



July 19, 2011

Mr. Enrique C. Zaldivar
Director
Bureau of Sanitation
City of Los Angeles
1149 S. Broadway St., 10th Floor
Los Angeles, CA 90015-2213

Dear Mr. Zaldivar:

On behalf of the Hollywood Chamber of Commerce, I am writing to voice our strong opposition to a proposal to expand the proposed multifamily solid waste franchise to include commercial businesses.

As the second largest chamber of commerce in the City, we represent a broad cross section of businesses, both large and small. The input we are receiving is that this contemplated action would limit their bargaining power and would likely lead to substantial increases in the cost of their waste services. Businesses already are penalized compared to other cities by L.A.'s gross receipts tax, which places them at a competitive disadvantage. If this were not enough, we understand that substantial rate increases are being contemplated by LADWP for both water and power, as well as additional fees to repair the City's aging sewer system. Please recognize that many businesses have not yet recovered from the deepest recession since the Great Depression. This will only add to their struggle for survival.

The City is preaching how important it is to retain the entertainment industry. The studios within the City tell us that the recent rate restructuring by LADWP based on peak usage has been a tremendous burden on their ability to compete for tenants. Regarding solid waste services, Sunset-Gower Studios, as just one example, has as many as 50 waste pick-ups a day. To restrict their ability to select their vendors and to create a monopoly results in poor service and higher rates. This does not send the message that L.A. cares about its businesses – including the studios.

If there is to be any type of franchise system, it should be non-exclusive in order to allow for competition.

Sincerely,

D. Leron Gubler
President & CEO

Since 1921...

Promoting and enhancing the business, cultural and
civic well-being of the greater Hollywood community.



San HaulerFranchise <san.franchisecomments@lacity.org>

Solid Waste Franchise

2 messages

Eric Asseraf <eric@3bins.com>
To: san.franchisecomments@lacity.org

Mon, Sep 19, 2011 at 3:07 PM

Hi,

I'm sorry it's taken me so long to get this comment over to you; hopefully it's not too late. From witnessing the UNANIMOUS opinion of the stakeholders at the initial meeting that was held at the Public Works building in LA, I wasn't planning on submitting a comment. I saw that everyone there as well as I, had the same interests in mind. Everyone there (that spoke) was for a non-exclusive franchise. Each one that spoke brought up some very good points and valid reasons behind their request for a non-exclusive franchise. But, now that I've been to the valley stakeholders meeting on September 6th, I see quite a different opinion. An opinion that came from "the people", whom were comprised of local residents, church organizations, novice environmentalist, and other non professional waste haulers and processors. It seems that "the people" are fed up with the way things have been run till now. Some very good topics of concern were brought up, such as increased air pollution, safety, and so on. All valid concerns, but I see a fatal flaw in there thinking. The "people" are being given two options, an exclusive or a non-exclusive franchise. What they fail to realize is that we are not currently in a non-exclusive structure and that we are not debating whether things should remain as is or moves to an exclusive franchise. What they fail to realize is that a non-exclusive franchise would drastically change the way things are run now. If "the people" knew the stringent application process and mandatory policies that a non-exclusive franchised hauler has to abide by in cities such as Thousand Oaks, Malibu, or Agoura Hills, they would feel a bit better with going for a non-exclusive franchise. At the latest meeting, Dan mentioned that there are currently 140 haulers working in the city. I believe that a non-exclusive franchise with strict terms such as a 3Million dollar insurance policy, and mandatory emission compliant trucks will filter out all the little fly by night companies and will only leave room for the serious business people instead of 1 exclusive hauler. I can go on for hours, but my fellow haulers have made it known in a very clear and concise way what we believe is best for everyone involved. Thank you for your time.

Thank You,

Eric Asseraf

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Thank You,

Eric Asseraf

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Strengthening the Voice of Business

Chambers of Commerce
Agoura-Oak Park-Conejo Valley
Alhambra
Armenian American
Beverly Hills
Burbank
Canoga Park/West Hills
Century City
El Monte
Filipino American
Glendale
Greater Lakewood
Greater Los Angeles African American
Harbor City / Harbor Gateway
Hollywood
Korean American
Los Angeles Area
LAX Coastal Area
La Canada Flintridge
Long Beach Area
Los Angeles Metropolitan Hispanic
Manhattan Beach
Montebello
Pacific Palisades
Pasadena
Redondo Beach
Regional Black
Regional Hispanic
Regional San Gabriel Valley
San Pedro
Santa Clarita Valley
Santa Monica
South Bay Association
Temple City
Toluca Lake
Torrance Area
United
Universal City North Hollywood
West Hollywood
Wilmington
Woodland Hills-Tarzana

Trade Associations and Minority Business Groups

AIA Los Angeles
Apartment Association, CA Southern Cities
Apartment Association of Greater Los Angeles
Asian American Business Women Association
Asian Business Association
Beverly Hills / Greater LA Association of Realtors
Building Industry Association, LA / Ventura
Building Owners & Managers Association, LA
California Apartment Association, LA
California Independent Bankers
California Restaurant Association, LA
Central City Association
Employers' Group
Entrepreneurs' Organization LA
FuturePorts
Gateway to LA
Harbor Association of Industry & Commerce
Hospital Association of Southern CA
Hotel Association of Los Angeles
Industry Manufacturers Council
LA Shares
League of California Cities
National Association of Women Business Owners, LA
National Latina Business Women Association
New Car Dealers Association, LA
San Gabriel Valley Economic Partnership
So Cal Minority Business Development Council
South Bay Association of Realtors
South Park Stakeholders Group
Southland Regional Association of Realtors
Valley Economic Alliance
Valley Economic Development Center

June 29, 2011

The Honorable Eric Garcetti
President, LA City Council
Los Angeles City Hall
200 N Spring Street, Room 470
Los Angeles, California 90012

Re: Proposed LA City Multifamily Waste Program

Dear Council President Garcetti,

On behalf of BizFed (Los Angeles County Business Federation) - a broad and diverse grassroots alliance of 85 top business organizations with 150,000 companies across this region - we are writing to express our strong concern and opposition to the City's proposed Multifamily Waste Program and any potential expansion of this program to commercial buildings in Los Angeles.

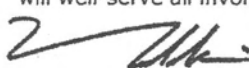
This program would dramatically alter waste management in the City and poses serious ramifications including limiting competition that will result in higher costs for property owners. Under this plan, businesses will lose their choice of waste haulers and their bargaining power. That lack of choice and flexibility clearly presents the real danger of creating monopolies that will only lead to higher costs and reduced services.

This program also will have significant negative economic consequences for property owners that manage multiple sites potentially lying in different waste sheds. Under the proposed plan, property owners could lose their group discounts for multiple properties - discounts that benefit both tenants and property owners. In addition, this program would create an on-site recycling requirement that some properties simply cannot accommodate.

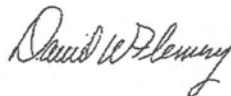
BizFed believes the City should not be picking "winners and losers," and that a non-exclusive citywide franchise area - as opposed to separate waste sheds - would encourage competition among haulers and ultimately be best for residents, for the City, and best for the industry.

BizFed supports the City's efforts to become greener and generate City revenue, but we strongly encourage the City to consider all angles, economic impact and ramifications of this proposal. A thorough economic impact study and analysis of various alternatives is vital to the success of any wastehauling program.

We urge the City to explore all possibilities in developing a multifamily wastehauling program, and work with the business community to develop a responsible program that will well-serve all involved



Mark Wilbur
BizFed Chair
Employers Group



David Fleming
BizFed Founding Chair
Latham & Watkins



Tracy Rafter
BizFed CEO
Rafter Group, Inc.

Cc: Los Angeles City Council Members
Bureau of Sanitation Commissioners



**HOSPITAL
ASSOCIATION
OF SOUTHERN CALIFORNIA®**

H • A • S • C

515 South Figueroa St., Suite 1300

Los Angeles, California 90071-3300

213.538.0700 Fax 213.629.HASC (4272)

August 17, 2011

Daniel Meyers, Civil Engineer
Solid Resources Citywide Recycling Division
Department of Public Works
City of Los Angeles
1149 South Broadway, 10th FL, M/S #944
Los Angeles, CA 90015

Dear Mr. Meyers,

The Hospital Association of Southern California (HASC), representing 170 hospitals of which approximately 45 are located within the City of Los Angeles' jurisdiction, wishes to provide comment on a proposed plan by the City of Los Angeles – Bureau of Sanitation to sell exclusive franchise waste sheds. Although we applaud the City's effort to enhance current recycling efforts, as a means of diverting unnecessary waste to our local landfills, hospitals are concerned about the policy's unintended implication.

HASC believes the exclusive franchise proposal plan is silent on the unique service and need of hospitals as it relates to the handling of regulated medical waste and pharmaceutical disposal. The creation of waste sheds will impair a hospital's ability to contract with a specialized waster hauler which the California Department of Public Health regulates. Health and Safety Code Section 118000, under the Medical Waste Management Act, outlines the manner in which such waste shall be transported, as well as addresses the requirement that such waste be separated from other types of waste. The question of concern is what will happen if a waste hauler who secures an exclusive franchise is unable to fulfill the state and federal requirements as it relates to a medical waste hauler?

A hospital may also contract with multiple companies to handle its various waste streams. Factors taken into consideration include pricing, experience, environmental goals and compliance with state and federal regulations. Under the exclusive franchise proposal, the option and ability for a hospital to select and negotiate with a particular waste hauler would simply be eliminated.

As a result, HASC encourages the Bureau of Sanitation to exempt hospitals from the exclusive waste shed concept based on the regulatory requirements it must adhere to. An attempt to incorporate hospitals into a waste shed proposal can potentially place a local ordinance in conflict with those requirements outlined in the Medical Waste Management Act.

Should you have any questions regarding our position, please contact me at (213) 538-0702.

Thank you for your time and consideration.

Sincerely,

Jaime Garcia
Regional Vice President – Greater Los Angeles Area
Hospital Association of Southern California

Cc: Enrique Zaldivar, Director



San HaulerFranchise <san.franchisecomments@lacity.org>

franchise comments

2 messages

Lauren Ahkiam <lahkiam@pacoimabeautiful.org>

Mon, Aug 15, 2011 at 7:14 PM

To: san.FranchiseComments@lacity.org

Hello,

Attached please find a word document copy of the comments I submitted via Survey Monkey.

Thank you,

Lauren Ahkiam

Research and Policy Analyst

Pacoima Beautiful

11243 Glenoaks Blvd., Suite 1

Pacoima, California 91331

(818) 899 2454 ext. 102

lahkiam@pacoimabeautiful.org | www.pacoimabeautiful.org



Franchise Stakeholder Comment Form_PB.doc

30K

San HaulerFranchise <san.franchisecomments@lacity.org>

Mon, Aug 15, 2011 at 7:14 PM

To: lahkiam@pacoimabeautiful.org

Thank you for contacting
Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles

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Thank you for contacting

Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles*
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North Valley Coalition of Concerned Citizens Inc.
Private Hauler Franchise Initiative
September 6, 2011

We believe that consideration of an **"exclusive franchise"** is a mistake and we oppose such a plan.

We believe that it would contravene the intent of the RENEW LA program which would establish Alternative Technologies in each of the six wastesheds including a seventh with the City of Glendale.

How would an **"exclusive franchise"** prevent the transfer of waste generated by an individual wasteshed to another wasteshed if the only entities capable of bidding on these wastesheds are the likes of Waste Management and Republic or even Crown Disposal or Athens?

Waste Management and Republic who own the only available landfills would be exporting even more their trash to the San Fernando or Simi Valleys. In the case of Sunshine Canyon Landfill in the San Fernando Valley now owned by BFI/Republic the RENEW LA was specific. It required Los Angeles to reduce its tonnage down to 500 tons per day by 2011. Where is the Bureau of Sanitation on accomplishing that? How do you expect to live up to RENEW LA?

While there is an initial potential to generate savings to some apartments and businesses, all future contracts will leave the City at the mercy of the waste industry giants once the competition from the small waste collection operators has been wiped out.

Does this City think that the big disposers of waste will play fair? We all know that they decide amongst themselves ahead of time, who will get the contract. Case in point. When the City was taking bids for the City's MSW, Waste Management dropped out at the last minute leaving only BFI. I bet if you check the record you will find Waste Management picked up a contested contract over BFI in another part of the country.

We believe that LAANE who is pushing this initiative is blinded by the Teamsters desire to gain an opportunity to employ union or to unionize workers. While LAANE makes a good case in all the glossy information supplied by variously mixing City and County statistics, and using incinerators rather than waste-to-energy when describing the facilities the City uses... the fact is that the big waste haulers cannot be trusted.

We would suggest the approach used with great success by the County of Los Angeles which is a **"non-exclusive franchise system"** be adopted. Your time would be better spent consulting and listening to them, as they too echo our concerns for not being at the mercy of one of the waste industry giants, and for the savings that they feel are being generated by the competition.

Wayde Hunter
President, NVC



NATURAL RESOURCES DEFENSE COUNCIL

August 15, 2011

Via Postal Mail and Electronic Mail

Attention: Dan Meyers
Solid Resources Citywide Recycling Division
1149 S. Broadway, 10th Floor, M/S# 944
Los Angeles, CA 90015
San.FranchiseComments@lacity.org

Re: Comments on Combined Multifamily and Commercial Collection System

Dear Mr. Meyers:

On behalf of the Natural Resources Defense Council (NRDC), I write in support of the competitive franchise system being evaluated by the City to service Los Angeles' multifamily and commercial waste and recycling sectors. NRDC appreciates the opportunity to provide comments and participate in the stakeholder process and would like to note that we respect and value the City's great strides in recycling and diversion standards. We are pleased to see the City taking improvements to the multifamily and commercial sectors seriously. As articulated at the hearing, NRDC supports a competitive exclusive franchise system for Los Angeles to achieve the myriad of goals from reducing air pollution to reducing our need for landfills.

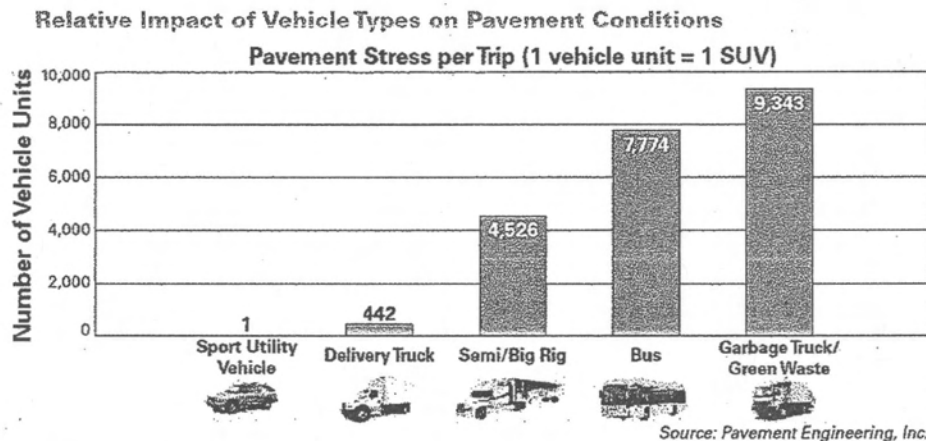
Despite significant efforts to increase recycling rates, the City still sends somewhere between 3 and 4 million tons of waste to landfills annually. Approximately 70 percent of this waste comes from large apartment buildings and businesses. Under the current permit system for apartment buildings (called "multi-family" sector) and businesses (called "commercial" sector), the City cannot effectively create conditions for hauling waste for the city. Thus, it is incumbent upon the City to develop a smart, efficient system to reduce the large quantity of waste stemming from the multifamily and commercial sector. At the environmental stakeholder meeting, the City asked that any additional comments be submitted via writing. We respectfully request that the following points be considered as the City undertakes its administrative actions to improve these waste collection sectors.

- I. Creating a seamless and efficient system will reduce the amount of dirty trucks on the roads in our communities, which in turn, will reduce significant environmental and health impacts.**

A competitive exclusive franchise system with designated service areas will reduce overlapping truck routes and unnecessary air and noise pollution. Thousands of people in the Los Angeles region die prematurely each year related to our serious air pollution. The City needs to take any opportunity it can to reduce harmful emissions from the large equipment used in waste collection. Notably, garbage trucks are amongst the most polluting heavy duty vehicles.

Implementing an exclusive franchise system with service zones can be designed to reduce the amount of trucks in the same area and the frequency of overlapping collection. A franchise system also requires franchises to be subject to South Coast Air Quality Management District Rule 1193, which mandates cleaner trucks. This will provide benefits to the air quality in the City and local air quality in our neighborhoods and commercial districts.

Inefficient use of garbage trucks also has impacts on our city streets, which requires use of our scarce city funding. Pavement Engineering, Inc. estimated that one garbage truck has the equivalent impact of 9,343 Sport Utility Vehicles (see following chart from the Bay Area Pothole Report for June 2011).



By ensuring more efficient operation of garbage trucks throughout our neighborhoods and commercial districts, the City can cut down on the significant impact these trucks make, which means it can reduce the number and repair of potholes that currently scour our streets. Money spent repaving our streets can now go to better uses like expanding pedestrian and other infrastructure vital to our community.

While some in attendance at the environmental stakeholder meeting mentioned the significant investment currently taking place by waste companies on cleaner trucks, these comments ignore the need to minimize the travel of garbage trucks. We think it is great that companies are investing in cleaner, more efficient trucks, but the City also needs a system that minimizes the operation of these trucks to reduce the impacts on communities, including noise, air pollution, and destruction to our city streets.

II. An exclusive franchise system will encourage haulers to be more effective, thus improving Los Angeles' waste system

An exclusive franchise system allows the City to improve partnerships and collaboration with hauling companies to meet and even exceed recycling goals and create strategic planning around regional waste management. Although the City has an approximate 65 percent diversion and recycling rate, to meet Los Angeles' goals of becoming a zero waste city, we will need smart solutions that can and will be proposed through the competitive bidding process. A uniform

recycling system will help the City ascertain how much waste is truly being diverted by instituting clean lines of accountability, tracking and enforcement and will aid in public education and outreach efforts.

III. An exclusive franchise system will allow for easier implementation of waste collection at our transit oriented developments ("TODs").

Senate Bill, 375, California landmark smart growth bill, and other laws are pushing for better planning and community development in California's communities. As these bills push more density in Los Angeles to reduce air pollution and harmful greenhouse gas emissions, the City will see more developments around current and future transit nodes. These developments will likely be a mix of commercial and multifamily uses. An exclusive franchise will allow the City to proactively engage a waste company to truly plan effectively on how to address waste in these new developments. Under the current system, the City and its planners will need to reach out to all companies on the off chance a company will ultimately get a contract for one or more apartment buildings and commercial entities at a TOD. This is inherently inefficient, and it will not effectively leverage the coordination that a single company serving that development can have.

