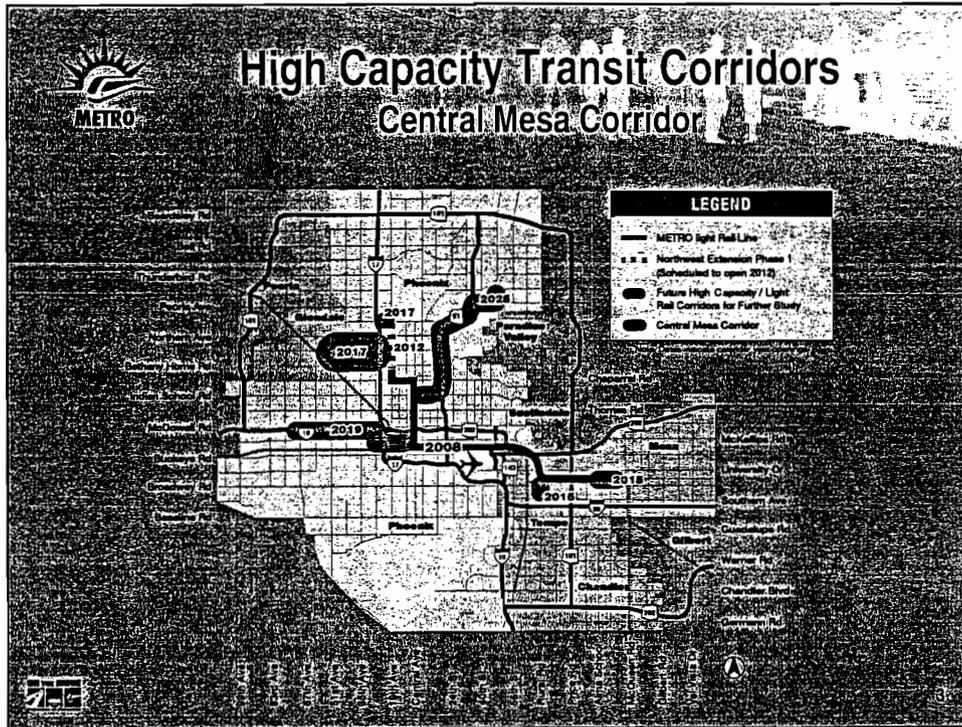
Mesa City Council

Central Mesa Corridor Study Update

Will Grote, Director, Project Development
Marc Soronson, Corridor Planning Manager

