

- What was the process for re-assigning haulers for each zone, once the winning bidders dropped out?
- Why were the processes used to reassign the Northeast and Southeast zones different than the Harbor zone? We'd like to understand fully how this assignment was made.
- Why were the RFP's evaluated based on rates, if the Bureau was going to ultimately negotiate the same rates for the entire city? 20% of the score was based on the rates charged to customers, however - the Bureau decided to standardize the rates, but didn't go back to re-rank the bids. Why is this?
- What is it that council has before them? Can the council vote on each contract separately instead of all 7 contracts at once?
- Did the Bureau audit each of the haulers to ensure they are all current in their payment of AB 939 Fees and gross receipts tax?
- Why are the MBE / WBE numbers so far off the Board's targets?
- Why is the Bureau proposing that all the franchise revenues be placed into a special fund? What will be the purposes of that fund?
- Why didn't the contract include services like christmas tree pickup, emptying streetside trash cans or picking up illegal dumping?
- Alleys are in terrible condition; we should use franchise revenue to fix them, given the nexus between the weight of the trucks, and their use of alleys to service businesses.

Date: Nov. 2, 2016
 Submitted in EE Committee
 Council File No: 10-1797-S17
 Item No. 1
~~Deputy:~~ CD 15