

General Questions

- ① Will companies be able to have more ~~ETN~~ Communications from than one franchise
- ② Will there be on-site separation as currently done at residential sites
 - A) if so does that increase truck routes?
 - B) if not how are collection sites located & sited & who own them?
- ③ Why 20 yr cycle for vendors. 10 yr contract with 2 5 yr terms of tentions
- ④ How did the symptoms get determined?
 - A) How does franchise work if there is multiple ~~waste~~ waste at location
- ⑤ How will franchise fees differ in amount & usage of them to current 10% fee
- ⑥ Any considerations to merely increase the 10% fee as a revenue generator
- ⑦ Any considerations of having city personnel absorb these new functions at 100k locations
- ⑧ Explain why there is a delay to 2016/2017 to implement of clause

- ⑨ Can impact on private waste haulers
w: routing efficiency requiring clean
Trucks, minimizing waste diversion,
safe working conditions etc. Can they
be done in an alternative manner
as part of the 10% permit fee
- ⑩ Does RFP require one hauler per franchise
or can multiple hauler combine
in a collective bid.
- ⑪ How does the RFP mandate differ
from the same issues being imposed
via current admin fee permit (10%)
- ⑫ How many personnel would be added
to Sanitate to administer
exclusive franchise contract
- ⑬ Why is it required to deliver
mixed waste to a diversion center?
Is this contrary to city's current
position to require on site separation
- ⑭ Does this new exclusive or non exclusive
proposal require a EIR Process?
- ⑮ HF+H Study - Has CEO evaluated?
8/24/2012

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How does the small hauler enterprise zones work? & How determined in relationship to small hauler's locations & location of separate sites?

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How does non-exclusive ^{Propose} ~~System~~ market System work changes

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Can a independent economic analysis be proposed & completed prior to implementing either system

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Bureau of Sanitation Strategic plan would it include city resources assuming these new sites

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If city implements either plan & its determined that the proposed goals are met & it's cost efficient, does that place the city's operate of single family units & small apt in to a future RFP

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CAO Rpt 2013/14 implementation & revenue of 20 to 30M in this period above the 10% current \$24M

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How realistic is CAO proposed schedule?

QUESTIONS:

Board of Public Works

General Questions

1. Can you summarize your proposal for an Exclusive Franchise and why you believe it is right for the City?
2. What are the impacts on the existing waste haulers under an Exclusive Franchise? How many haulers do you anticipate shutting down?
3. What environmental benefits can you achieve under an Exclusive franchise?
4. How much revenue could an Exclusive Franchise generate for the City?

How could this revenue be used (would it go to the City's General Fund, or would it be limited to administering the franchise program)?

When could we expect to begin realizing this revenue?

5. What impact would an Exclusive Franchise have on special funds used to manage waste and recycling in the City?
6. How will an Exclusive Franchise enable the City to move forward with integrated waste resource strategies, such as development of Alt Tech facilities?
7. What are the Bureau's options in maintaining control over resources that it would typically hand over in an Exclusive system, such as the refuse stream for waste-to-energy purposes?
8. Four positions were authorized in the 2011-12 budget for franchising development. What are the staffing needs for full implementation of an Exclusive Franchise program, including but not limited to contract monitoring, customer complaints, enforcement and public education?

Questions of Community Interest

1. How do you respond to concerns that your exclusive proposal will result in the elimination of several existing waste-hauling businesses, and that it will restrict customer options and eventually result in higher overall prices?
2. How did you determine that 11 waste collection areas is appropriate for the City?

Is this number too small or too large, and can you detail why it is appropriate?

How does this impact customers with multiple service locations in different wastesheds who currently have arrangements with a single hauler?

3. What will happen under your proposal if the City arrives at an impasse with one of its franchisees and that firm stops providing service to its area?
4. What recourse does a customer have who cannot resolve a dispute (ie, billing, service level, etc.) with an exclusive operator?
5. What is the true extent of routing efficiencies when:
 - a) Business customers, in particular, have specific collection needs (time of day and frequency) which requires multiple trips to the same collection route;
 - b) Under AB 341, customers have the option of engaging in source separated recycling or single-stream waste pick up which still generates traffic from multiple collection trucks;
 - c) Residential refuse collection performed by Sanitation already has at least three trucks going to the same location under regular service, with greatest impact in mixed residential/commercial neighborhoods?
 - d) The existence of 11 zones would confine haulers.
6. How often will Council be engaged in rate setting in an Exclusive proposal? Does the Bureau anticipate involvement of Neighborhood Councils?
7. How do you envision the disposition of waste processing infrastructure over eleven wastesheds?

Will operators be required to have facilities in the wastesheds they intend to serve to be competitive for a franchise award?

Doesn't this raise significant siting issues?

8. In a proposal where haulers are competing for exclusive rights over multiple wastesheds, is there not a direct relationship between the number of haulers and community impacts when considering siting infrastructure, thereby suggesting that the smallest number of haulers would achieve the least community impact?
9. How will rates be evenly applied to customers given the disparate costs among operators?

Is the Bureau expecting to have rates uniformly applied across the City or within each wasteshed?

10. What is the range of upstream or supply chain businesses to be affected (manufacturing, suppliers, financial, fuel, etc.) in a proposal that reduces approximately 68 commercial waste haulers to possibly less than 10 haulers?
11. How will the City respond to work stoppages caused by strikes, labor shortages, regulatory sanctions, etc.?

If using back up operators, how will customers be assured the same rate level if the back up operator's cost to provide service may be significantly different than the designate franchisee?

Is the Bureau adequately equipped to provide interim service if back-up private operators are not feasible, and what would the cost be?

City Administrative Officer

1. Can you summarize your proposal for a Non-Exclusive Franchise and why you believe it is right for the City?
2. What are the impacts on the existing waste haulers under a Non-Exclusive Franchise? How many haulers do you anticipate shutting down?
3. What environmental benefits can you achieve under a Non-Exclusive system?
4. How much revenue could a Non-Exclusive Franchise generate for the City, and how could this revenue be used (would it go to the City's General Fund, or would it be limited to administering the franchise program)? When could we expect to begin realizing this revenue?
5. Is your proposed timeline realistic?
6. What impact will your proposed franchise system and its associated franchise fee have on waste haulers and their customers?
7. How will rates be evenly applied to customers given the disparate costs among operators?
8. How will a Non-Exclusive Franchise enable the City to move forward with integrated waste resource strategies, such as development of Alt Tech facilities?
9. Are any other large cities under Exclusive franchises? (Los Angeles has 100,000 service accounts; San Jose, which recently transitioned to Exclusive, has 8,000).
10. Approximately four positions were authorized in the 2011-12 budget for franchising development.

What are the staffing needs for full implementation of the program, including but not limited to contract monitoring, customer complaints, enforcement and public education?

How would the franchise criteria be developed?