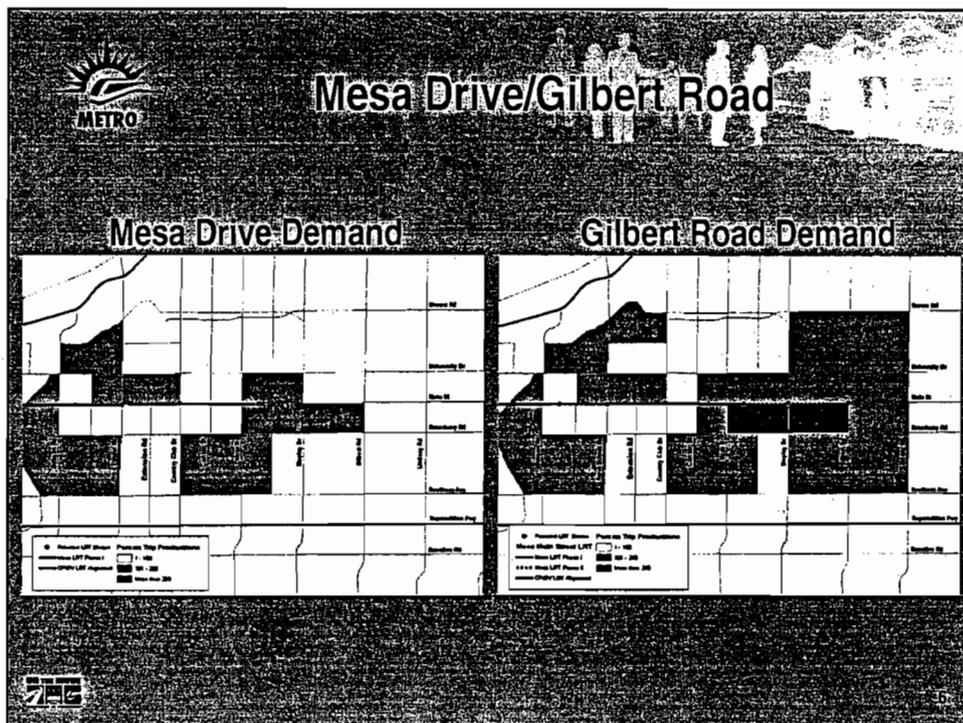
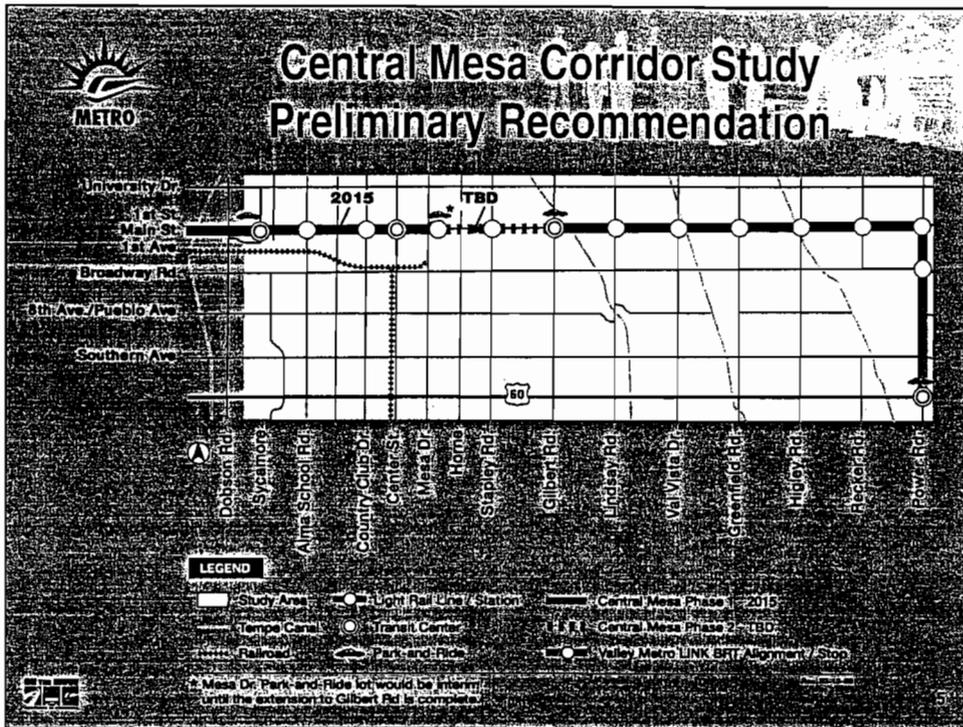
March 26, 2009

A dark, grainy background image showing a building and several people standing in front of it. The image is mostly obscured by text and the METRO logo.



Community Feedback and Objectives

- Better serve the East Valley with an LRT extension east to Gilbert Road
 - Optimal park-and-ride opportunity
- Improved LINK BRT service to match LRT frequencies
- Improved and expanded bus services to connect with LRT
- Better transit service to ASU Polytechnic Campus/ Gateway
- Promote economic development by connecting Mesa residents and employment to other regional centers
- Promote integration of LRT and land use planning to support sustainability and livable community initiatives





Central Mesa High Capacity Transit Project Funding

- MAG Regional Transportation Plan includes a 2.7-mile corridor extension from Sycamore to Mesa Drive
- Regional funding provided by Proposition 400 in 2004
- Transit Life Cycle Program (TLCP) assumptions:
 - 53% Federal Transit Administration funds (5309 CMAQ)
 - 47% Regional Public Transportation Fund (PTF)
- TLCP Budget = \$194 million (2008\$)




FTA New Starts Process

```

    graph LR
      AA[Alternatives Analysis] --> FTA1{FTA Approval for PE}
      FTA1 --> PE[Preliminary Engineering]
      PE --> FTA2{FTA Approval for Final Design}
      PE --> EDM[Environmental Document & Mitigation Plan]
      EDM --> ROD{Record of Decision (ROD)}
      FTA2 --> FD[Final Design]
      FTA2 --> UR[Utility Relocation]
      ROD --> LA[Land Acquisition]
      FD --> FFGA{Full Funding Grant Agreement}
      FD --> CON[Construction]
      UR --> CON
      LA --> CON
      FFGA --> CON
  
```

- Can take 10 to 12 years from start to finish
- Requires 4 major approvals by FTA (shown in green)