If Los Angeles truly wants to become a more sustainable city, it should adopt a competitive, exclusive franchise waste system. As we set goals to achieve zero waste, developing better public and active transportation infrastructures, curbing air pollution and green house gas emissions and developing sustainable communities, we must take into account the end lifecycle of the products we use and the waste we create. Developing solutions through an exclusive franchise waste system will allow the City to continue to be a leader on waste.

We appreciate your consideration of these comments. Please do not hesitate to contact me at (310) 434-2300 if you have questions about these comments.

Sincerely,



Adriano Martinez
Gopi Shah



Stakeholders Comment Form

Name: Scott Schmidt

Phone: 310-498-4088

Organization: Recycle Everything

email: scottschmidt@gmail.com

What are the advantages and disadvantages of a non-exclusive system, where an unlimited number of qualified haulers service customers in an area, versus an exclusive system, where haulers compete through a bidding process for an exclusive franchise right to operate in an area of the City?

A. NON-EXCLUSIVE FRANCHISE SYSTEM

- The primary **ADVANTAGES** of a non-exclusive system are:
 - (a) The ability for the City to combine multi-family and commercial franchises immediately.
 - (b) The clarity the system provides to haulers who wish to invest in the building of recycling infrastructure in the City.
 - ✓ Haulers will know that they will be able to continue doing business in the area of the City where they have invested- or are planning to invest—in recycling projects.
 - (c) Competition among haulers will benefit consumers by keeping prices low and forcing trash haulers to innovate, invest in new technology, and improve customer service.
- From Recycle Everything's point of view, we do not see any significant **DISADVANTAGES** to the current non-exclusive system.
 - ✓ The most common argument against a non-exclusive system is that it results in traffic and emissions issues caused by "route duplication" (multiple haulers serving properties in the same communities). This is misleading.
 - ✓ It is important to remember that the amount of trash produced will remain the same, even if you restrict collection to a single waste hauler. The



company with the exclusive franchise will need to increase greatly the number of its own trucks that haul within its exclusive franchise zone in order to accommodate the increased waste load it is responsible for servicing. This will offset, to a certain extent, the reduction in trucks associated with the granting of an exclusive franchise.

- ✓ A significant amount of "route duplication" could be addressed without making changes to the current non-exclusive system by accelerating the use of Materials Recovery Facilities ("MRF's"). This would eliminate the need for the secondary/redundant truck fleets that service the blue bins required by the source-separation recycling model currently in use throughout the City. By relying on MRF's, haulers would need one truck, not 2 or even 3, to service an individual location.

B. EXCLUSIVE FRANCHISE SYSTEM

- From Recycle Everything's point of view, we do not see any significant **ADVANTAGES** to an exclusive system.
- The primary **DISADVANTAGES** of an exclusive system are:
 - (a) An exclusive system would create uncertainty for haulers which would lead to delay in building Materials Recovery Facilities ("MRF's") in the City.
 - ✓ MRF's are tremendously expensive to permit and build. No trash hauler is going to invest tens of millions of dollars in building a MRF if it doesn't know if it will be allowed to do business in the area near the MRF.
 - ✓ Given that an exclusive franchise model will, procedurally, take years to implement, haulers will sit on the sidelines and wait to see if and where they are going to be able to do business before they start to invest in a MRF.
 - ✓ This will dramatically affect the goals of SWIRP.
 - (b) An exclusive franchise would create a monopoly for an individual trash hauler. Even if the City were to regulate prices, it is reasonable to assume that customer service would worsen as a result of a hauler's inability to lose market share.

C. CONCLUSION:



Any discussion of moving toward an exclusive franchise model must consider the impact that such a move will have on SWIRP, as well as what environmental impacts it will have on the community at large.

It is clear that exclusive franchises will create a disincentive for haulers to invest in recycling infrastructure until they get some reassurance of their ability to continue to do business in that part of the city.

It is also reasonable to assume that slowing the pace of developing recycling infrastructure, it will force haulers to route their trucks to locations far from their franchise area in order to access their waste and recycling infrastructure.

Further, no amount of municipal regulation of trash haulers will ensure the quality of service and fair pricing that competition among haulers would.

What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

The advantage of combining multifamily and commercial would be to align City policy with other agencies that treat multifamily housing as commercial businesses.

However, combining the two collection systems will mean that the City must choose between either a non-exclusive franchise system or delay the implementation of a multifamily franchise—and the development of private-sector recycling infrastructure.

What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

The answer to this question is linked directly to the matter of whether the City opts for an exclusive or a non-exclusive franchise. No single waste hauler has the capacity or infrastructure to serve the entire City of Los Angeles immediately. Only a handful of haulers have the capacity to serve as exclusive franchisees for an entire waste-shed of Los Angeles.

Furthermore, the City needs to think about how it will connect the geographic regions of the City with MRF and Transfer Center infrastructure. Consider the environmental impacts of assigning a hauler an exclusive franchise in the San Fernando Valley (for example) when its MRF and other recycling infrastructure is in San Pedro (for example). Trucks would be forced to traverse the city from one end to the other unnecessarily,



creating significant traffic and environmental impacts. Are there ways to avoid these adverse impacts without legally jeopardizing the competitiveness of the franchise bidding process?

What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

From a recycling perspective, we feel it is important for consumers to have recycling options, and for trash haulers to have proximate access to their recycling infrastructure.

In many multi-family dwellings, it simply is not possible—for space reasons—to maintain blue bins for recyclable materials, so no recycling takes place. While there is pending legislation to require recycling services, such a mandate does nothing to deal with the reality that there is no place to put the bins. The answer lies in the use of Materials Recovery Facilities ("MRF's"). The City of Los Angeles's SWIRP plan calls for the construction of more MRF's throughout the City for this very reason.

Many of those who argue in favor of an exclusive franchise system because it will eliminate "route duplication" with multiple companies servicing different locations on the same block, are well intentioned but they fail to recognize that there is a more immediate and easily achievable way to eliminate "route duplication." By doing away with the failed source-separation model whereby individual properties must maintain blue recycling bins that are serviced by an entirely separate fleet of trucks, we can send one truck instead of several to a single location for waste pickup.

Nearly 70% of the City of Los Angeles's landfill waste comes from organic material or paper products that could otherwise be recycled or composted. We **MUST** do a better job of recycling.

The current "source-separation" model which relies on consumers to do their own sorting and to place recyclables in blue bins is not working. We must shift to a model that relies more heavily on Materials Recovery Facilities ("MRF's") if we are to capture more of the recyclable materials that currently are going into our landfills—this is one of the key recommendations of the City of Los Angeles's SWIRP plan.

By going to a MRFin g system, consumers put all of their waste into a single bin, that is picked up by a single truck (not multiple trucks as is the case with the blue bin model), and taken to a MRF where technology and professionally trained workers sort the



waste. This is a rare "win-win" situation—we recycle more, we create jobs, and we take trucks off the street.

MRFin is a must.

What environmental concerns should be addressed under a new system?

- A. The new system should seek to mitigate the traffic and environmental impacts associated with the multiple fleets of trucks that are required to service blue recycle bins. This can be achieved through the use of Materials Recovery Facilities ("MRF's").
- B. The new system should seek to ensure that before an exclusive franchise is granted to a trash hauler, that said hauler has reasonably close access to recycling infrastructure including MRF's and composting facilities. This will prevent them from routing trucks across town to their facilities in other parts of the city.

Any additional comments?

Stakeholders Comment Form

Name: Kelly Astor

Phone: (714) 245-0995

Company: Los Angeles County Waste Management Association

Email: jka@astor-kingsland.com

- 1. What are the advantages and disadvantages of a non-exclusive system, where an unlimited number of qualified haulers service customers in an area, versus an exclusive system, where haulers compete through a bidding process for the exclusive franchise right to operate in an area of the City?**

Response:

It depends. Some exclusive systems offer the benefit of lower franchise administration costs, as one might expect with fewer service providers to manage and oversee. Reduced cost at the City level can mean lower franchise fees. The hauler may also see his costs reduced, as more favorable loan terms are often available to an exclusive franchisee because banks perceive these companies to be a lower risk. These forms of cost reduction may be reflected in lower rates. On the other hand, a competitive environment can also result in lower prices to the consumer, not to mention that it preserves an essential element of consumer choice. Haulers can also compete for customers by improving the quality of their service, in addition to competing on the basis of price.

Where, as here, the City must transition from a wide open system to one of limited competition (either limited to existing licensees, or limited further to a smaller number of those currently licensed), the nonexclusive system the includes all incumbent haulers offers a singular benefit to the City: all of the political (and perhaps legal) upheaval and conflict over who gets to remain in business, and who must leave, is avoided. As explained below, a nonexclusive franchise system encompassing both multifamily and commercial accounts can be introduced some 5 or more years sooner than could an exclusive system if, as Long Beach and San Diego have, Los Angeles opts to grandfather in all incumbent haulers who are in good standing. As they will not be displaced, no 5-year notice is required.

- 2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?**

Response:

The biggest advantage is that the City may avoid waiting another 5 or more years (after expiration of the continuation services period prescribed by PRC Section 49520) to complete its transition to a franchised system of collection. That means the City will experience the benefits of franchise fee payments, clean fuel trucks, and similar enhancements that much earlier. A further advantage is that it can result in fewer truck trips if the franchisee is permitted to commingle MFD and commercial waste streams,

which means less fuel is consumed, leading to improved air quality and fewer GHG emissions. We see no disadvantage to combining the two forms of service, and would note that the two are regulated together, as a single form of service, in nearly every jurisdiction in the State.

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchises for different parts of the City?

Response:

One advantage of multiple franchises is that it enables the City to compare the performance exhibited by a particular franchisee against his/her competition. Multiple franchises also means that the city is spreading its risk among several haulers rather than relying on just one hauler, so that if there is a problem in a given area, it is more easily managed.

Given the sheer size of the City of Los Angeles, both in terms of population served and area involved, the LACWMA does not believe that a single franchise covering the entire City is feasible.

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

Response:

This question is more suited for reply by individual waste collectors and recyclers, but the Association can offer the following general observations.

First, the City should use its municipal police powers to regulate recycling activities to the maximum degree legally permissible. This means that it should take full advantage of the 1994 *Waste Management of the Desert* and the 1996 *City of San Marcos* decisions by ensuring that it regulates fee-for-service transactions as a form of solid waste handling, and treats recyclables as having been discarded into the waste stream if they are handled at the point of collection in exchange for a fee. Most recyclable materials in this state are regulated in that way (as recyclable wastes), for that is the only way that their handling may be properly managed and controlled by very the local jurisdictions that are responsible, under AB 939, for ensuring that they are actually diverted from landfill. Lax enforcement too often leads to indiscriminate, and occasionally illegal, disposal of materials for which markets exist, and that might have been recycled, but for the fact that they were collected under the "guise" of recycling.

Second, the City should ensure that it maintains a robust code enforcement program that seeks to discourage illegal haulers, and discourages scavenging. Pouring through someone else's discarded material is bad from an aesthetic point of view, and can also contribute to a greater incidence of identity theft, among other problems.

Third, the City should not rely solely on programs that incorporate source separation, which often does not work well in lower income or distressed communities; rather, other alternatives should be eligible for consideration if they are part of a system that exhibits similar diversion performance. This concept will be embodied in the Mandatory Commercial Recycling Regulations now being jointly developed by CalRecycle and the CARB, and is included in AB 341 (Chesbro); both authorize mixed waste processing where it is part of a system that includes this method, among others, and that delivers comparable diversion results. Another benefit of mixed waste processing is that it is undertaken with a fraction of the collection vehicles and vehicle trips that a source separation system requires, again leading to less fuel consumed and a reduction in air emissions.

Fourth, if the City wishes to require a level of waste diversion beyond what the State of California now requires of local governments generally, it can be expected that the haulers will certainly undertake all commercially reasonable efforts to deliver the additional diversion; however, the City should remain mindful that diverting each additional ton of material is a little more expensive than the last, and once the "low hanging fruit" has all been picked, achieving additional diversion much beyond 50% will be increasingly expensive, and will have rate impacts to the consumer. Another factor that must be taken into account is that neither the City of LA nor its waste haulers is large enough to influence global commodities and recyclables markets, and to the extent that waste diversion is dependent on such markets, the goals that are set must be flexible to account for market fluctuations.

Fifth, the franchised haulers should be willing to fully implement the City's SRRE, and should offer indemnification to the City for any failure to achieve AB 939 compliance that results in the imposition of fines by the State, subject to the provisions of Public Resources Code Section 40059.1.

5. What environmental concerns should be addressed under a new system?

Response:

Alternative fueled trucks and fleets are a must, and the necessary technology and fueling infrastructure is now available. Subject to a very brief transition period to complete fleet conversions, the use of these vehicles should be mandatory for all franchisees, regardless of size. The LACWMA would also encourage the City to look for ways to promote the development of additional waste processing and composting facilities, in order that our reliance on sanitary landfills is further reduced; a great deal of organic material is still disposed daily, and some have forecasted that a crisis of disposal capacity is likely to follow the closing of Puente Hills landfill in 2013.

For many of the same reasons, our association would also like to see conversion technologies encouraged; many of our members have already begun efforts to site and operate facilities using anaerobic digestion in one form or another, and we believe that these and other emerging technologies can be developed without threatening our

recycling infrastructure and are the future pathway to successfully managing that portion of the solid waste stream that we cannot recycle, and converting the material to energy or fuel.

6. Additional Comments---None

August 19, 2011

Solid Resources Citywide Recycling Division
1149 S. Broadway, 10th Floor, M/S# 944
Los Angeles, CA 90015

To Whom It May Concern:

My name is Alex Salgado, and I've been a solid waste hauler for 21 years. I started driving when I was around 18 years old.

I've spent the majority of my life working in trucks, so I know how important it is that companies make sure the trucks we drive are clean and safe – for me and my coworkers, *and* for the public we share the roads with.

If drivers like me are forced to work in dirty diesel trucks, we're inhaling dangerous smoke all day. Sometimes it makes our throats burn and it can give us headaches. Many of us experience trouble breathing, and some have long term health problems caused by the exposure.

But dirty trucks are also dangerous for the public. I've been in trucks and seen the thick smoke blowing from the pipes, right into the windows of cars driven by families alongside us. I've also seen trucks in need of repair that were sent out on the road because a company liked to cut corners.

We drivers resent this because it puts our life in danger, but I've often wondered what the public would say if they knew the trucks they were sharing the roads with were unsafe. I've seen trucks with bald tires and broken or loose machinery sent out over and over again, until finally there's an accident and someone gets hurt. That isn't right, and it shouldn't be that way.

Fortunately I work for a better company now, but there are still companies that just don't care. They don't care whether or not they hurt the people who work for them, and they don't care about the public either. They don't have to care, because there aren't any rules they have to answer to. They make their drivers drive dirty, polluting trucks... they don't give them proper job training or equipment, and they put peoples' lives in danger.

My fellow drivers and I are hard working. We're doing all we can to take care of our families, and we're part of this city so our safety and well-being at work should be a concern for everyone. Many of us support changes to the system because we see and know the problems in this industry, first hand. And we don't think the public should be put in danger by companies who are irresponsible when it comes to *all* our health and our environment.

19 de agosto, 2011

Solid Resources Citywide Recycling Division
1149 S. Broadway, 10th Floor, M/S# 944
Los Angeles, CA 90015

A Quien Interese:

Me llamo Manuel Arceo y he sido recolector de desechos sólidos por 20 años. Antes que nada quiero decir que esto muy orgulloso de proveer un servicio tan importante para los residentes y negocios de Los Ángeles.

A diario mis compañeros de trabajo y yo trabajamos en las calles y carreteras de esta ciudad, y a diario vemos cosas que están muy mal en la forma que funciona el sistema. Las compañías que recogen desechos sólidos proveen servicios en una forma que no tiene sentido. Nuestras rutas típicamente se cruzan y coinciden entre sí.

Esto causa mucha congestión en las carreteras y en calles reducidas como en los callejones. Esto hace nuestros trabajos más difíciles y peligrosos. En lo personal me ha tocado ver ocurrir accidentes y he visto muchos accidentes a punto de ocurrir entre los camiones. Algunos accidentes que he visto han involucrado trabajadores y peatones cuando hay más de un camión en calles que están llenas de gente.

Tal vez esto no parezca un problema serio para el público en general, pero yo que hago este trabajo a diario puedo ver como la seguridad del publico esta puesta en peligro constantemente. Uno mismo se empieza a preguntar por qué están las cosas como están y que se puede hacer para que no sigan así.

Para mí, parte del problema es que hay algunas compañías que no les importa la seguridad de nadie, ni les importa el medio ambiente. Yo trabajo para una compañía que toma más responsabilidad por nuestra seguridad y por asegurarse que los camiones que manejamos estén limpios. Recibimos el entrenamiento y equipo de seguridad necesario para hacer nuestro trabajo, y la maquinaria con la que trabajamos recibe el mantenimiento necesario para evitar accidentes o lesiones.

Desafortunadamente yo sé que este no es el caso para todos los que hacen el mismo trabajo que yo. El mantenimiento y las condiciones de trabajo entre compañías puede ser tan diferente como la noche y el día, y esto no está bien. La ciudad tiene la responsabilidad de asegurarse que todas las compañías sigan las mismas reglas porque el trabajo que hacemos afecta al público. Afecta, nuestras carreteras, nuestros vecindarios, el aire que respiramos, y la salud de todos.

Atentamente,

Manuel Arceo

I am a sanitation worker for a company that picks up trash in the city of Los Angeles, I am a helper. I have been a helper for this company for the last 9 years working with many different drivers. As a helper I assist the drivers by pulling manually pulling out the trash bins and helping the driver dump the bin. The work that I do is difficult because I have to pull out at times very heavy bins and roll them out to the street and direct the driver when to lift. I know my job is a dirty job but I'm proud of the work that I do and I know I am very good at it.

The company I work for has very many contracts and I know they make a lot of money. What I don't understand is that my company gives the drivers uniforms but for us helpers we don't even get a reflective vest. I have had to take reflective vest that I have found in the trash because my company does not give me any and I am always on the street and it is not safe for me. Also I have to buy my own boots and my own gloves to do my work. I once asked for gloves and they gave me latex gloves as a joke and told me if I wanted gloves that I would have to buy it. I've had to buy my own equipment to make sure I do the work right and safe but there's nothing I can do about the truck I ride in. The driver and I have had a lot of issues with the truck I use and there is nothing that we can do about it. There has been a time when we have gotten stuck on freeways and blocking on ramps and they never fix our truck. We go into schools and neighborhoods with a lot of kids around and we never know when something might go wrong with our truck. My coworkers and I are tired of the lack of respect and the lack of safety we have in our company. The company is and has never been responsible for us workers, if it's not bad enough we are employed by a temp agency even if we have been there for many years.

What we need is for the working standards to go up and also to the company to be responsible for us workers. We need to have someone make sure that the company gives us what we need and also make sure that we have the equipment that we need to do the work safely so we don't have to worry if our work has a negative effect on the communities we service.

Soy un trabajador
de Sanitación de trabajo en Sanitación
por los últimos cinco años yo soy un
driver y levanta la basura en los Angeles
yo estoy orgulloso del trabajo que hago y
se que yo soy un Profesional pero en
esta con paguilla ellos no me miran
Como un miembro a esa Compalliga no le
importe yo la Ciudad ni a los Ciudadanos
de los Angeles.

en mi trabajo yo necesito mi herramienta
para ser mi trabajo bien pero mi Com.
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necesito la herramienta que tengo se esta quebra
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Ayudante no tiene uniforme ni chaleco
para Ciudadanos para el Tráfico

yo Trabajo mas de 60 horas a la semana
la Ruta que me dan es de 5:00 A.M. 6:00 P.M.
y me Castigan si no termino Rapidamente a-
mi mi importa la seguridad y de la gente
ciudadanos y trato de ser todo con seguri-
dad aunque me Castiguen

masitamos tener estruendo en esta
industria y que algo Montabilidad con la
Compañía ne deitamos en Cambio para
mi y mi familia y los ciudadanos de los
Ángeles

Chaper Anonimo

7

My name is %@#*& and I am a driver for a large recycling/ trash hauler. I have been working at my company for the last 5 years and in those 5 years I have learned a lot not just about sanitation but also about the community I live in and service. Unfortunately in those last 5 years I have also seen how the sanitation industry has gone down in terms of respect and standards and I've realize that those low standards does not just effect the safety of my work but also the community around me and the environment.

When I start my day I inspect my truck and check my routers to see if there are any last minute stops or changes. My focus is to pick up recycle materials in the city of Los Angeles anywhere from stores to colleges and tend to pick up cardboard and paper for those stops. I enjoy doing my job, it could be tiring at times but I enjoy it. What I don't enjoy is having to deal with the bad equipment that I get and the lack of safety equipment and training my helper and I receive. The trucks are bad, they don't give us gloves and my helper is not even given a uniform or reflective vest. We have to steal vest that are thrown out by MTA workers in order to be safe when we are out on the street.

I've often thought after all the work I do for the company and all the money this company receives, how can they not think of taking care of the people that make them all that money? I have brought this to the attention of my supervisor and what he does is simply remind me how easily he can replace me. He will go out of his way to get what he calls applications and shows me how many people are after my job. I sometimes respond to him how I doubt that a person will come to work for him from sun up to sun down with dangerous equipment and for almost min. wage. He usually just laugh and walks away never answering my questions or fixing the problems.

I take pride in my work and it bothers me that I cannot deliver the service with the safety that I would like to. When I go into the schools to get the bins I'm always scared that something might happen with the truck around the students. I've seen when the arms just go down without me moving it, there's been times when the reverse signal (the beep) does not sound when I'm backing up and even thought I have my helper with me it is a very uncomfortable feeling. That one of the things that bothers me the most, I know they don't care for the workers that are why they have us as temp workers but what about the neighborhood we service? What about the environment? I live in Los Angeles and I see how there are trucks going up and down my neighborhood everyday and there are kids always playing outside.

The one thing that I feel will fix the problem is accountability. If my company knew that people were checking the trucks, checking the workers and making sure the standards were raised in my yard then I know the company would do what it can to fix the problem. There needs to be stricter guidelines for my company to follow to assure that the community, the environment and the workers are being taken care of.

Stakeholders Comment Form

Name: Kasha Waslak

Phone: 310-422-6574

Company: E & S Ring

email: kashawaslak@esring.com

The City is now evaluating the method by which:

1. Private waste haulers are allowed to operate in the City; and
2. Apartment residents and commercial operations will recycle in the City.

Your input is requested on the topics listed below. Your responses will be considered as part of the City's evaluation of how private solid waste haulers should operate in the City.

1. What are the advantages and disadvantages of a non-exclusive system, where an unlimited number of qualified haulers service customers in an area, versus an exclusive system, where haulers compete through a bidding process for the exclusive franchise right to operate in an area of the City?

The number one advantage of the current system is flexibility. We can have the trash picked up on any of a week day. This is very important as sometimes we have construction on the property which interferes with trash pick up, so we re-schedule our days. Also it is extremely important to have competition between companies. They perform better and offer better prices.

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

Only disadvantages, this will without a doubt create a monopoly. Prices will go up, service will decline and most definitely we will be stuck with a schedule that suits the vendor not us. Residents will complain about hours, trash will pile up recycling efforts will decline and we will have no options to improve anything.

1973-1974
1975-1976

1977-1978
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3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

there is only a disadvantage this is a monopoly. Business owners and managers must have options. Otherwise it will not work out.

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

recycling is obviously great, but we need options. My property can not house different types of recycling bins we only have room for one bin in each area.

5. What environmental concerns should be addressed under a new system?

If we are forced to use a franchise monopoly the monopoly will lead to decline of service and trash will pile up while ~~use one~~ people use recycling bins for trash. All recycling efforts can go to waste if service is poor.

There is a great deal of work to be done
in the way of organizing the people of the
country. It is necessary to have a
strong and efficient organization.

It is necessary to have a strong and
efficient organization. It is necessary to
have a strong and efficient organization.
It is necessary to have a strong and
efficient organization.

It is necessary to have a strong and
efficient organization. It is necessary to
have a strong and efficient organization.
It is necessary to have a strong and
efficient organization.

6. Please provide any additional comments?

1

Please Mail Comments to:

Solid Resources Citywide Recycling Division

1149 S. Broadway, 10th Floor

Los Angeles, CA 90015

Attention: Dan Meyers

daniel.meyers@lacity.org

Stakeholders Comment Form

Name: Victor N. Viera

Phone: 818 985-9174

Company: _____

email: vuviera@sbcglobal.net

The City is now evaluating the method by which:

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1. What are the advantages and disadvantages of a non-exclusive system, where an unlimited number of qualified haulers service customers in an area, versus an exclusive system, where haulers compete through a bidding process for the exclusive franchise right to operate in an area of the City?

The competition can keep the cost to customers down. Especially in a city known for anti-business policies, keeping the cost down can draw more business into L.A.

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

It depends on how much the city interferes or limits the operation. ^(most) Some of my apartments are stuck with city rubbish hauling and its' charges. My tenants are complaining

Please See Attached

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

5. What environmental concerns should be addressed under a new system?

Victor N. Viereck
Certified Public Accountant
12702 Tiara Street
Valley Village, California 91607
(818) 985-9174
vicviereck@sbcglobal.net

July 28, 2011

City of Los Angeles
Board of Sanitation
City Hall, Room 1010
200 North Spring Street
Los Angeles, CA 90012

Solid Waste Franchise Proposal

The City of Los Angeles Bureau of Sanitation is proposing to eliminate competition between the existing 104 commercial waste haulers who service businesses and apartments in Los Angeles. The proposal is to create a franchise system that will supposedly bring the city millions of dollars of new revenue.

The proposal would create 5 to 6 "waste shed" areas around the city. Private waste haulers would be invited to submit proposals for servicing the waste sheds. Two or three haulers would be selected to service each area. They would be the only operators allowed to do business in the areas assigned. Their costs would be determined through negotiations with the city. Those selected would have to pay a franchise fee for the privilege of having a contract.

Since the City of Los Angeles is known for its anti-business attitude, such a policy would be an added nail in the city's anti-business reputation. The proposal would likely cost more in lost tax revenues than would be extracted from its victims. Apartment tenants would also have to be taught and motivated into recycling their trash.

The Solid Waste Franchise Proposal would substantially reduce competition that reduces fees, and could result in a net reduction of overall fee and tax revenue.

It could easily reduce operating efficiencies, is likely to create corruption, and would be likely to create friction between tenants and apartment owners. Tenants whose trash is currently collected by Department of Sanitation trucks are already complaining about the department's \$48.xx solid waste charge on every DWP bill. That amount significantly exceeds the charge by private waste haulers. In order to prevent the loss of revenue producing businesses, and keep apartment costs from escalating even faster, the Solid Waste Franchise Proposal should be scrapped, and apartment owners with city sanitation service should again be allowed to switch from city rubbish hauling.

6. Please provide any additional comments?

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears to be a standard notebook page or a sheet of stationery. There is no handwriting or other markings on the page.

Please email comments to:

San.FranchiseComments@lacity.org

OR

Mail comments to:

Solid Resources Citywide Recycling Division
1149 S. Broadway, 10th Floor, M/S# 944
Los Angeles, CA 90015
Attention: Dan Meyers

Stakeholders Comment Form

Name: Chris Hagen

Phone: 818-227-2157

Company: Essex Property Trust Inc.

email: CHagen@Essexpropertytrust.com

The City is now evaluating the method by which:

1. Private waste haulers are allowed to operate in the City; and
2. Apartment residents and commercial operations will recycle in the City.

Your input is requested on the topics listed below. Your responses will be considered as part of the City's evaluation of how private solid waste haulers should operate in the City.

1. What are the advantages and disadvantages of a non-exclusive system, where an unlimited number of qualified haulers service customers in an area, versus an exclusive system, where haulers compete through a bidding process for the exclusive franchise right to operate in an area of the City?

Advantages are multi-family operators have a choice to negotiate and competition will bring more aggressive pricing. Consumers benefit

-Multi Family operators have negotiated contracts with service providers in and outside of the city. This has provided reduced costs for service and savings passed on to the consumer

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

Advantage bulk business will bring better pricing to the market

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

Disadvantage will be Service - there will be no leverage against a non-performer

4. What minimum level of recycling and diversion requirements should be addressed under a new system?
What types of recycling and diversion programs and services would you like to see in a new system?

recycling should be on a volunteer basis - required recycling will impose higher costs of service.

5. What environmental concerns should be addressed under a new system?

6. Please provide any additional comments?

If the city interviews with private multi-family ability to negotiate directly with a number of service providers we would lose our ability to use our business from outside of the city as a bulk negotiating tool to benefit our residents.

Can you further explain the Mayor's goal to divert 70% of the cities trash?

How will this effect current long term contracts with various providers?

Please email comments to:

San.FranchiseComments@lacity.org

OR

Mail comments to:

Solid Resources Citywide Recycling Division
1149 S. Broadway, 10th Floor, M/S# 944
Los Angeles, CA 90015
Attention: Dan Meyers

Stakeholders Comment Form

Name: Edwina Sandel

Phone: (018) 956-7599

Company: Gaska Inc.

email: info@gaska-inc.com

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The advantages of a non-exclusive system is
it will keep all haulers honest with their prices.
It would just create a system of dishonesty
with a exclusive hauler. Its not a free world
when you remove freedom of choice.

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

The only one who will gain an advantage will be the City. An exclusive franchise eventually results in higher prices for its users, without the ability to fight it.

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

5. What environmental concerns should be addressed under a new system?

6. Please provide any additional comments?

We live in America, please don't take away
our freedom of choice.

Please find another way to make money
for the City. We are not ignorant people
we know the exclusive franchiser will pass
back fees to the City.

We also will lose our customer service that
we get from our haulers. If we are unhappy
with our quality of service we can change
our hauler.

Please email comments to:

San.FranchiseComments@lacity.org

OR

Mail comments to:

Solid Resources Citywide Recycling Division
1149 S. Broadway, 10th Floor, M/S# 944
Los Angeles, CA 90015
Attention: Dan Meyers

THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

1952

1953

SURVEY MONKEY
STAKEHOLDERS COMMENT FORM

Name: Lauren Ahkiam
Company: Pacoima Beautiful

Phone: 818-899-2454
email: lahkiam@pacoimabeautiful.org

The City is now evaluating the method by which:

- 1. Private waste haulers are allowed to operate in the City; and**
- 2. Apartment residents and commercial operations will recycle in the City.**

Your input is requested on the topics listed below. Your responses will be considered as part of the City's evaluation of how private solid waste haulers should operate in the City.

- 1. What are the advantages and disadvantages of a non-exclusive system, where an unlimited number of qualified haulers service customers in an area, versus an exclusive system, where haulers compete through a bidding process for the exclusive franchise right to operate in an area of the City?**

Due to facility over-concentration in areas such as the Northeast San Fernando Valley, we seek an exclusive franchise plan that puts facility location as a central criterion for franchise competition. An exclusive franchise will also help ensure haulers - and ideally facilities - meet standards necessary to ensure good jobs, clean air, and recycling for all. I see no disadvantages for the exclusive system compared to the non-exclusive system.

- 2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?**

This will allow maximum efficiency of the system, including truck routes, facility siting and usage, and overall city process efficiency. To separate the two would be extremely problematic and unacceptably delay maximizing increased standards and diversion rates.

- 3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?**

- 4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?**

Commercial green waste pickup and recycling would be a tremendous way of increasing diversion via reducing food waste at restaurants and offices.

- 5. What environmental concerns should be addressed under a new system?**

High truck standards and efficient routes, thus preventing air pollution and road wear-and-tear. Facilities' concentration and operating procedures/standards, to avoid over-concentration in certain communities and to ensure proper procedures/maximum diversion is achieved. Job

quality and training levels - which will help ensure proper procedures are followed, thus preventing ground, water, and air pollution and ensuring maximum diversion.

6. Please provide any additional comments?

Pacoima Beautiful is an environmental health and justice community organization working in the Northeast San Fernando Valley, an area overburdened by waste facilities and the related diesel truck traffic. Over time there have been thirty waste facilities in our community and we deal with the ramifications of this industry every day. For instance, about one in five residents report respiratory illnesses. Children go to school or play in parks a few blocks from facilities that mist caustic perfumes in an attempt to mask the stench of waste, waste that will have to settle in heaps for the next two decades before the land can be used for any other use. Hundreds of trucks stream through our community, driving near homes, schools and churches due to the bad land use practices that place sensitive uses near industrial. It is absolutely vital for the health of our environment, community, and economy to move forward with an exclusive system for both multi-family and commercial franchises as soon as possible! More personally, I asked for years for my apartment manager to "allow" the city to pickup recycling, for free, at my apartment. Every day, different trucks would come to pick up waste from a few of the apartments on my street, in an incredibly inefficient system. Now that I live in a single-family neighborhood, I am so thankful that the city picks up our blue, green, and black bins and comes just ONCE a week. I want this to be the case for everyone, as well as to be able to not feel guilty and frustrated by all the food waste and recycling I see thrown away at work or out on the town. I know that it will, in large part, just end up being trucked to or through the Northeast Valley, where members of our community will face often-hazardous job conditions in its transportation, sorting, and final disposal. Thank you sincerely for your dedication and efforts on this issue.

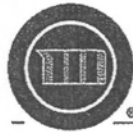
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1149 S. Broadway, 10th Floor, M/S# 944
Los Angeles, CA 90015
Attention: Dan Meyers



MOSS & COMPANY

Property Management

September 7, 2011

Solid Resources Citywide Recycling Division
1149 S. Broadway, 10th Floor, M/S # 944
Los Angeles, CA 90015

Attn: Dan Meyers
Subject: L.A. Stakeholders Meeting

Dear Dan,

I was an attendee at the Valley Stakeholders meeting on September 6, 2011 at the Marvin Braude Building in Van Nuys. I wasn't prepared to speak at the meeting, but through this letter, I'd like to have my voice heard.

I am the Director of Maintenance for Moss & Company Property Management and our Company manages approximately 8000 apartments in the Los Angeles area. We have agreements with several trash haulers to service our various multi-family buildings and, through the years, have been able to negotiate individual agreements with the haulers that we felt were giving us the best service. I make sure that, after the first year of the agreement, it rolls over to a month-to-month condition so it gives me the leverage of changing services if I feel I am not getting the service I am paying for.

I had a very disheartening situation come about when dealing with an "exclusive" franchise system in Azusa in the late 1980's. We have a 170 unit building that we own and manage that has eleven (11) three yard trash containers that were being serviced four (4) times a week. I had the agreement in place for several years with Western Waste Industries and we were being serviced quite adequately for approximately \$700.00 per month. We received a letter from the City of Azusa saying that they had annexed our property into the City of Azusa (it was unincorporated) and that we had a certain period of time to end our contractual obligations with Western Waste Industries, even though Western Waste Industries had become the "exclusive" franchisee of the City of Azusa. Our "new" obligation, when it took place, was to have service "dropped" from four (4) days per week to two (2) days per week and the monthly charge was going to go from \$700.00 per month to \$1190.0 per month. Needless to say, I was beside myself looking at what was happening to my trash pick-up, both in cost, and health issues, that would occur by having my service level cut in half. I went as far as to get my name on the agenda of the next City Council meeting of the City of Azusa to voice my opinions and concerns about how we were being forced into a situation that, in my opinion, could lead to a very disastrous health and safety issue to my residents. One week before the meeting, I received a call from the City Attorney of Azusa who told me I could go ahead and "negotiate" directly with Western Waste Industries and keep my

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agreements in place, which I did, but at a slightly higher monthly rate and one day less of service. Lo and behold, three years later, I received a letter from the City of Azusa, claiming that I owed the City close to \$20,000.00 in uncollected fees that were not paid for the trash hauling. Of course, the City Attorney was no longer there and I was told she had no authorization to allow me to make my own arrangements with the trash hauler. We consequently had to make a settlement to avoid any further legal action.

As you can imagine, my first association with an "exclusive" franchise system for trash hauling left a lot to be desired.

I have to negotiate in many areas of service for my properties including but not limited to: elevator maintenance, landscape maintenance, swimming pool maintenance, exterminator services, and trash hauling services. I truly believe competition between these companies is a very healthy condition that I would not want to change. If I had NO choice, I would possibly be forced to keep a vendor who was not servicing my properties safely, healthfully, and to my standards of good workmanship. If the Sanitation Department, City of Los Angeles, or any "other" Government Agency would monitor these Independent Companies properly, I believe we would have better control of who gets licensed and how these companies are regulated.

Therefore, if it comes down to deciding to choose between a n "exclusive" franchise system or a "non - exclusive" franchise system for trash hauling, I would most definitely choose the latter !