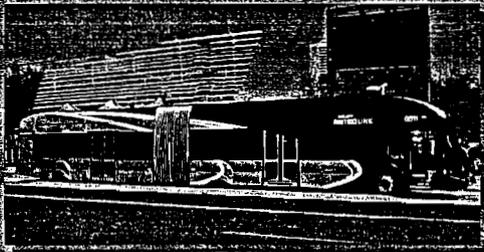
FTA Readiness Milestones

- Selection of Locally Preferred Alternative
- New Starts Evaluation
 - Cost effectiveness
 - Travel forecasting certifications
 - Evolving emphasis on Livable Communities, land use and environmental sustainability
 - Economic development
- Capital/operations estimates
- Finance Plan
- Project Management Plans (PMPs)
- Risk analysis



Alternatives Analysis

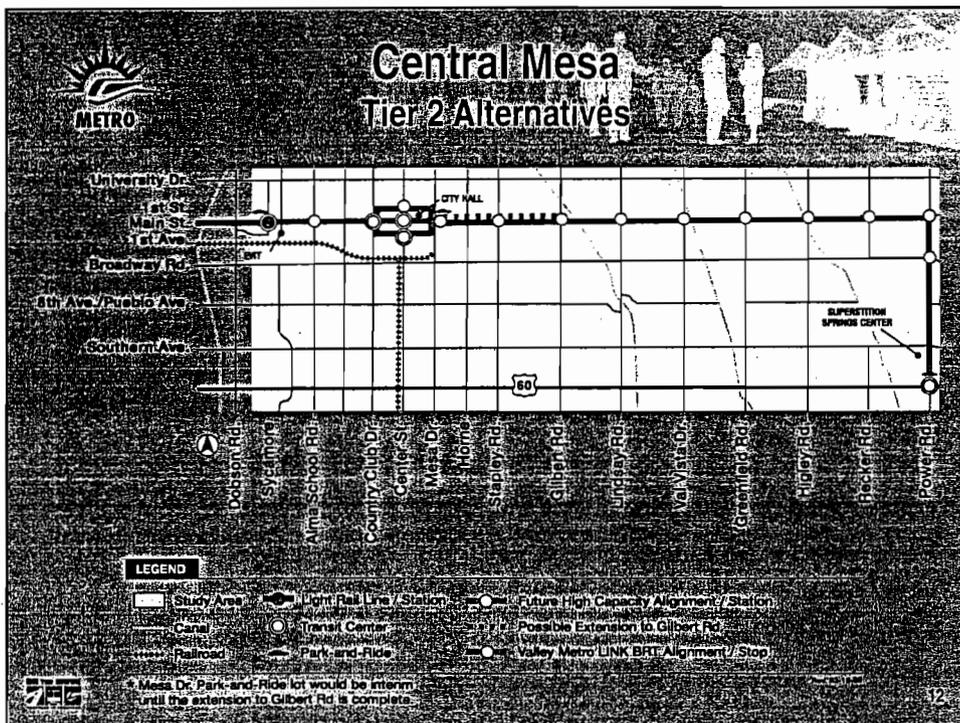
- Alignment/Route
- Transit Options
 - Light Rail Transit
 - Bus Rapid Transit
 - Local bus





Comparison of LRT and BRT

Measure	Bus Rapid Transit (BRT)	Light Rail Transit (LRT)
Construction Costs	Lower	Higher
Long Term Costs	Lower, if demand is moderate.	Lower, if demand is high
Hourly Capacity in One Direction	1,000 passengers	5,000 passengers
Operational Flexibility	Can use guideway or share lanes with cars	Restricted to guideway
Economic Development	Limited opportunity	Significant opportunity



Tier 2 Evaluation Criteria

- **Traffic Issues**
 - Roadway impacts / traffic operations
- **Land Use**
 - Compatibility with existing and future
- **Populations Served**
 - Travel markets
- **Environmental Issues**
 - Consistency with NEPA process
- **Historic Properties**
- **Design & constructability issues**
- **Economic Development Potential**
 - Focus on downtown Mesa
- **Rider benefits**
 - Projected # of riders
- **Costs**
 - Capital
 - Operating and maintenance



Downtown Mesa Evaluation Criteria

- **Travel lanes & left turns**
- **Pedestrian crosswalks**
- **Bicycle lanes**
- **On-street parking**
- **Existing curbs and sidewalks**
- **Landscape, streetscape elements & bulbouts**
- **Access to major destinations**
- **Economic development**
- **Construction phasing**



Downtown Mesa





Preliminary Alignment Recommendation

- **Main Street**
 - Closest proximity to major Downtown Mesa activity centers (closest to Downtown Mesa retail activities, Mesa Arts Center, City Hall)
 - Reduces property requirement
 - Minimizes travel times
 - Greatest economic development opportunities