If you should have any questions, please call me at your convenience.

Sincerely,



Ronald Maurer, Director of Maintenance
Moss & Company Property Management

Office 818 990-5999 x-109

Mobile 310 628-8188

SURVEY MONKEY
STAKEHOLDERS COMMENT FORM

Name: David Linder
Company: Linder & Associates RESU

Phone: (213) 487 0800
email: david@propmanage.com

The City is now evaluating the method by which:

1. Private waste haulers are allowed to operate in the City; and
2. Apartment residents and commercial operations will recycle in the City.

Your input is requested on the topics listed below. Your responses will be considered as part of the City's evaluation of how private solid waste haulers should operate in the City.

1. What are the advantages and disadvantages of a non-exclusive system, where an unlimited number of qualified haulers service customers in an area, versus an exclusive system, where haulers compete through a bidding process for the exclusive franchise right to operate in an area of the City?

This will eliminate a number of haulers and eventually it will become a monopoly

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

None

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

This will eventually eliminate competition

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

No new system

5. What environmental concerns should be addressed under a new system?

6. Please provide any additional comments?

Please email comments to:

San.FranchiseComments@lacity.org

OR

Mail comments to:

Solid Resources Citywide Recycling Division

1149 S. Broadway, 10th Floor, M/S# 944

Los Angeles, CA 90015

Attention: Dan Meyers

SURVEY MONKEY
STAKEHOLDERS COMMENT FORM

Name: Sandra Jakl
Company: owner

Phone: 323 254 0144
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We should have a choice as to who hauls out trash on our private property.

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

multifamily system is convient for the tenants and costs are less. Private companies are cost effective.

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

There ios NO ADVANTAGE with a franchise as private companies are effecient clean and cost affective.

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

The system does NOT need to be addressed as the people have the opportunity and choice to choose their own Trash collective that fit their property location and needs.

5. What environmental concerns should be addressed under a new system?

The trash collector I have recycles the trash and does have a separte bin for recycle specifically.

6. Please provide any additional comments?

ATHENS TRASH COLLECTION IS EFFICIENT AND CLEAN AND LOW COST.

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SURVEY MONKEY
STAKEHOLDERS COMMENT FORM

Name: charles Jeannel
Company: Property Owner

Phone: 310-815-8388
email: action@pluscal.com

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Advantages are lower prices because of competition and keeping small companies in business. Disadvantages is Big companies will get the contract with the help of lobbyists, well connected to officials and sending contributions to officials. This is pure invitation for more corruption.

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?
3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

Both are bad and the open door to contract obtained through corruption and lobbying.

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

5. What environmental concerns should be addressed under a new system?

The great politically correct excuse for more big contract and more corruption. The new system will not reduce impact on the environment, don't try that one.

6. Please provide any additional comments?

One more time we can see the big so-called "capitalist" companies in bed with big so-called "democrat" defenders of the common people. Disgusting.

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SURVEY MONKEY
STAKEHOLDERS COMMENT FORM

Name: John Milman
Company: LFM Management, LLC

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email: john@lfmpm.com

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Obviously competition - as opposed to a monopoly - is the main advantage of a non-exclusive system. Rates will be lower for customers and service will be better than a beholden community. There would be no advantages to an exclusive system other than to the company that obtains a monopoly.

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?
3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?
4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

Recycling is obviously important and should be required. That has nothing to do with giving out exclusive rights and limiting the right of waster haulers to compete. Either require haulers to take recycling, expand the current L.A. program that we currently use.

5. What environmental concerns should be addressed under a new system?
6. Please provide any additional comments?

The way the Dept. has gone about this seems like nothing more than a back-handed way of generating more taxes at the expense of private industry. If a recycling program is what is required, then work on one of those. Creating a non-competitive system that is ripe for corruption and which will deprive companies like us of our long-standing and ongoing contracts

which we negotiated and have been paying on is reprehensible and maddening. It sounds like the worst kind of misguided policy-making.

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SURVEY MONKEY **STAKEHOLDERS COMMENT FORM**

Name: Brett Daniels
Company: Urban Housing

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email: bdaniels@urbanhousing.com

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Competition breeds lower prices. This benefits residents and owners. Competition with the City does not do this due to extra fees and other causes. When Lennox made the change, average annual trash costs at a 30 unit site were \$3,200/year. These then increased to over \$11,000/year under the new plan. Owners don't like paying trash. So they negotiate like crazy to get the best rate and service. I would suggest that rather than 'unlimited' haulers, you could limit the number of business permits issued to keep the traffic down. I don't pretend to know the right number -- 100, 250, 500, ? This method will better serve the people of the City. The people are not here to serve the City government, but the other way around where the City government and infrastructure exists at the will/leisure of the people. Call it a fee, a tax, whatever, it is socialistic in concept and ends up becoming a mess, corrupt at some point, and costing everyone more in the end.

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

Don't know enough to comment on this. We promote recycling and have recycling bins where there is room. Mandating them would be a disaster of trash. You guys do it basically free right now and we take advantage of it. Maybe it's in the taxes or rolled into the DWP bill, but we use it. Some sites have zero room for extra cans though, built in the 1940s and earlier, so they would have to go on the sidewalk / hellstrip. And we all know what a disaster that would be.

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

Neither are good. Monopoly breeds worse service (they don't have to compete), higher prices, more issues. No one should have a guaranteed contract. Even the haulers we use have to go on Month to Month agreements, so if they are not doing their job they are thus fired. Graffiti on the cans is cleaned at the next pickup if not earlier. Cans are switched out monthly and newly washed and operable cans are put in place. If we need a special pick up for residents moving

out it is fast and economical. I can't stress enough the need for open competition. You can limit the number via business permits but then the owners should be able to compete with the haulers for their own prices. It benefits all the residents too.

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

There should be no minimums. That is government creating controls. Create incentives - think carrot and not stick. Government was not set in place to do restrict personal freedom in this manner.

5. What environmental concerns should be addressed under a new system?

Trash cans must be cleaned and replaced at least 1x per quarter. Graffiti is removed at the cost of the trash hauler (same as it is now) and must be done within 1 week of it being reported. Simple things. Otherwise, if they have a contract they'll just tell owners to take a hike, the LAHD or whatever entity will get on the owners about dirty cans or graffiti and the owners are put in the spot of having to clean trash cans or remove graffiti on them - not fair at all.

6. Please provide any additional comments?

All costs associated with the new program should be resident / tenant costs absorbed by the users of the trash. This would be a full pass through under LAHD whereby the residents rent can be increased by the cost of the trash program in order to pay for it. For example, if the cost was \$3,000/year and is now \$10,000/year, the price has increased \$7,000. Using 30 units, that is \$7,000/30/12 or \$19.44/month that would be 100% passed through to the residents / tenants, the creators and users of the trash. Not heaped on the owner who may not profit as much as \$7,000 on their property and then be forced to sell or lose it to foreclosure. It is easier for 30 persons to feed the system than for one.

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Attention: Dan Meyers

SURVEY MONKEY
STAKEHOLDERS COMMENT FORM

Name: David Lee
Company: Martin Lee Properties, Inc. etc.

Phone: 818 508-3360
email: dcl@leepropertiesltd.com

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- 1. What are the advantages and disadvantages of a non-exclusive system, where an unlimited number of qualified haulers service customers in an area, versus an exclusive system, where haulers compete through a bidding process for the exclusive franchise right to operate in an area of the City?**

I can negotiate my own price without governmental interference. It is proven over and over again, government interference will create more bureaucracy, where certainly in this case, it is not justified nor needed. What is the upside to this plan? I see none. What is the downside? I lose control over my costs, I most likely will incur more red tape and taxation. Now waste haulers will have to bid to win the contract, there will be set fees for waste removal rather a price I can negotiate, and of course who will ultimately pay the cost for the bid paid to the city? Everyone. If businesses ran themselves as government entities do, they would all be out of business. All government entities spend more than they take in, and all are broke or suffering, or running amok and searching for new creative ways to balance a budget. Los Angeles is scurrying, raising parking meters to obscene rates, writing as many parking tickets and traffic tickets as they possibly can, raising and creating new taxes any way they can. This will not fix the problems nor does it create a business friendly environment nor lifestyle enhancement. As all businesses have to cut corners and live within their budget, so does government. This is just one more example where government has the potential to fail to provide any benefit, we do not need more of that. Try and fix the issues at hand and stop creating new problems and headaches for business owners, and at the same time hurting those that fail to win in a bidding process.

- 2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?**

No clue.

- 3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?**

I see no advantages and certainly the disadvantages are obvious. Now you have more bureaucracy, one for each area.

- 4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?**

I do not want to see a new system.

- 5. What environmental concerns should be addressed under a new system?**

I do not want to see a new system.

- 6. Please provide any additional comments?**

Government needs to fix the issues it is currently facing and not undertake new ones when it is not necessary and benefits no one except the one waste hauler that outbids the rest.

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SURVEY MONKEY
STAKEHOLDERS COMMENT FORM

Name: James R. Belden
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jbelden@pacbell.net

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email:

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The advantage of a non-exclusive system would suppose a competitive price for the consumer to pick & choose. This "pricing" however appears to be controlled by the trash companies. I can no longer get competitive bids. I'm concerned that an "exclusive franchise" system would merely change from the trash companies controlling prices to the city controlling (and getting a piece of) the pricing thereby increasing the cost to the consumer even more!!

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

I'm not sure how that could be accomplished. We already know the private collectors operate more efficiently than the city.

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

In either case it would seem to me that; because of the "franchise fee" the cost to the consumer would increase.

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

I'm very apprehensive of a new "city run" system!

5. What environmental concerns should be addressed under a new system?

6. Please provide any additional comments?

The city always finds ways to "tax" landlords so the city can "monitor" tenants comfort & maintenance of rental properties. Why can't the city do the same as pertains to trash collection?

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SURVEY MONKEY
STAKEHOLDERS COMMENT FORM

Name: Lawrence Rubenstein
Company: Westhill LMT

Phone: 818-541-230
email: Larry@menomosso.net

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I have direct negotiation rights with the haulers under the present system. I can choose who provides the best service and best price, and they compete hard for my business. Smaller haulers usually do the best job and are most competitive.

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

See 5 above

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

See 5 above

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

As long as we have space for recycling bins, I'm all for it.

5. What environmental concerns should be addressed under a new system?

No idea.

6. Please provide any additional comments?

I am totally opposed to the City's proposal to limit who I can contract with for trash pickup. I've owned property in Los Angeles for forty years, and it works very well as it is currently operating. Please leave us alone for once!

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SURVEY MONKEY
STAKEHOLDERS COMMENT FORM

Name: Michael Mooslin
Company: Color Me Mine Enterprises, Inc

Phone: 310 569 0205
email: mike@colormemine.com

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Non-exclusive advantages: helps the little guy compete and may bring prices down.

Disadvantages: Too many trucks on the road coming to one location at different times; not as efficient so could raise prices. Exclusive: Disadvantages: Could be rigged to give business to a friend; unfair to the smaller companies. Advantages, less trucks on the road and more efficient and could bring prices down.

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

Disadvantages: May be harder to recycle. Advantages: Hopefully less driving and overlapping of different trucks.

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

Advantages: May bring the cost down. Disadvantages: Unfair competition, locking others out.

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

I would prefer centralized recycling. Most residential units ave trash chutes and it would be impossible to separate.

5. What environmental concerns should be addressed under a new system?

Trucks that don't pollute and minimizing driving.

6. Please provide any additional comments?

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SURVEY MONKEY
STAKEHOLDERS COMMENT FORM

Name: Mark A Wermers
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Phone: 714 227-4180
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Competitive rates help the apt owners in this tough economy

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

none whatever works best in the particular community needs.

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

Companies do not give good service when they have been awarded the contract. It is a hassle to get anything done. The haulers damaged our property in San Jose and we had to eat the cost. This was a city Franchise.

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

What ever fits the community needs. I recycle alot I think its very important.

5. What environmental concerns should be addressed under a new system?

???

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STAKEHOLDERS COMMENT FORM

Name: Albert Mass
Company: apartment bldg owner

Phone: 818-789-2845
email: almas10@sbcglobal.net

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the advantage of having a non-exclusive system as we now have is that pricing and services will be competitive so that the waste haulers have an incentive to do the best job. The city of Compton had an exclusive contract and our company paid a much higher price and the city officials received kickbacks and there was corruption because they made it a monopoly. We were stuck paying too much and we knew there had to be corruption in the Compton city government that eventually got exposed. An exclusive system means that we are stuck with poor service, corruption, and no recourse.

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

I dont understand how this would work

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

Awarding a franchise is an exclusive agreement that leads to corruption of city officials, inefficiency, poorer service, and higher pricing since there is no comparative pricing.

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

It is desireable to have recycling.

5. What environmental concerns should be addressed under a new system?

I dont know the elements of the new system

6. Please provide any additional comments?

exclusive contracts will lead to corruption of decision makers, higher monopoly pricing, and poorer service since there is no comparative pricing or measure of service.

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SURVEY MONKEY
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Name: Jane Paul
Company: Environmental Policy Consultant

Phone: 310-902-1210
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Advantages of an exclusive system include: 1. Government oversight of a critical and growing business sector; 2. Government involvement in serious environmental issues, from the recycling perspective (landfills are toxic to communities and workers, and full), truck emissions causing greenhouse gas emissions - as too many trucks from too many haulers have no logic or pattern to their routes, and 3. Attention to public health impacts from the current unregulated system which is contributing to illness in our communities and dire climate consequences. 4. Small and medium sized businesses will have a clear field of haulers to choose from, in their communities, with regulated rates, alleviating the unknown in calculating their monthly costs, and the morass of multiple un-vetted vendors

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?
3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?
4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?
5. What environmental concerns should be addressed under a new system?
6. Please provide any additional comments?

Please email comments to:
San.FranchiseComments@lacity.org

OR

Mail comments to:
Solid Resources Citywide Recycling Division
1149 S. Broadway, 10th Floor, M/S# 944
Los Angeles, CA 90015
Attention: Dan Meyers



October 7, 2011

Ms. Karen A. Coca
Acting Division Manager
Solid Resources Citywide recycling Division
1149 S Broadway, 10th Floor - MS # 944
Los Angeles, CA 90015

Dear Ms. Coca,

On behalf of Recology, I would like to thank you for the opportunity to comment on the Solid Waste Franchise that the City of LA is evaluating. Recology would like to submit these responses for your consideration. We appreciate the City allowing for stakeholders to express their input as well as their ideas for the future of solid waste handling in the City of LA.

- 1. What are the advantages and disadvantages of a non-exclusive system, where an unlimited number of qualified haulers service customer in an area, versus an exclusive system, where haulers compete through a bidding process for the exclusive franchise right to operate in an area of the city?**

There are many economic and environmental advantages for a city that has an exclusive franchise agreement with a solid waste hauler, versus a non-exclusive system. The most significant advantage is accountability. When there is only one hauler that manages the collection of a city's waste stream, there is a high amount of visibility with the City's residents and businesses, which translates to visibility with the City's elected officials and staff. This unique partnership allows the City to hold the hauler accountable for servicing the public and environmental health needs of the customers, servicing the customers responsibly, protecting the environment, and ensuring employee health and safety. Within an exclusive franchise, the City may condition the hauler to meet these needs (e.g. ensuring that recycling options are provided to customers), and then hold the hauler to those conditions for the length of the franchise agreement. A non-exclusive system does not operate this way: multiple haulers can provide a low level of service, or not appropriately track waste, and can slip under the radar of the City due to the number of haulers the City has to manage.

Another advantage of having an exclusive franchise is efficiency. With only one collection company servicing the City, truck routes can be organized more efficiently than an innumerable amount of truck routes, potentially overlapping, being operated by many different service providers. An exclusive franchise means fewer trucks on the roads, translating to less traffic, noise, emissions, missed pickups, stress on aging streets/infrastructure, and accidents.



Almost all the advantages of having an exclusive franchise agreement tie back to environmental health and safety. Los Angeles would like to pursue zero waste, but that is nearly impossible when there are multiple haulers competing in the marketplace, making it extremely difficult for the City's staff to track where all the waste is going and if it is being properly diverted from landfill. If all this waste was being collected by a single collector it would be much easier for both the franchisee and the City to track how the waste is being handled and to ensure the highest level of diversion possible.

An additional societal benefit that would be realized by the City through a single franchise is safe, well-paying jobs. A single franchise allows for consistency in wage scales and benefits, meaning less employee turnover as well as sufficient personnel as backup to cover routes in cases of sick or vacation coverage. The City wouldn't have to rely on using 3rd party employment companies that would be unfamiliar with the services being provided.

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

There are many advantages to combining the multifamily and commercial collection systems. First, when combining the commercial and multifamily contracts, the same vehicles and equipment can be used for servicing both systems. More efficient truck routes can be developed by utilizing the same vehicles for collection of both commercial and multifamily customers in the same geographic area. This method saves the City both resources and time. With more efficient collection routes, more material can be collected using fewer trucks. Having fewer trucks on the streets translates to increased environmental and societal benefits for the City.

Route efficiency, resulting from the combination of systems, would improve the City's overall environmental health because the vehicle emissions from the solid waste sector would decrease. There would also be advantages to daily social activities and safety as the City would experience less traffic, less noise, and fewer accidents as collectors would be spending less time on the streets.

Lastly, if commercial and multifamily customers were to be on the same collection system, achieving increases in diversion would be much easier. Because the same hauler would be servicing both types of customers, recycling and organics collection programs could be expanded on a large scale and implemented efficiently.

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?



In addition to the advantages of having an exclusive agreement with a single hauler, as described above, there are additional benefits to placing the entire City under one franchise agreement. Throughout the City, customers could be guaranteed the same level of service, regardless of where they are located. Because the City would be under a single franchise agreement, all customers would be similarly affected by rate decisions and service programs. Without a citywide franchise, different parts of the City could be subjected to different rates, different collection and diversion programs, and different franchise agreement terms. If one hauler was given the responsibility for all the City's collection services, there would be more uniformity and less confusion on where to direct questions, concerns or complaints.

With one hauler for the entire City, it would be easier to track the waste's movement and guarantee its appropriate handling. Monitoring waste through only one hauler not only makes the system more organized, but also ensures environmental responsibility.

In addition to the organizational advantages, there are also economic benefits to awarding only one franchise for the entire City. It will take less time, fuel and equipment if one hauler was responsible for collecting all of the City's material, and those cost savings would be felt by the rate payers as well.