15



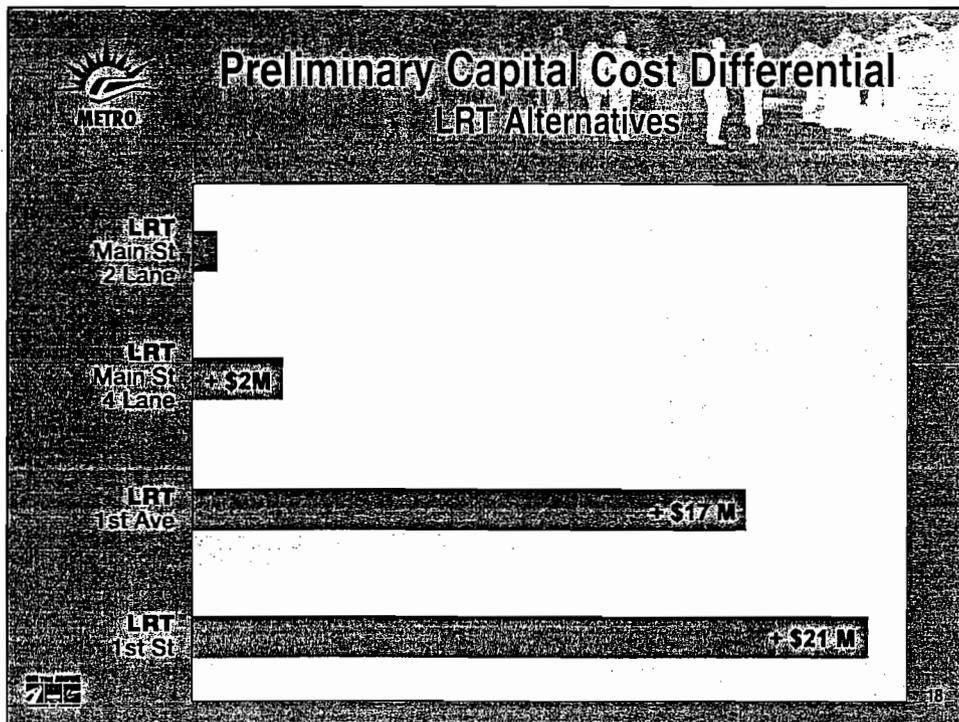
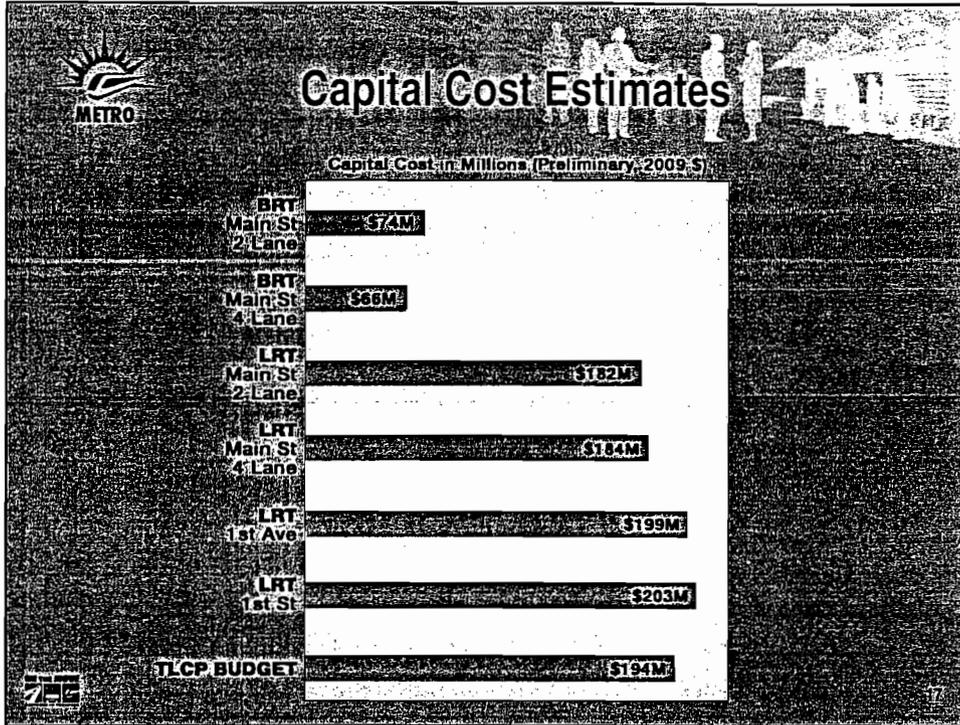
Preliminary Ridership Forecasts