Finally, if one franchise was awarded for the entire City, instead of several franchises awarded for different areas of the City, a true partnership could develop between the hauler and the City. This would include relationships with the customers, with City officials, as well as with community and environmental groups. The resulting strong relationship would allow the City to more easily improve the system when needed, including working with its single partner to roll out new and innovative pilot programs citywide.

4. What minimum level of diversion and recycling requirements should be addressed under a new system? What type of recycling and diversion programs and services would you like to see in a new system?

The City of Los Angeles has already made tremendous strides in solid waste diversion. As Los Angeles continues to strive for zero waste, it is evident that the City needs to implement a food waste collection system to be combined with its already successful green waste collection program. Many cities in the United States are realizing higher diversion rates by implementing residential and commercial food waste collection. The franchised collection company or companies that are awarded the opportunity to provide services to the City must have a demonstrated zero waste plan that can align with zero waste policies that have already been adopted by the City. The chosen entities should be held to increasing diversion rates on a yearly basis, ultimately partnering with the City to reach its goal of zero waste.



5. What environmental concerns should be addressed in a new system?

The most important environmental concern that should be addressed in a new system is increased diversion from landfills. Since landfills are the number one contributor of anthropogenic methane emissions in the country, the need to divert organic materials away from landfills and to higher and better uses such as composting and energy recovery is higher than ever. Increased diversion from landfills has the potential to realize huge environmental benefits that can range from decreased methane emissions to manufacturing of nutrient-rich compost to valuable renewable energy from organics.

Decreased vehicle traffic and efficient routing of trucks should also be addressed in a new system. Traffic, noise, and emissions from on-road vehicles are huge problems in and around the City of Los Angeles. Whichever hauler is chosen should have a plan to decrease vehicle emissions by using alternative fuels, and by using efficient routing technology. The City should condition any new franchise award on the operation of clean and green trucks.

If you have any further questions or comments, please contact Rachel Oster at roster@recology.com or (415) 613-0438.

Sincerely,

Rachel Oster
Government Relations Manager
Recology



San HaulerFranchise <san.franchisecomments@lacity.org>

Recology - LA Solid Waste Franchise Stakeholder Comments

2 messages

Meghan Butler <mbutler@recology.com>

Fri, Oct 7, 2011 at 4:36 PM

To: "san.franchisecomments@lacity.org" <san.franchisecomments@lacity.org>

Hello,

The Solid Waste Franchise comments are attached here. Please let me know if any other information is needed. These comments will also be mailed to:

Solid Resources Citywide Recycling Division

1149 S Broadway, 10th Floor - MS # 944
Los Angeles, CA 90015

Thank you,

Meghan Butler

Government Relations Specialist

Recology™ | 50 California Street, 24th Floor | San Francisco, CA 94111-9796

T: 415.875.1104 | M: 415.572.6116 | mbutler@recology.com

WASTE ZERO

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Recology - LA Solid Waste Franchise Stakeholder Comments.pdf
272K

San HaulerFranchise <san.franchisecomments@lacity.org>

To: mbutler@recology.com

Fri, Oct 7, 2011 at 4:36 PM

Thank you for contacting
Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles

--
Thank you for contacting
Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles*
** *



San HaulerFranchise <san.franchisecomments@lacity.org>

Bring Recycling to Every Angeleno

2 messages

James Mulcare <xsecretsx@cableone.net>

Thu, Sep 8, 2011 at 12:29 PM

Reply-To: James Mulcare <xsecretsx@cableone.net>

To: san.FranchiseComments@lacity.org

Sep 8, 2011

Honorable Cynthia Ruiz
CA

Dear Honorable Ruiz,

I write to you as a concerned citizen of Los Angeles and a member of Global Green's Climate Citizen Initiative. I am doing what I can in my own life to reduce my carbon footprint, but I realize that it will take the collective voice and effort of all Angelenos to create lasting, significant change to address the impacts of climate change.

I am very concerned that many businesses in Los Angeles and residents in thousands of apartment complexes in the city do not have the option to recycle and that so much recyclable waste goes to landfills. Moreover, multiple waste hauling companies servicing the same block or business and overlapping collection routes create unnecessary traffic, pollution, and negative health effects.

While the City of Los Angeles does a great job providing recycling for residential waste, LA businesses and apartment complexes also deserve the opportunity to recycle. All communities and neighborhoods in LA should be protected against the negative long-term health and environmental effects caused by the emissions of too many old, dirty diesel waste collection trucks, which are not subject to regional air quality standards, servicing the City.

I urge the City to adopt a franchise waste collection system to:

- ensure that businesses and apartment complex residents have the opportunity to recycle,
- reduce carbon emissions from waste collection by requiring clean trucks,
- reduce traffic and congestion by requiring efficient collection routes,
- enable the City to reach its zero waste goals, and
- protect our communities against unnecessary and negative health and environmental impacts to which they are currently exposed.

I appreciate your attention in this matter and I look forward to your response. Thank you.

Sincerely,

Mr. James Mulcare
1110 Benjamin St
Clarkston, WA 99403-2576

San HaulerFranchise <san.franchisecomments@lacity.org>

Thu, Sep 8, 2011 at 12:29 PM

To: email_feedback_handler@mta-inbound.cluster3.convio.net

Thank you for contacting
Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles

--

Thank you for contacting
Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles*



Protecting California's air since 1971

September 2, 2011

Solid Resources Citywide Recycling Division
City of Los Angeles
1149 South Broadway, MS #944
Los Angeles, CA 90015
Via Email to san.franchisecomments@lacity.org

RE: PRIVATE HAULER FRANCHISE INITIATIVE

To Whom It May Concern:

CCA is encouraged that the City is considering improvements to its system of refuse services for the multifamily and commercial sectors. The City has been a leader in other areas of waste management, recycling and refuse hauling, and CCA supports a continued focus on environmental performance. Specifically, CCA urges three priorities:

1. Ensure Clean Trucks

Cleaner truck technology is available and proven, as the City well knows given its fleet of natural gas refuse trucks used in the residential sector. CCA wholeheartedly supports SCAQMD Rule 1193, which requires clean refuse trucks, and we urge the City to establish a system to which Rule 1193 applies. Rule 1193 would provide detailed, widely accepted technical guidelines for the refuse fleet. Recent updates to the rule were adopted after thorough discussion among industry and environmental stakeholders.

While the City could independently require clean truck technology in a bidding process, the application of Rule 1193 would provide sufficient and predictable results without additional administrative or technical resources from the City. Application of Rule 1193 would provide consistency for haulers who participate in other regulated areas of the region and would ensure that future technical advances are reflected when practical—again, without additional demand on City resources.

The surest way for Rule 1193 to apply to the City's multifamily and commercial sectors while still relying on private haulers is to move toward an exclusive system, where the City is limiting the number of haulers and actively shaping the market.

811 W. 7th Street, Suite 1100
Los Angeles, CA 90017
(213) 630-1192
fax (213) 630-1158

1140 N. Van Ness Ave, Suite 104
Fresno, CA 93728
(559) 486-3279
fax (559) 486-3669

1107 9th Street, Suite 830
Sacramento, CA 95814
(916) 498-1560
fax (916) 498-1547

www.coalitionfordeanair.org

2. Increase Efficiency

Reducing the problems of inefficient, overlapping truck service routes must be a priority. Increased efficiency is a central strategy to reduce fuel consumption and consequent GHG emissions—even when using clean trucks. The use of a wasteshed approach through an exclusive system is consistent with concepts outlined in the RENEW LA plan.

3. Expand Recycling and Diversion

Improved standards and accountability for haulers in the multifamily and commercial sectors must be pursued, in support of RENEW LA's and the City's goals for waste reduction. Raising commercial standards so that waste materials accepted at the workplace are consistent with those at residences will increase participation rates in recycling and protect the quality of recyclables collected. It will facilitate public education and reduce confusion about what can be recycled.

Improved waste management is important to air quality, and CCA looks forward to long-overdue improvements the City is considering in the multifamily and commercial sectors.

Thank you.

Sincerely,



Martin Schlageter
Campaign Director



San HaulerFranchise <san.franchisecomments@lacity.org>

CCA comments to Franchise Initiative

2 messages

Martin Schlageter <martin@coalitionforcleanair.org>

Fri, Sep 2, 2011 at 1:59 PM

To: "san.franchisecomments@lacity.org" <san.franchisecomments@lacity.org>

Thank you for considering CCA's comments, attached, which expand on our comments at stakeholder meetings. Contact me anytime if you have any questions.

Martin Schlageter

Coalition for Clean Air | Campaign Director

811 West 7th Street | Suite 1100 | Los Angeles, CA 90017
(213) 630-1192 x102 | www.coalitionforcleanair.org



CCA comments to City Sanitation 090211.pdf
87K

San HaulerFranchise <san.franchisecomments@lacity.org>

Fri, Sep 2, 2011 at 2:00 PM

To: martin@coalitionforcleanair.org

Thank you for contacting
Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles

Thank you for contacting
Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles*



Protecting California's air since 1971

September 2, 2011

Solid Resources Citywide Recycling Division
City of Los Angeles
1149 South Broadway, MS #944
Los Angeles, CA 90015
Via Email to san.franchisecomments@lacity.org

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Improved waste management is important to air quality, and CCA looks forward to long-overdue improvements the City is considering in the multifamily and commercial sectors.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Schlageter', with a stylized flourish at the end.

Martin Schlageter
Campaign Director



San HaulerFranchise <san.franchisecomments@lacity.org>

CCA comments to Franchise Initiative

2 messages

Martin Schlageter <martin@coalitionforcleanair.org>

Fri, Sep 2, 2011 at 1:59 PM

To: "san.franchisecomments@lacity.org" <san.franchisecomments@lacity.org>

Thank you for considering CCA's comments, attached, which expand on our comments at stakeholder meetings. Contact me anytime if you have any questions.

Martin Schlageter

Coalition for Clean Air | Campaign Director

811 West 7th Street | Suite 1100 | Los Angeles, CA 90017
(213) 630-1192 x102 | www.coalitionforcleanair.org



CCA comments to City Sanitation 090211.pdf
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San HaulerFranchise <san.franchisecomments@lacity.org>

Fri, Sep 2, 2011 at 2:00 PM

To: martin@coalitionforcleanair.org

Thank you for contacting
Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles

—
Thank you for contacting
Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles*

Franchise Stakeholder Comment Form

The City is now evaluating the method by which:

- 1. Private waste haulers are allowed to operate in the City; and**
- 2. Apartment residents and commercial operations will recycle in the City.**

Your input is requested on the topics listed below. Your responses will be considered as part of the City's evaluation of how private solid waste haulers should operate in the City.

1. Name

Lauren Ahkiam

2. Phone number

818-899-2454

3. Organization

Pacoima Beautiful

4. Email address

lahkiam@pacoimabeautiful.org

5. What are the advantages and disadvantages of a non-exclusive system, where an unlimited number of qualified haulers service customers in an area, versus an exclusive system, where haulers compete through a bidding process for the exclusive franchise right to operate in an area of the City?

Due to facility over-concentration in areas such as the Northeast San Fernando Valley, we seek an exclusive franchise plan that puts facility location as a central criterion for franchise competition. An exclusive franchise will also help ensure haulers - and ideally facilities - meet standards necessary to ensure good jobs, clean air, and recycling for all. I see no disadvantages for the exclusive system compared to the non-exclusive system.

6. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

This will allow maximum efficiency of the system, including truck routes, facility siting and usage, and overall city process efficiency. To separate the two would be extremely problematic and unacceptably delay maximizing increased standards and diversion rates.

7. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

N/A.

8. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

Commercial green waste pickup and recycling would be a tremendous way of increasing diversion via reducing food waste at restaurants and offices.

9. What environmental concerns should be addressed under a new system?

High truck standards and efficient routes, thus preventing air pollution and road wear-and-tear. Facilities' concentration and operating procedures/standards, to avoid over-concentration in certain communities and to ensure proper procedures/maximum diversion is achieved. Job quality and training levels - which will help ensure proper procedures are followed, thus preventing ground, water, and air pollution and ensuring maximum diversion.

10. Any additional comments?

Pacoima Beautiful is an environmental health and justice community organization working in the Northeast San Fernando Valley, an area overburdened by waste facilities and the related diesel truck traffic. Over time there have been thirty waste facilities in our community and we deal with the ramifications of this industry every day. For instance, about one in five residents report respiratory illnesses. Children go to school or play in parks a few blocks from facilities that mist caustic perfumes in an attempt to mask the stench of waste, waste that will have to settle in heaps for the next two decades before the land can be used for any other use. Hundreds of trucks stream through our community, driving near homes, schools and churches due to the bad land use practices that place sensitive uses near industrial. It is absolutely vital for the health of our environment, community, and economy to move forward with an exclusive system for both multi-family and commercial franchises as soon as possible!

More personally, I asked for years for my apartment manager to "allow" the city to pickup recycling, for free, at my apartment. Every day, different trucks would come to pick up waste from a few of the apartments on my street, in an incredibly inefficient system. Now that I live in a single-family neighborhood, I am so thankful that the city picks up our blue, green, and black bins and comes just ONCE a week. I want this to be the case for everyone, as well as to be able to not feel guilty and frustrated by all the food waste and recycling I see thrown away at work or out on the town. I know that it will, in large part, just end up being trucked to or through the Northeast Valley, where members of our community will face often-hazardous job conditions in its transportation, sorting, and final disposal. Thank you sincerely for your dedication and efforts on this issue.

SPURGIN & ASSOCIATES

September 30, 2011

City of Los Angeles
Solid Resources Citywide Recycling Division
1149 S. Broadway, 10th Floor, M/S#94
Los Angeles, CA 90015
Attention: Dan Meyers

Re: Private Hauler Franchise Initiative
Comments of: Stericycle, Inc.

Dear Mr. Meyers:

I am representing Stericycle, the nations largest provider of waste handling and processing services to the healthcare community, and am following up as requested to the comments I made on their behalf at the September 6, 2011 Stakeholder meeting. Stericycle applauds the efforts of the city of Los Angeles to increase recycling, and has been involved in these efforts as well, currently recycling cardboard at many of its facilities, as well as recovering stainless steel medical instruments. To date, the company's Sharps Management Service has kept over 1 million reusable sharps containers out of landfills.

Regarding this Initiative to combine commercial collection with residential collection by franchising, Stericycle has some important concerns. Granting a single franchise to a waste hauler for the city or within a waste shed area for apartment complexes and commercial establishments may have unintended negative impacts.

Many commercial facilities such as hospitals, as well as other specialized generators including automotive body shops, dry cleaners, medical offices, printing establishments and other commercial businesses have multiple waste streams. Some of these waste streams are highly regulated such as hazardous wastes, pharmaceutical wastes and medical wastes. While we understand that the Private Franchise Hauler Initiative specifically excludes medical waste, to grant a single company a franchise to handle all the wastes at apartment houses and commercial establishments would create many unintended negative impacts to the community and possibly the environment.

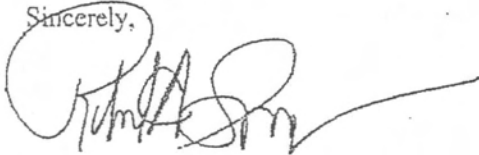
P.O. Box 53338 Irvine, CA 92619-3338
949-677-0700
bub.spurgin@spurginassociates.com
www.spurginassociates.com

These include forcing companies performing residential hauling to include services for commercial, for which they may lack proper equipment and expertise, or to contract with other service providers who have no choice but to deal with the franchisee. This may create either an unfair advantage for the winning company and have a chilling effect on competition, or lead to higher pricing due to the lack of required hauling densities for specialty types of commercial waste, such as medical waste. The commercial waste generators could also see their current waste reduction and recycling efforts for some wastes hampered if the franchisee does not operate at the highest of levels of service for all the waste streams, thus having the opposite of the intended effect to increase recycling. Further comments on these and other issues are included in the response form to the City questionnaire.

Stericycle also supports the comments and concerns raised by the Hospital Association of Southern California to this proposal. Stericycle recommends that the city concentrate its recycling efforts to apartment complexes and not include commercial establishments in this proposal.

Again we appreciate the efforts of the City staff to include stakeholders in the process, and look forward to assisting your efforts going forward in any way possible.

Sincerely,

A handwritten signature in black ink, appearing to read 'Robert A. Spurgin', with a long horizontal flourish extending to the right.

Robert A. Spurgin

P.O. Box 53338 Irvine, CA 92619-3338
949-677-0700
bob.spurgin@spurginassociates.com
www.spurginassociates.com

STAKEHOLDERS COMMENT FORM

Name: Robert A. Spurgin

Phone: 949-677-0700

Company: Stericycle, Inc.

Email: bob.spurgin@spurginassociates.com

1. What are the advantages and disadvantages of a non-exclusive system, where an unlimited number of qualified haulers service customers in an area, versus an exclusive system, where haulers compete through a bidding process for the exclusive right to operate in an area of the City?

An exclusive system affords the maximum control a City can exercise since it only has one hauler to monitor. It is therefore likely to be less involved for City staff to address problems, complaints, or non-compliance issues. Fewer vehicles are traveling on routes which can reduce emissions and aid in traffic control involving parking on designated days, etc. Disadvantages are labor unions and chosen franchised vendors may 'hold a city hostage' in the event of a contract dispute, choices for services are limited to the franchisee, who has limited incentive to be flexible or work with the City in addressing changes or unforeseen conditions or special services. Further, a franchisee, and particularly those required to contract with the franchisee for services may be penalized by the dynamics of the service area. That is, customers of the franchisee (both generators and other haulers handling materials other than residential solid waste) may be adversely impacted by reduced service densities required for economical pricing by the franchisee, causing prices to escalate. In essence, being forced to buy from one vendor (the franchisee) for a specified service area can mean higher prices.

A non-exclusive system increases choice to the user, allowing them to determine who is best equipped to meet their needs.

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

There are no advantages to combining multifamily and commercial collection services. The two services differ a great deal. Multi-family waste generators will produce a homogeneous residential waste stream typically containing only three types of waste (trash, recycling, and green), serviced by residential collection vehicles and containers. A commercial waste generator, in addition to typical commercial solid waste such as office waste, organics from stores and restaurants, and other conventional municipal solid waste discards, may also have grease, hazardous waste, medical waste, a compost program for cafeteria food, construction and demolition, e-waste, and others. Additionally, commercial categories such as hazardous and medical wastes may have sub-categories for RCRA/non-RCRA, biomedical, pharmaceutical, pathological, and

sharps, which would all typically be serviced by different containers and collection trucks, and regulated under different packaging, handling, documentation, and shipping regulations. Commercial hauling is much more specialized and service oriented, and requires specialized equipment, training, and expertise. Typically, different companies offer services in these different areas.