Daily Riders (2030)

BRT Main St 2 Lane	2,500
BRT Main St 4 Lane	2,700
LRT Main St 2 Lane	4,300
LRT Main St 4 Lane	4,300
LRT 1st Ave	4,100
LRT 1st St	4,100



16





End of Line Evaluation

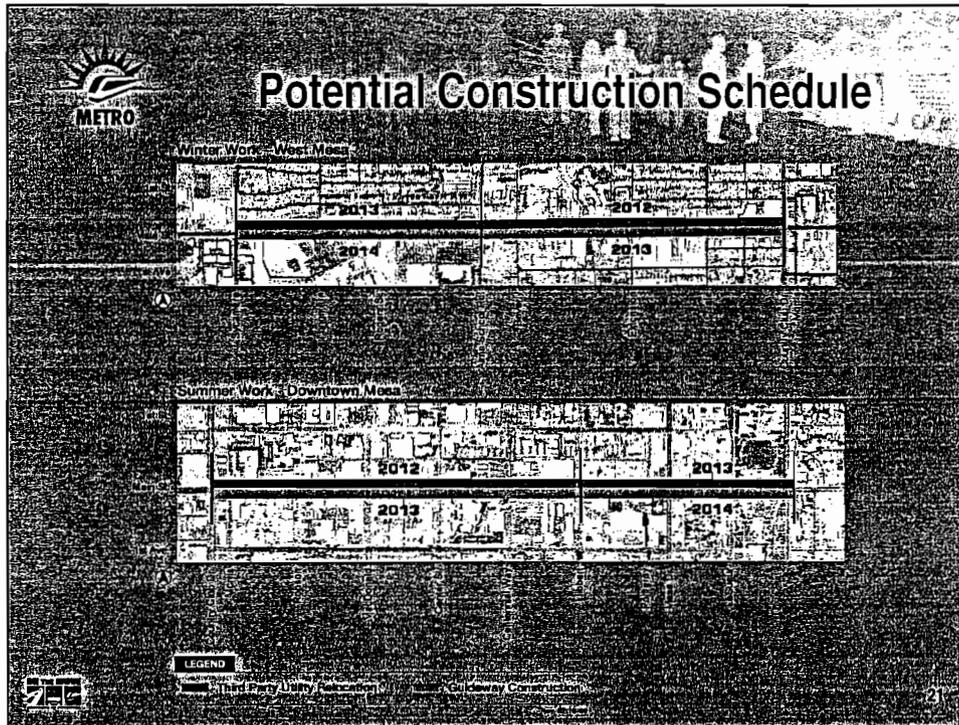
- Home
 - Location for park-and-ride not optimal
 - Exceeds RMP identified funding
 - Does not capture additional travel market
- Mesa Drive
 - Reduces costs (\$25-\$30 million)
 - Provides interim location for park-and-ride
 - Serves as economic catalyst for Downtown Mesa
 - Allow better opportunity to meet FTA criteria for cost effectiveness
 - Phase II could extend east to Gilbert Road with better opportunities for park-and-ride



Preliminary Recommendation

- Light rail technology
- Main Street alignment corridor
 - 2-lane vs 4-lane to be determined during ongoing studies
 - Mesa Drive as initial end-of-line (2015)
 - Mesa Drive park-and-ride as interim
- Gilbert Road end-of-line (Phase II) with 750-1,000 car park-and-ride (possible option for local funding)
- Continue LINK BRT service to Power Road / ASU / Gateway and identify resources to match LRT frequencies
- Continue to advance transit supportive land use policies and initiatives in Mesa





-
- Next Steps**
- **Upcoming Presentations**
 - Public Meeting
 - Economic Development Advisory Board
 - Museum & Cultural Advisory Board
 - Downtown Development Committee
 - Transportation Advisory Board
 - Mesa Grande Community Alliance
 - Downtown Mesa Association
 - EVIT Board
- 22



Next Steps

- **Locally Preferred Alternative**
 - Mesa City Council (May 18 tentative)
 - METRO Board of Directors (Summer 2009)
 - MAG Regional Council (Summer 2009)



Next Steps

- **Initiate federal environmental documentation**
- **Create Downtown Mesa stakeholder group**
- **Work with stakeholders to define criteria for downtown urban design elements**
 - Maintain uniqueness
 - 2-lane vs. 4-lane alignment
 - On-street parking orientation
 - Public art (existing and future)
 - Catenary poles vs. span wire
 - TPSS locations
 - Station design
 - Downtown transit facility
- **Initiate Preliminary Engineering**