To combine residential (multi-family) and commercial into one franchise agreement would be akin to asking your car mechanic to also perform as your family doctor.

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus separate franchises versus awarding separate franchises for different parts of the City?

The consistency of service between areas would be an advantage for the single franchise vs. multiple franchises, but from the standpoint of a generator again choice is taken away in either case. For commercial entities such as hospitals, the designation of a franchisee, either single or multiple, would result in loss of choice, expertise, and the risk of not having permitted, trained, or licensed haulers for the particular waste stream involved by being forced to contract with a franchisee whose equipment and expertise is primarily geared towards serving the residential generator. Further, as explained in question 1. above, this may also have a detrimental effect on pricing, as insufficient densities for economical pricing are reduced or eliminated by parceling off franchise areas, or by forcing commercial generators and others to contract with residential haulers lacking proper equipment or expertise.

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

The levels would differ for multi-family and commercial operations. And within the commercial sector recycling levels will differ by the particular industry. Garment and other manufacturing entities common to the City may be able to achieve higher recycling rates than service industries like the health care sector. Setting an arbitrary level for commercial facilities will not accomplish the intended goal in the same way it might for multi-family generators.

5. What environmental concerns should be addressed under a new system?

For a multi-family collection system, in a non-attainment area, vehicle emissions would be the most obvious, and any standards should be supported by CARB and the SCAQMD. Containment integrity of 3 yard bins, compactors or rolloffs should be listed so as to preclude leakage, particularly from compaction systems. MRF locations should be local so as to preclude long distance emission issues outside the LA Basin.

Again, as stated above, there are numerous environmental concerns involved in artificially mandating that a single or multiple franchisee service the commercial sector

as well as residential multi-family, including having proper equipment, training, expertise, documentation, etc.

6. Please provide any additional comments?

As indicated in testimony before the Stakeholder meeting held in Van Nuys on September 6, Stericycle fully supports the City's objective of an efficient, cost effective and environmentally responsible collection program that meets and hopefully exceeds the City's current waste diversion and recycling rate. As the world's largest provider of medical waste services to hospitals, including many of the four dozen hospitals located in the City of Los Angeles, Stericycle is committed to environmental responsibility and sustainable practices that support the City's goals.

It is important to recognize that hospitals generate multiple waste streams of varying risks and hazards. Some hospitals choose Stericycle to manage all the waste streams under our Integrated Waste Stream Solutions (IWSS) program, while others choose select vendors for different waste streams. Either way hospitals need to have the flexibility to make the decisions that they feel best fit their particular needs and circumstances. To require them to use a specific hauler with specific shed configurations would hamper their ability to manage their wastes in the optimal manner, including their efforts at recycling and reverse distribution. It could also have the unintended consequence of requiring a hauler who lacks either the expertise, licenses, or permits necessary to handle the hospital's particular waste streams.

Stericycle agrees with the comments made by the Hospital Council of Southern California (HASC) in their submittal, and hopes that the City will recognize and take into account the particular needs of the commercial generators in the City, particularly hospitals that among themselves vary by size and types of services. As a proud partner to many hospitals in the City to efficiently manage their waste streams in the most efficient and environmentally responsible manner possible, Stericycle is happy to work with the Bureau of Sanitation and the Department of Public Works as the process of the Private Hauler Franchise Initiative goes forward.

SURVEY MONKEY
STAKEHOLDERS COMMENT FORM

Name: Ernest Doizaki
Company: American Fish & Seafood Co

Phone: 213.612 0350
email: afish1@americanfish.com

The City is now evaluating the method by which:

1. Private waste haulers are allowed to operate in the City; and
2. Apartment residents and commercial operations will recycle in the City.

Your input is requested on the topics listed below. Your responses will be considered as part of the City's evaluation of how private solid waste haulers should operate in the City.

1. What are the advantages and disadvantages of a non-exclusive system, where an unlimited number of qualified haulers service customers in an area, versus an exclusive system, where haulers compete through a bidding process for the exclusive franchise right to operate in an area of the City?

Non exclusive system is better. There would never be a stoppage due to a strike.

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?
3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

Not competitive pricing

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?
5. What environmental concerns should be addressed under a new system?
6. Please provide any additional comments?

Please email comments to:

San.FranchiseComments@lacity.org

OR

Mail comments to:

Solid Resources Citywide Recycling Division
1149 S. Broadway, 10th Floor, M/S# 944
Los Angeles, CA 90015
Attention: Dan Meyers

SURVEY MONKEY
STAKEHOLDERS COMMENT FORM

Name: Scott Campbell
Company: Midtowne Spa

Phone: 213.814.4465
email: GM@Midtowne.com

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1. What are the advantages and disadvantages of a non-exclusive system, where an unlimited number of qualified haulers service customers in an area, versus an exclusive system, where haulers compete through a bidding process for the exclusive franchise right to operate in an area of the City?

I don't see any disadvantages of a non-exclusive system. There are two main advantages to a non-exclusive system. The first is price, I am free to negotiate with different vendors to get the best price. The second is service, with a non-exclusive system the vendor must provide us with good service or we will go somewhere else. We are a gay business and have had problems with homophobic drivers in the past. With our non-exclusive system the vendor needs to provide us with a different driver or we will go somewhere else. With an exclusive system we would be forced to deal with that homophobic driver.

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

See # 5, I see no advantages to awarding a franchise.

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

I think having a separate recycling bin would be a good addition.

5. What environmental concerns should be addressed under a new system?

6. Please provide any additional comments?

We have clubs in various cities and we pay the lowest rates in Los Angeles because we are allowed to negotiate. We pay \$200 per month to have our dumpster emptied 3 times per week, I don't think the city would negotiate a better rate than that.

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San.FranchiseComments@lacity.org

OR

Mail comments to:

Solid Resources Citywide Recycling Division
1149 S. Broadway, 10th Floor, M/S# 944
Los Angeles, CA 90015
Attention: Dan Meyers

Stakeholders Comment Form

Name: Sergio Moreno

Phone: 213 627 9909

Company: Campers Corner Check

email: CampersCorner@netscape.com

and Durango properties Inc.

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1. What are the advantages and disadvantages of a non-exclusive system, where an unlimited number of qualified haulers service customers in an area, versus an exclusive system, where haulers compete through a bidding process for the exclusive franchise right to operate in an area of the City?

The idea of driving out the independent trash haulers (ie small business owner) in favor of franchised company haulers in this economic environment is not acceptable on several fronts. 1. Competition has allowed us to pay lower service fees vs what larger companies charge with a long term contract. 2. It is not right to put people out of business. The free market works itself out.

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

The disadvantages are that a monopoly is created.

The consumer loses when competition is restricted or eliminated. In addition, the small operator is out of business.

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

I do not believe a new system should be adopted. This question should be addressed only if a new system is adopted.

We should always recycle as much as possible as individuals and as a society.

5. What environmental concerns should be addressed under a new system?

The current environmental laws that apply to trash collection should remain in effect to protect the public health.

6. Please provide any additional comments?

Perhaps the City believes that financially this proposed system will benefit the City's coffers. However, in the long run, the city does not benefit from the parking lot contracts that owe hundreds of thousands if not millions of dollars to the city in unpaid fees. Another example of the city unwisely chasing a mirage of dollars is the failed red light camera program. Entering into a franchise system will undoubtedly add to the city's reputation of red tape, bureaucratic inefficiencies, and anti-business atmosphere. Forcing independent operators out of the city may be akin to driving them out of business. This will be the unintended consequence of this idea. I oppose this idea and the limiting of my business's choice of a trash collector.

Please Mail Comments to:

Solid Resources Citywide Recycling Division
1149 S. Broadway, 10th Floor, M/S# 944
Los Angeles, CA 90015
Attention: Dan Meyers

Stakeholders Comment Form

Name: Pebe J. Bekey Phone: 415-546-7111
Company: Samuel Hoffman email: pbekey@kcaengineers.com

The City is now evaluating the method by which:

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1. What are the advantages and disadvantages of a non-exclusive system, where an unlimited number of qualified haulers service customers in an area, versus an exclusive system, where haulers compete through a bidding process for the exclusive franchise right to operate in an area of the City?

Don't change what isn't broken. Leave
the system alone.

If you change the little haulers will
lose out to the 'big ones.'

Any bid MUST include a price
structure.

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

5. What environmental concerns should be addressed under a new system?

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Solid Resources Citywide Recycling Division
1149 S. Broadway, 10th Floor, M/S# 944
Los Angeles, CA 90015
Attention: Dan Meyers

Stakeholders Comment Form

Name: Rick Kanase

Phone: 213-798-5074

Company: ORE-CAL

email: Rick@ore-cal.com

The City is now evaluating the method by which:

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2. Apartment residents and commercial operations will recycle in the City.

Your input is requested on the topics listed below. Your responses will be considered as part of the City's evaluation of how private solid waste haulers should operate in the City.

1. What are the advantages and disadvantages of a non-exclusive system, where an unlimited number of qualified haulers service customers in an area, versus an exclusive system, where haulers compete through a bidding process for the exclusive franchise right to operate in an area of the City?

Advantages of non exclusive system is hopefully competition keeps the best pricing. Dis advantage is I don't know IF we are getting the best rates. Advantage of exclusive is a Low cost Bidding system. Dis advantage is that once a company gets a bid, they could get lazy service could go down.

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

There could be a cost savings in volume. There could be poor service by overlapping residential & commercial.

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

Advantage of entire City, should be easier to manage, better pricing. Disadvantage is we could see the resource may be spread thin.

Separate franchise could be more competitive pricing, disadvantage is we may not be getting the best service.

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

we need a carton recycling which we can get a return on. Also paper recycling.

5. What environmental concerns should be addressed under a new system?

Unknown

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or printed text on the paper.

Solid Resources Citywide Recycling Division
1149 S. Broadway, 10th Floor, M/S# 944
Los Angeles, CA 90015
Attention: Dan Meyers

Name: Greg Loughnane
Company: Athens Services

Phone: 626 255 8121
email: GLoughnane@athensservices.com

1. WHAT ARE THE ADVANTAGES/DISADVANTAGES OF A NON-EXCLUSIVE VS. EXCLUSIVE SYSTEM

The advantages of an exclusive system, where a single hauler is chosen to operate in a given waste shed, are limited.

- ✓ There would potentially be lower administrative costs for the City because there are fewer haulers to manage. However if the number of haulers is limited and the service quality and demands of customers are not being met (see comment below), there will be more administrative time responding to customer complaints.
- ✓ There would be fewer truck trips if haulers are eliminated or reduced- less traffic, pavement wear, and air pollutants. However fewer truck trips and reduced greenhouse gases can be realized if MRFs capable of mixed waste processing are sited throughout the City or surrounding areas, consistent with the City's vision in the SWIRP program.

Disadvantages of an exclusive system

- ✓ The City of Los Angeles commercial and industrial business space is incredibly large and diverse. Heavy manufacturing, light manufacturing, produce markets, major institutions, multifamily, chute rooms, restaurants, food waste programs, compactors, roll off, dedicated recycle loads, mixed recycle loads etc. This City is not very conducive to an exclusive franchise system given its size and diversity as compared to a bedroom community for example. There are several hundred trucks per day of many types providing many different services to the commercial base of the City. Most cities in Los Angeles County probably have fewer than 10 commercial trucks providing commercial service. One size does not fit all nor should one service level and pricing schedule. Presumably the City would have to establish pricing for each service and service level in the service areas. If the City does not provide pricing guidelines, it could create an environment with no price controls for few haulers, which is not what the multifamily and commercial sector wants. It is an incredibly difficult task in a City so diverse with so many different service criteria by customers to establish "standard rates for services". It would be a massive undertaking by the City to do so particularly when recycling of all kinds (including food waste and organics) is demanded by regulators and customers, and diversion is so critical.

Ultimately the City should opt for the model that best serves its interests and the interests of citizens/consumers, not the interests of haulers. Leaving aside the fact that the sheer size of the city of Los Angeles makes it unrealistic to assume 1 or 2 haulers can conceivably meet all of the demands of the diverse customers that need recycling and trash service. As discussed, major institutions and large customers are requiring "custom" recycling programs for meeting zero waste goals and most haulers simply cannot meet these requirements. Therefore these customers must have the flexibility to choose their haulers.

Advantages to the City of a Non-Exclusive Franchise model:

Timing – A non-exclusive franchise system will allow the City to combine the franchises for multi-family and commercial hauling immediately, eliminating uncertainty for haulers about their future in the City. With the elimination of this uncertainty, companies will be more willing to invest in fleet upgrades and other infrastructure sooner. In addition, it will allow the City to set forth the requirements of AB341 sooner.

Environmental — The City has made its “zero-waste” goals and intentions clear in the SWIRP plan. Achieving these goals will require significant private investment in recycling infrastructure by haulers. No company will make a significant investment in siting, permitting and constructing recycling facilities such as MRF’s and composting operations unless it is assured it can obtain the waste to process through those facilities. For example, what hauler would spend tens of millions of dollars to build a MRF if there was even a remote possibility that it would not be able to haul in the geographic vicinity of that MRF, because the exclusive rights to haul in that area were awarded to another company?

Given that it will take years to implement an exclusive franchise model, any decision to do so could effectively force haulers to curtail making investments now in recycling infrastructure, until they could determine where and if they will be permitted to haul years from now. This delay would completely undermine SWIRP and retard the City’s progress toward achieving its recycling goals.

The City has achieved its 69% recycling to a large degree through the efforts of its existing haulers. Athens Services has processed over 600,000 tons of City of LA commercial and multifamily recycling material through our MRF. Yet the City is potentially considering a system that could eliminate a company with a proven track record and major infrastructure to accomplish what the City is hoping to achieve by potentially restricting where it can haul. Companies willing to put capital at risk, build and site recycling infrastructure and create much needed jobs should be rewarded for their efforts to increase diversion, not handcuffed.

Advantages to Citizens/Consumers of a Non-Exclusive Model:

Economic— a non-exclusive franchise model allows for greater consumer choice, and competition among haulers will drive down prices and put pressure on haulers to constantly innovate and improve service.

For owners of multiple commercial and multi-family properties throughout the City, a non-exclusive franchise system would allow them to maintain their existing relationships with haulers and to achieve the economies of scale that come with servicing multiple properties under a single contract—economies of scale that would continue to be passed on to consumers/tenants.

Environmental-- The demands of our customers-- which include institutions, universities and large customers with governing Boards are promoting sustainability and demanding enhanced recycling programs and a reduction in waste sent to landfills-- are growing. As stated above, moving to an exclusive franchise model under certain terms, could compromise our ability to meet these demands because it would eliminate any incentive to invest in recycling infrastructure.

CONCLUSION:

The economic and environmental benefits of a non-exclusive franchise model to the City and to consumers are significant and this is the model that the City should adopt.

2. WHAT ARE THE ADVANTAGES AND DISADVANTAGES OF COMBINING MULTI-FAMILY AND COMMERCIAL?

Combining multi-family and commercial franchises will allow for the elimination of route duplication and create concomitant air quality and traffic benefits once commercial and multi-family waste streams are commingled. Given that the City has not yet given 5 year notice on commercial, comingling the two franchises into exclusive franchises would require a five-year delay; therefore the loss of environmental and fiscal benefits to the City augurs support for a non-exclusive franchise system if multifamily and commercial are combined under the same franchise system.

3. WHAT ARE THE ADVANTAGES AND DISADVANTAGES OF AWARDING A SINGLE, CITY-WIDE FRANCHISE VERSUS INDIVIDUAL FRANCHISES FOR MULTIPLE WASTE SHEDS?

By dividing the City into multiple waste sheds and awarding franchises within those waste sheds, the City not only assures that services will be adequately provided, it also stands to benefit economically by collecting multiple franchise fees instead of just one. That is assuming that the City charges a one-time fee in addition to the regular percentage of revenue fees. In fact, in addition to collecting fees from multiple companies/haulers, the City likely would collect multiple one time fees from the same hauler for operations in multiple waste sheds. Certain haulers with small customer bases in some of the waste sheds will opt out of some waste sheds if they have to pay a one-time fee. This will reduce the number of haulers in each waste shed.

For a single city wide franchise it is likely that there will not be a reduction of haulers as described above unless the City charges a large one-time fee for grant of a franchise.

Athens believes that any hauler willing to pay a one-time fee, that has invested in the recycling infrastructure necessary for the City to meet its diversion goals and is executing a plan to increase diversion should be allowed the right to haul in every area of the City.

4. WHAT MINIMUM LEVEL OF RECYCLING SERVICES SHOULD BE INCLUDED IN THE NEW SYSTEM AND WHAT SPECIFIC TYPES OF RECYCLING WOULD YOU LIKE TO SEE IN THE NEW SYSTEM?

The City already has a game plan—laid out in the SWIRP plan-- for meeting its recycling goals and objectives. SWIRP makes it clear that the only way to meet those recycling goals is to rely on private investment by haulers in recycling infrastructure such as MRF's and composting operations.

At a minimum, any hauler awarded a franchise by the City should be able to meet the demands of SWIRP by providing advanced, innovative recycling services (e.g., MRF's and composting operations). Beyond that, however, the new model should seek to incentivize haulers to constantly innovate and improve their services to provide better, more technologically advanced recycling services. This type of incentive can only be created through competition among haulers-- and given the current situation and time differential of the 5 year notices for commercial and multifamily, competition among haulers can only be achieved in a non-exclusive franchise model.

In terms of specific recycling services, it is clear that the current source-separation model of recycling alone will not allow the city to achieve its recycling goals. In fact, SWIRP assumes that a heavy reliance on MRF'ing mixed waste will be required to meet the City's goals.

Human nature and human error make it impossible to capture all recyclable goods through a source-separation model. With modern technology and professionally trained workers, MRF's can capture more recyclable materials and eliminate the need for multiple, redundant fleets of trucks to service blue recycle bins.

5. WHAT ENVIRONMENTAL CONCERNS SHOULD BE ADDRESSED UNDER A NEW SYSTEM?

We believe the City should be open minded regarding its preference for source separated recycling for multifamily waste. In fact AB341 which passed legislature allows for mixed waste processing of commercial and multifamily waste streams. Athens has demonstrated effective results and with new technology, these results will only get better. The new franchise system should seek to mitigate the traffic and environmental impacts associated with multiple fleets of trucks that are required to service blue recycling bins.

The new system should seek to ensure that companies that are being considered for exclusive and nonexclusive franchises should be given weighting based on the company's recycling programs and investment to achieving the stated objectives of the City- which is increased recycling through MRF and composting processing facilities in proximity to the City.



San HaulerFranchise <san.franchisecomments@lacity.org>

stakeholder comments

2 messages

Greg Loughnane <GLoughnane@athensservices.com>

Wed, Oct 5, 2011 at 9:06 AM

To: san.franchisecomments@lacity.org

Erin Knight,

Please see attached response from Athens Services.

Athens_response10.04.11.doc
40K

San HaulerFranchise <san.franchisecomments@lacity.org>

Wed, Oct 5, 2011 at 9:05 AM

To: gloughnane@athensservices.com

Thank you for contacting
Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles

—
Thank you for contacting
Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles*

Law Offices of
Michael Millman & Associates

July 28, 2011

Mailing Address: P.O. Box 64637
2100 Sawtelle Boulevard, Suite 105
Los Angeles, California 90064

(310) 477-1201
FAX (310) 477-0260

Alex Lau
Dan Meyers
Solid Resource Citywide Recycling Division
1149 S. Broadway
Tenth Floor MS #944
Los Angeles, CA 90015

Re: RSO
Solid Waste
Franchise
Apartment Owners

Dear Dan:

Thank you for the meeting. It was excellent. We are **opposed** to any attempt to franchise the waste haulers unless you use a system which is non-exclusive, and any increase in Costs are subject to an immediate passthrough to the Tenants.

In the alternative, set the annual rental increase at 7%.

Place two apartment Owners on the Commission that oversees Public Works and Sanitation.

This is the deal.

~~Now, there are 620,000 units under the RSO. 95% are currently being rented at Market rent.~~

There are 14 City Council Seats. Owners, unions, providers, vendors, and others are going to marshal their political capital to address this Issue. We will not accept any arrangement which inherently provides a detriment to Owners. Be careful.

I urge you to talk to Steve Nutter.

Now, let's be clear: L.A. City wants to raise some more money: congratulations.

Athens and Crown Hauling are big players.

Apartment Owners have a single agenda: excellent service at a fair price.

Monopolies give rise to some of the testimony offered at the Hearing: Inglewood and Hawthorne rates are 50% higher than similar or substantially similar services rendered in L.A.

Santa Monica rates are 300-400% higher.

Yes, the monopolies are terrific for the cities.

The service is probably poor.

Based upon the testimony that apparently was provided during your Hearing, I'm satisfied and convinced that this program of setting up five or six Jurisdictions and providing exclusive franchises is not practical or fair.

No, I'm sorry; it probably is fair because there will be two dozen Lawyers filing Lawsuits against the program, tying up our Courts and a lot of money from the City. Probably fair because the Lawyers will make a huge amount of money and a fee.

Of course, I'm joking. However, we in the Apartment Industry have found that in order to truly develop or engineer Fairness in housing policy, it's always preferable to develop good strong working relationships with our good friends on the City Council; State Assembly; and State Senate.

You're going to find that we have friends.

You're going to discover that our friends will not betray us. We have loyal friends. Strong, loyal friends.

We've worked for years to develop and support our friends. They know that public housing is a disaster. They recognize that low-income or moderate-income housing can only be provided by private apartment Owners.

There are some huge apartment complexes, developers and Owners. They will not stand on the sidelines and allow you and others to permit Consultants to give you advice when those consultants admitted that they never even heard the term "RSO" nor did they even understand the concept of rent control.

Spending money on consultants is a waste of your time and effort. Be careful.

You heard all the arguments.

~~The Tenants don't benefit by increased costs of trash removal.~~

But they do suffer. They suffer because we now can't spend money for them on new vinyl, mini blinds, carpet, laminate floors, lighting fixtures, shelving, doors, locks, screens, and upgraded appliances.

No, in the end, the Tenants suffer because there is not enough money to upgrade and enhance their units.

Yes, the Tenants suffer.

Let's be clear; small apartment Owners are all members of several, very large apartment owner associations and other groups. They probably use the two major providers, Crown and Athens.

The prices are very competitive. Yes, competitive means discounts.

The service is extraordinary, outstanding and excellent. Be careful. Excellent service.

No, there is no chaos and confusion with hundreds of trucks running up and down our public streets. None. That's a fallacy without any evidentiary basis.

I agree; you should make all the trucks burn some type of clean energy. I agree; there should be some program for supporting environmental options and segregating the different types of trash that can be reused or recycled.

Leave well enough alone.

Leave well enough alone.

There are several current City Councilpersons who will run for Mayor. They will never in an election cycle vote your way. Be careful. The other City Councilpersons are going to fully appreciate that the increased costs associated with trash hauling, together with utilities connected with the Department of Water and Power and some of the unfair practices at LAHD mean that they should support and help the small apartment Owners.

Be careful. Now, personally, I think it's time for my friends to call our friends in the State Assembly or the State Senate, and ask them to carry a Bill which would restrict and prohibit your little "plan."

Be careful: simply stated, the current trash hauling system and mechanism works very well.

My good friends at Park La Brea who have close to 10,000 residents don't want to change. They have older, large, high-rise buildings that have special arrangements for trash. Their trash haulers are there all the time on a full-time basis, having worked out very special, elaborate work schedules and mechanisms for doing their work. Leave them alone.

Now, I echo the words of another guest at the meeting: do we want to turn Los Angeles into Cuba?

We're small Owners and we're entitled to prosecute our business without undue, oppressive Governmental intervention. Let's work on the trash haulers.

Make them pay a fee, or license each one of them. Make sure their drivers go through special training conducted by your Department. Talk about the environmental goals. Do what is necessary to have clean-burning-type equipment.

Remember, we've never challenged or disputed any fair permit or licensing fee, provided there was an absolute right on behalf of the Owners to pass through these costs to the Tenants. No problem.

Thank you again for an excellent meeting. I have every belief that this letter will be neglected and ignored because your consultants will be afraid of what is contained herein: the truth.

Very truly yours,

Michael Millman

cc: Steve Nutter, Commissioner
Board of Public Works
200 N. Spring Street
City Hall/Room 361 H
Los Angeles, CA 90012
Mail Stop 465

Stakeholders Comment Form

Name: Mike Hall

Phone: 818-767-8984

Company: SUN VALLEY PAPER STOR

email: MHALLSUPS@GMAIL.COM

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See PAGE 2. —

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4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

COMMERCIAL ACCOUNTS SHOULD BE HELD TO THE
SAME DIVERSION RATES SET WITHIN AB939.
30% WASTE OR 90%.

5. What environmental concerns should be addressed under a new system?

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Solid Resources Citywide Recycling Division
1149 S. Broadway, 10th Floor
Los Angeles, CA 90015
Attention: Dan Meyers

Stakeholders Comment Form

Name: DAN DOMONOSKE

Phone: (310) 864-1816

Company: POTENTIAL INDUSTRIES

email: DDOMONOSKE@POTENTIALINDUSTRIES.COM

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/

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

MULTI FAMILY RECYCLABLE MATERIALS ARE MORE
HOMOGENEOUS & CONSISTENT/PREDICTABLE THAN
COMMERCIAL RECYCLABLES, AND AS SUCH THE
SORTING EQP/RECOVERY EFFICIENCY ARE DIFFERENT

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City? HAVING MULTIPLE

COLLECTION TRUCK IN ALL RECYCLABLE MATERIAL
SORTING FACILITIES THROUGHOUT THE EXISTING 5
DISTRICTS WILL RESULT IN LOWER VEHICLE
EMISSIONS WHILE STILL PROVIDING SUFFICIENT
VOLUMES OF RECYCLABLE MATERIALS TO SUPPORT
PROVIDE ECONOMIES OF SCALE FOR SORTING
FACILITIES

4. What minimum level of recycling and diversion requirements should be addressed under a new system?
What types of recycling and diversion programs and services would you like to see in a new system?

Ø

5. What environmental concerns should be addressed under a new system?

MAKE SURE THE PROCESSING FACILITIES
ARE PROPERLY PERMITTED

UTILIZE EXISTING FACILITIES WITHIN
THE CITY BEFORE USING FACILITIES &
COMPANIES OUTSIDE THE CITY

6. Please provide any additional comments?

PROVIDE COLLECTION COMPANIES WITH
FINANCIAL INCENTIVES TO USE FACILITIES
LOCATED WITHIN THE CITY OF LA

PROVIDE FACILITIES LOCATED WITHIN
THE CITY OF LA AN INCENTIVE
STRUCTURE TO MINIMIZE THE
AMOUNT OF ALTERNATIVE DAILY
COVER (ADC) THAT COUNTS AS
DIVERSION

Please Mail Comments to:

Solid Resources Citywide Recycling Division
1149 S. Broadway, 10th Floor
Los Angeles, CA 90015
Attention: Dan Meyers

Paramount Pictures

5555 Melrose Avenue
Hollywood, CA 90038-3197
323-956-7800
Fax 323-862-3500
fh@paramount.com

Frederick Huntsberry
Chief Operating Officer

July 20, 2011

Mr. Enrique Zaldivar
General Manager, Bureau of Sanitation
Department of Public Works
1149 S Broadway Avenue
Los Angeles, CA 90017

RE: CF #10-1797/Proposed Solid Waste Hauling Franchise Ordinance

Dear Mr. Zaldivar:

Paramount Pictures Corporation, the owner of a 62-acre movie and television studio facility in Hollywood, has significant concerns with the inclusion of commercial or industrial properties in the proposed Solid Waste Hauling Franchise ordinance.

Paramount Pictures, located in Hollywood for over 90 years, is one of the last major studios in Los Angeles. Our operation represents a mix of office buildings, pre- and post- production facilities, sound stages, sets, filming lots, retail, studio-specific mills, paint shops and medical, security and transportation facilities.

Due to the varied types of operations which occur on our studio property, our solid waste collection needs are unique. A city-wide solid waste franchise system will not meet our needs for several reasons, including:

- Paramount Pictures requires a bidding process to select an appropriate solid waste collection operator, in order to manage costs and meet our unique business needs. We must be able to retain flexibility to adjust to the frequency and types of collection required.
- The 24-hours/7-days a week operation of the studio requires multiple trash collections daily. Solid waste ranges from construction materials and food waste to sensitive documents. In addition, the frequency of pick up changes from day to day depending on the activities scheduled.
- Due to the unique operations of the studio and Paramount's ongoing efforts to be environmentally friendly, we require a solid waste hauler that will sort and recycle trash off site. For example, we have an established program with our current contractor to recycle lumber, metal, paper, cardboard, glass and aluminum cans.

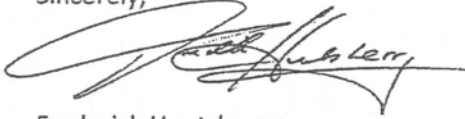


A V I A C O M C O M P A N Y

At a time when Los Angeles businesses face significant challenges from a global recession, the City should seek ways to reduce local costs to business. This proposal, added to recent increases in power rates, water rates and other cost-recovery fees, will simply add more cost to doing business in Los Angeles.

We respectfully request that you not include commercial or industrial properties in the proposed Solid Waste Hauling Franchise ordinance.

Sincerely,

A handwritten signature in black ink, appearing to read "Frederick Huntsberry", written over a horizontal line.

Frederick Huntsberry

cc: Mayor Villaraigosa
Councilman Eric Garcetti
Councilman Tom LaBonge
Gaye Williams, Office of Mayor Antonio Villaraigosa
Board of Public Works Commissioners

laane»

A NEW ECONOMY FOR ALL

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City of Inglewood

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Western Region Organizing Director
International Brotherhood of Teamsters

Tom Walsh
President
UNITE HERE! Local 11

EXECUTIVE DIRECTOR

Madeline Janis, Esq.

October 7th, 2011

Karen A. Coca
Acting Division Manager
Solid Resources Citywide Recycling Division
Bureau of Sanitation
1149 South Broadway, 10th Floor – MS #944
Los Angeles, CA 90015

Dear Ms. Coca:

As the City of Los Angeles considers its resource management options for its commercial and multifamily waste and recycling sector, LAANE strongly advocates for a competitive, exclusive franchise system that includes high standards for maximum diversion and recycling, clean trucks and green jobs as well as efficient and accountable services.

We thank the City of Los Angeles Board of Public Works and Bureau of Sanitation for taking the time to conduct recent stakeholder meetings regarding LA's commercial and multifamily waste sectors and for including the broad spectrum of stakeholders deeply impacted by this industry. We were happy to hear a strong consensus about the need to "raise the bar" around diversion, clean trucks and job standards. We believe that the city can best achieve these goals through a competitive, exclusive franchise system that creates an opportunity for haulers to compete to provide the highest level of services for the most competitive rate and propose service systems that benefit the city, its residents and its businesses.

We heard testimony asking for a non-exclusive system, stating that under such a system, rates would be lower, customers would have choice, and the bar could still be raised. We have serious concerns with these statements and hope the city will address their validity in its analysis:

1. **Rates:** There is no proof that rates will be higher in an exclusive system compared to a non-exclusive system. Customer rates incorporate a number of variables, including disposal costs, truck fleets and level of services, to name just a few. Presumably, if the bar were raised in either system, many of these costs would be felt under both systems. These costs can be most effectively tempered, however, through a competitive, exclusive franchise, through which a company would benefit from improved economies of scale and a substantial contract term. Such important bar-raising purchases as new clean fleets could be financed and customer rates could be reduced thanks to reduced fuel and transportation costs. Furthermore, customer rates and rate increases could be made subject to a city approval process.
2. **Choice:** The overlapping routes in our current system - one of the consequences of choice - would continue under a non-exclusive system, and not only keep costs up, but also add to congestion, street wear and tear and increased

emissions. In blocks and communities throughout the city we are seeing four, six, eight haulers overlapping each other, with some haulers picking up neighboring accounts on different days of the week, further exacerbating the truck impacts on our communities. A competitive, exclusive system would address these efficiencies, and the city could require smart and efficient routing as part of the proposal process.

3. Transparency and accountability: We are concerned that a non-exclusive system that "raises the bar" would quickly turn into a system with no enforcement. Administration and enforcement would be much easier with fewer contracts and clearer tracking from the point of collection, to processing, to reuse. Conversely, it will be much more costly to administer a non-exclusive system if the city is genuinely serious about ensuring that standards are met. An exclusive system, in which the city enters a contract with haulers, inherently provides the city more opportunity to build in legally and practically enforceable accountability mechanisms with negotiated penalties. This is true, in part, because the companies will be more willing to adhere to stricter accountability measures (i.e., liquidated damages for not meeting diversion goals) if the prize for doing so is a more substantial and guaranteed piece of business than is offered in a non-exclusive system.

Additionally, we think there are several affirmative reasons the city should transition to a competitive, exclusive commercial/multifamily franchise:

1. Maximum diversion: Through deep partnerships with franchisees, the city could implement its comprehensive zero waste policies. Diversion proposals could be a key factor in the awarding of franchise areas to hauling companies, encouraging innovative and ambitious waste reduction programs. Proposals could go beyond collection programs to demonstrate effective processing and marketing of reusable and recyclable materials, and the city would be positioned to effectively audit the waste stream and ensure that successful diversion is happening.
2. Clean Trucks: Under an exclusive franchise system, waste hauling truck fleets servicing the city of Los Angeles would be subject to SAQMD's Rule 1193, the most stringent clean truck rules in the region. This would ensure that waste hauling trucks servicing Los Angeles will be consistent with neighboring cities that have exclusive franchises already in place.
3. Job creation: Implementing zero waste policies through a "maximum diversion" exclusive franchise would stimulate the local recycling, reuse and remanufacturing industries, creating thousands of jobs. These industries provide much greater job creation potential than landfilling or incineration. Moreover, by contracting with only responsible companies, the city can also ensure that these are good, green jobs.
4. Fairness: An exclusive franchise system would allow for more efficient and smarter routing of waste hauling trucks. In a non-exclusive system, Los Angeles communities with greater density of rental properties and small businesses would be subject to more truck traffic than single family home owners, who benefit from exclusive municipal service. Consequently, those



communities would also continue to experience more truck impacts: unnecessary emissions, unnecessary congestion and unnecessary wear and tear on neighborhood streets. Additionally, communities with a disproportionate amount of waste processing facilities and hauling yards – predominantly lower income communities – currently experience a convergence of the overlapping truck routes that cover the city and the resulting greater concentration of the impacts. This would continue in a non-exclusive system. An exclusive system could not only eliminate overlapping truck routes, but also include requirements that haulers deliver waste to facilities in close proximity to the service zone in which it originated. This ensures more equitable distribution of the commercial and multifamily waste and recycling sector's impacts across the *entire* city.

5. Franchise fees: An exclusive franchise system could include any number of designated service zones or waste-sheds, with contracts set for a period of years. Waste haulers who win exclusive franchises would benefit from greater economies of scale and efficiencies, as well as certainty of market share. They would be better positioned to invest in the city's waste stream and could spread those costs over time. In return for such benefits, waste haulers would be willing to pay more substantial fees than the current 10% AB939 fee charged to permitted haulers. Moreover, they would also be willing to pay more than would be likely in a non-exclusive system because a non-exclusive system wouldn't provide those same benefits. An exclusive franchise treats Los Angeles' commercial and multifamily waste sectors as an asset – and maximizes the return on that asset.

We all rely on the waste and recycling industry and are significantly impacted by it. The city currently has the opportunity - and obligation - to implement a system that is serious about achieving zero waste and improving the quality of life for *all* Angelenos. Given that, we encourage the city to move aggressively towards a system of maximum return, as opposed to one of minimum standards. A non-exclusive system inherently relegates the Angelenos to getting the least from the most. Alternatively, a competitive, exclusive franchise will make Los Angeles a model zero waste system that benefits communities, the environment, workers and the entire region for the foreseeable future.

Thank you for your consideration of our comments, and please feel free to contact us with any questions.

Respectfully,

Greg Good, Esq.
LAANE
Director, Don't Waste LA Project



UCLA LABOR OCCUPATIONAL SAFETY AND HEALTH (LOSH) PROGRAM
PETER V. UEERROTH BUILDING, SUITE 2107
BOX 951478
LOS ANGELES, CA 90095-1478
PHONE: (310) 794-5964
FAX: (310) 794-6403

August 17, 2011

Solid Resources Citywide Recycling Division
1149 South Broadway, MS #944
Los Angeles, CA 90015

In my work, I have been committed to the health and safety of worker in Los Angeles for over 13 years. Right now, I oversee a federally funded project towards that end.

I have conducted focus groups and surveys with workers in the recycling and sanitation industries in Los Angeles and Orange Counties. I have seen the jobs conditions for waste and recycling workers and toured various facilities. As you are aware, these jobs are among some the toughest, most dangerous jobs there are.

Cal-OSHA lists the waste treatment and disposal industry as one the high hazard industries in the state with a DART of 5.0 for 352 establishments and 14,018 workers. Workers know their job is dangerous and believe management can do more to make it safer. Workers complain of a high number of hazards and witnessing serious injuries of other workers who never returned. Workers usually must work outside in high temperatures, especially during the summer months. Workers handle a range of biologically and chemically hazardous waste especially dead animals, paints, solvents, and the like.

Heavy equipment and vehicular accidents are common. Indeed, workers in this industry suffer on-the-job injuries and fatalities comparable to those we see for firefighters and police. This is particularly true in LA's commercial and multifamily systems for waste collection, processing and diversion.

Being concerned with the safety and health of workers, I have been appalled to find just how little actually exists in the way of standards and accountability measures in this system.

The problems I have seen include a failure on the part of some companies to provide adequate training, protective gear, safe equipment and other necessities to preventing worker injury and public health risks around facilities and trucks.

I am convinced that these problems will persist under any system that does not provide standards or a mechanism for accountability by companies. Companies are typically not self-enforcing.

Any system that fails to provide those things also fails the City of Los Angeles – as we will all live with the impact – on workers, on neighborhoods, on our highways and our environment.

Sincerely,

Tanya Marie Akel

Educator and Program Manager
UCLA-Labor Occupational Safety and Health Program



San HaulerFranchise <san.franchisecomments@lacity.org>

Comments Attached Health & Safety of Sanitation Workers

2 messages

Tanya Akel <takel@irle.ucla.edu>
To: san.FranchiseComments@lacity.org

Wed, Aug 17, 2011 at 6:04 PM

August 17, 2011

Solid Resources Citywide Recycling Division
1149 South Broadway, MS #944
Los Angeles, CA 90015

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Sincerely,

Tanya Marie Akel

Educator and Program Manager

UCLA Labor Occupational Safety and Health Program

Tanya Marie Akel, Educator & Project Director

UCLA Labor Occupational Safety & Health Program (UCLA-LOSH)

10945 Le Conte Avenue, Suite 2107

Los Angeles, CA 90095-1478

Direct line: 310 794 5992

UCLA-LOSH #: 310 794 5964

Fax: 310 794 6403

website: www.losh.ucla.edu

takel@irle.ucla.edu



Comments LA City Sanitation.pdf

268K

San HaulerFranchise <san.franchisecomments@lacity.org>

Wed, Aug 17, 2011 at 6:04 PM

To: takel@irle.ucla.edu

Thank you for contacting
Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles

Thank you for contacting
Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles*

I think 50% is the minimum, preferably higher, the more the better, let them follow LA's Zero Waste if you ask me. Recycling dumpsters, and some form of yard waste, maybe 300 containers or smaller dumpsters perhaps even a large amount of 90 gallon containers, are a must in my view.

5. What environmental concerns should be addressed under a new system?

No more diesel trucks, streamlining of traffic and routes of trucks, high diversion including an evolved recycling program and a solid and existing yard waste program.

6. Please provide any additional comments?

Please do this as soon as possible, we want to breathe cleaner air, face less traffic and noise, and stop seeing all these private haulers fill up our landfills, wasting land and polluting the ecosystem.

Please email comments to:

San.FranchiseComments@lacity.org

OR

Mail comments to:

Solid Resources Citywide Recycling Division

1149 S. Broadway, 10th Floor, M/S# 944

Los Angeles, CA 90015

Attention: Dan Meyers

SURVEY MONKEY
STAKEHOLDERS COMMENT FORM

Name: R. George
Company: None, LA City Resident.

Phone: N/A
email: dmfb188@gmail.com

The City is now evaluating the method by which:

1. Private waste haulers are allowed to operate in the City; and
2. Apartment residents and commercial operations will recycle in the City.

Your input is requested on the topics listed below. Your responses will be considered as part of the City's evaluation of how private solid waste haulers should operate in the City.

1. What are the advantages and disadvantages of a non-exclusive system, where an unlimited number of qualified haulers service customers in an area, versus an exclusive system, where haulers compete through a bidding process for the exclusive franchise right to operate in an area of the City?

Generally the traffic generated from the refuse vehicles and pollution created from the sheer amount of them, even if the City does force them to abandon the older diesel trucks. CNG/LNG simply pollutes much less, it is not fool proof, nothing is.

2. What are the advantages and disadvantages of combining the multifamily collection system with the commercial collection system?

The current system is obviously unsustainable for the City and unfair for almost everyone except the haulers, so keeping the status quo can't be, and combining both under an exclusive contract is best as it makes sure there is only one hauler either for all or each having its respective hauler. Keeping both under a non exclusive system obviously does not solve everything, just some. Putting one under a non exclusive system and the other under an exclusive system makes it seem unfair and unbalanced. Keeping commercial collection the way it is is obviously very lopsided and unfair comparing the regulation under which residents and multifamily will be under (which is actually a good thing in the end for everyone in my view) and leaving commercial under an everything goes system. I say an exclusive contract preferably one hauler, maybe a separate one for each, is best.

3. What are the advantages and disadvantages of awarding a franchise for the entire City versus awarding separate franchise for different parts of the City?

One contract for the City to deal with vs. 6 different contracts. One is obviously easier and better money wise for the City and creates a more level playing field as no two haulers are identical.

4. What minimum level of recycling and diversion requirements should be addressed under a new system? What types of recycling and diversion programs and services would you like to see in a new system?

There are employers who treat waste workers with no respect, do not provide adequate training, and test the line on safety, maintenance, health and the environment.

We need a system that protects our crucial waste workers, our city and the region from those kinds of waste companies.

Second, we must create more jobs in this region. The more we recycle and divert, the more jobs we create, not just recycling, but remanufacturing and reuse. These are fundamental goals for both us and the City: more good green jobs and helping to reach the City's Zero Waste goals.

The best way to get to both things is an exclusive franchise system.

A non-exclusive system perpetuates the same dynamics that exist in the current permit system and, while it is going to be hard work, an exclusive franchise is the right medicine for an old, ailing system.

I hope you will take this into consideration and I appreciate your efforts around this issue.

Sincerely,

Maria Elena Durazo

Executive Secretary-Treasurer

Los Angeles County Federation of Labor, AFL-CIO

San HaulerFranchise <san.franchisecomments@lacity.org>

Fri, Aug 26, 2011 at 11:08 AM

To: mariaelenadurazo@launionafcio.org

Thank you for contacting
Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles



San HaulerFranchise <san.franchisecomments@lacity.org>

Comments

2 messages

R. George S. <dmfb188@gmail.com>**Sat, Sep 24, 2011 at 10:52 AM**

To: san.franchisecomments@lacity.org

I also wanted to comment on my take on multifamily recycling and yard waste (hopefully commercial recycling also) and ask recycling to include all plastics #1-7 (including plastic bags, film bags, Polystyrene Carton, plastic coat hangers, misc. plastic items), all clean paper/cardboard/chipboard, all glass (green, brown, and clear), all metals (aluminum, tin, metal, bi-metal, and wire hangers), and hopefully, including in the very near future, textiles.

Also the multifamily green waste to include all yard waste, untreated and unpainted wood without nails, and also all food scraps including meat and dairy.

Hopefully, mandatory laws for recycling and composting could be implemented also. Thank you for your time.

San HaulerFranchise <san.franchisecomments@lacity.org>**Sat, Sep 24, 2011 at 10:52 AM**

To: dmfb188@gmail.com

Thank you for contacting
Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles

—
Thank you for contacting
Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles*
** *



San HaulerFranchise <san.franchisecomments@lacity.org>

Statement regarding proposed private waste franchise

2 messages

M. E. Durazo <mariaelenadurazo@launionaficio.org>
To: san.FranchiseComments@lacity.org

Fri, Aug 26, 2011 at 11:08 AM

August 26, 2011

To the Los Angeles Bureau of Sanitation:

As Executive Secretary-Treasurer of the Los Angeles County Federation of Labor, I represent hundreds of thousands of working men and women in Los Angeles County, including the City of Los Angeles, Department of Public Works, Bureau of Sanitation workers.

I am submitting my formal statement in addition to the testimony I provided at the Labor Stakeholder Hearing on July 27. I write to you, principally, for a couple of reasons.

First, I have had countless opportunities to talk with, meet with and even ride with private-side waste haulers and sorters in this region. These are some of the toughest and most dangerous jobs I have seen.

Many of the haulers work long hours for companies which force them to drive dirty trucks that pollute both the air and their lungs. They tell us that the trucks are often not adequately serviced and are a danger to the public.

Then there are the sorters who sort through medical waste, sharp objects, and dead animals on a daily basis, sometimes given only one pair of disposable gloves for the week. These are unseen jobs, yet they provide a vital service to our city.

What makes them worse, based on the conversations I have had, are irresponsible, even mean-spirited, employers. It is quite clear that there are some very bad players out there.

There are employers who treat waste workers with no respect, do not provide adequate training, and test the line on safety, maintenance, health and the environment.

We need a system that protects our crucial waste workers, our city and the region from those kinds of waste companies.

Second, we must create more jobs in this region. The more we recycle and divert, the more jobs we create, not just recycling, but remanufacturing and reuse. These are fundamental goals for both us and the City: more good green jobs and helping to reach the City's Zero Waste goals.

The best way to get to both things is an exclusive franchise system.

A non-exclusive system perpetuates the same dynamics that exist in the current permit system and, while it is going to be hard work, an exclusive franchise is the right medicine for an old, ailing system.

I hope you will take this into consideration and I appreciate your efforts around this issue.

Sincerely,

Maria Elena Durazo

Executive Secretary-Treasurer

Los Angeles County Federation of Labor, AFL-CIO

San HaulerFranchise <san.franchisecomments@lacity.org>
To: mariaelenadurazo@launionaflcio.org

Fri, Aug 26, 2011 at 11:08 AM

Thank you for contacting
Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles



San HaulerFranchise <san.franchisecomments@lacity.org>

Stericycle Comments on Private Franchise Hauler Initiative

2 messages

Bob Spurgin <bob.spurgin@spurginassociates.com>

Sun, Oct 2, 2011 at 2:53 PM

Reply-To: Bob Spurgin <bob.spurgin@spurginassociates.com>

To: "san.franchisecomments@lacity.org" <san.franchisecomments@lacity.org>

The attached comments relative to the proposed Private Franchise Hauler Initiative represent Stericycle, Inc., the nation's largest service company devoted to the proper disposal of medical waste, currently serving many of the four dozen hospitals within the City of Los Angeles.

If you have any questions please do not hesitate to contact me.

Bob Spurgin

Spurgin & Associates

P.O. Box 53338

Irvine, CA 92619-3338

(949) 677-0700

bob.spurgin@spurginassociates.com

www.spurginassociates.com

Please consider the environment before printing this e-mail

2 attachments

LA City Franchise Initiative Cover Letter.pdf
724K

LA City Stakeholder Comment Form.pdf
209K

San HaulerFranchise <san.franchisecomments@lacity.org>

Sun, Oct 2, 2011 at 2:53 PM

To: bob.spurgin@spurginassociates.com

Thank you for contacting
Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles

--
Thank you for contacting
Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles*
** *



Teamsters Local Union No. 396

Package and General Utility Drivers

Affiliated with the

INTERNATIONAL BROTHERHOOD OF TEAMSTERS

Executive Board

Ron Herrera
Secretary Treasurer

Jay Phillips
President

Javier Bonales
Vice President

Barbara Liddy
Recording Secretary

Rafael Camacho
Trustee

John Campa
Trustee

Henry Manuel
Trustee

September 19, 2011

Solid Resources Citywide Recycling Division
1149 South Broadway, 10th Floor, M/S# 944
Los Angeles, CA 90015
Attn: Dan Meyers

Re: **Written Stakeholders Comments**

To Whom It May Concern:

My name is Ron Herrera, and I am principal officer of Teamsters Local Union No. 396, representing thousands of private waste haulers and sorters in Los Angeles, Orange, San Bernardino and Riverside Counties. I am also on the Executive Committee of the Teamsters International Waste Division, serving as its Western States Chair.

First, I want to thank the Bureau and the Board of Public Works for reaching out to Local 396 and other stakeholders in this process. I have seen these processes in a variety of jurisdictions, and this is the first instance, of which I am aware, where a city has treated anyone other than the hauling industry and the business community as stakeholders in its waste system. We work very closely with the environmental community, with environmental justice groups and with other community groups, and the fact that all of these groups are being given voice and stake in this process is encouraging.

I have been closely involved with this industry for a long time, and I have seen workers suffer from serious injuries, and in some cases even death, as a result of this work. In fact, in 2008 waste and recycling workers nationally had a higher on-the-job fatality rate than either firefighters or police officers. I have also witnessed the effects of dirty trucks used by some companies, and have known workers who have suffered from asthma and other debilitating respiratory illnesses as a direct result of their work.

I have witnessed the difficult and dangerous work of sorters at Material Recovery Facilities (MRFs), who work around the clock at a lightning pace, with little protection for their hands and lungs, sorting everything imaginable; from toxic chemicals, dirty diapers and animal carcasses, to dirty needles, bags of human blood and other medical waste.

880 Oak Park Road • Suite 200 • Covina, California 91724
Phone (626) 915-3636 • (877) 785-8396 • Fax (626) 915-3635 • E-mail: teamsters@local396.net



Left to their own devices, whether in their hauling or sorting operations, many companies do not train workers adequately, and do not provide the proper safety gear and equipment needed to handle the types of waste they process. This puts the health and safety of workers and the public at risk. In many cases, those same companies, when not adequately monitored, do not do what they claim to be doing. This can be true in where they send their trucks after pick-up, such as taking waste straight to the landfill rather than to MRFs; and it can be true in the operation of the MRFs themselves, where there is little assurance that the sorting they claim is taking place is actually happening.

I have also heard for decades from the hauling industry that they don't need outside interference; that they are going to clean up their trucks on their own, that they are going to recycle more, and that they are going to become better employers. Some have, and some do. But none of them do so without being forced. And even when they promise to clean up their act, as soon as the pressure is off, they will say it costs too much, that the customers don't want it, that it will put them out of business, and that the sky is falling.

This is also true with rates. Part of what haulers are afraid of with an exclusive system is that they know it means more accountability on rates. They have convinced the business community otherwise, it seems, but they know that costs are going up. But above all, they do not want to see rates reigned in or controlled, which is only really possible in an exclusive system where haulers competing for a valuable piece of exclusive business are driven to out-do one another to offer the lowest possible rates in order to tender the most attractive bid possible.

Clearly, we have an interest in this system, and we make no apologies about that. Most importantly for this process though, we have information and we have experience, and ~~that experience tells me this:~~ if the City truly wants to meet its environmental goals, its diversion goals, its financial goals, its efficiency goals, and better protect ratepayers, it is not going to happen because the haulers promise they are going to be good. They won't and they don't.

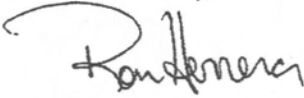
An exclusive franchise system is the only way to truly reach these goals. Period. It may not be easy, but that is what it is going to take. A non-exclusive system is just a glorified version of what we have now, and realistically it changes nothing. Local 396 believes in competition. But it is real competition, like that which results from competing prospective haulers vying for a valuable and, most importantly, an enforceable, exclusive franchise, which we feel most benefits all of LA's stakeholders, and not the race to the bottom that currently passes for "competition" in today's non-exclusive system.

This City can no longer afford a system that turns a blind eye to the impacts the industry has on our communities, our environment, and on the workers who pick up, sort and handle our waste. We need a waste and recycling system that is smart, fair for rate-

payers, clean and safe for our communities, protects workers and maximizes this undervalued public asset.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Ron Herrera". The signature is fluid and cursive, with a large initial "R" and a stylized "H".

Ron Herrera
Secretary-Treasurer
Teamsters Local Union No. 396



San HaulerFranchise <san.franchisecomments@lacity.org>

Statement regarding proposed private waste franchise

2 messages

M. E. Durazo <mariaelenadurazo@launionafcio.org>

Fri, Aug 26, 2011 at 11:08 AM

To: san.FranchiseComments@lacity.org

August 26, 2011

To the Los Angeles Bureau of Sanitation:

As Executive Secretary-Treasurer of the Los Angeles County Federation of Labor, I represent hundreds of thousands of working men and women in Los Angeles County, including the City of Los Angeles, Department of Public Works, Bureau of Sanitation workers.

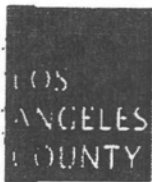
I am submitting my formal statement in addition to the testimony I provided at the Labor Stakeholder Hearing on July 27. I write to you, principally, for a couple of reasons.

First, I have had countless opportunities to talk with, meet with and even ride with private-side waste haulers and sorters in this region. These are some of the toughest and most dangerous jobs I have seen.

Many of the haulers work long hours for companies which force them to drive dirty trucks that pollute both the air and their lungs. They tell us that the trucks are often not adequately serviced and are a danger to the public.

Then there are the sorters who sort through medical waste, sharp objects, and dead animals on a daily basis, sometimes given only one pair of disposable gloves for the week. These are unseen jobs, yet they provide a vital service to our city.

What makes them worse, based on the conversations I have had, are irresponsible, even mean-spirited, employers. It is quite clear that there are some very bad players out there.



DISPOSAL ASSOCIATION

September 28, 2011

TO: Solid Resources Citywide Recycling Division
FR: RON SALDANA / L.A. County Disposal Association

RE: STAKEHOLDERS COMMENTS

On behalf of the Los Angeles County Disposal Association, LACDA, representing solid waste recycling and collection companies, waste facility owners/operators, and associated industry supplier companies. I submit the following comments. These comments are in direct response to the recent Stakeholders Meetings conducted by the City of Los Angeles, and the City's request for comments. I attended all of the Stakeholders meetings and most of my comments relate directly to what was said at the meetings.

The LACDA is **strongly** supportive of a **Non-Exclusive Commercial Franchise System** for Los Angeles businesses, and **Opposed** to a **Exclusive Commercial** waste collection program. A **Non-Exclusive** system will retain a competitive waste collection and recycling marketplace whereby L.A. businesses will be able to continue to negotiate for collection and recycling services that best meet their service requirements and afford them a competitive, lower rate. It seemed that many of the "activists" who spoke at the meetings, environmental group representatives etc., didn't seem to understand the issues being presented, examples such as employee working conditions, etc. Many issues are not in the scope of intended City regulation and other claims that were so far afield that it is a waste of time to rebut them.

I do believe the meetings would have been much more productive if the underlying issues that brought us to these meetings were outlined in more detail and discussed. **It was the LAANE "Don't Waste L.A." proposal that stopped other City programs, and brought the Exclusive Commercial Collection proposal to the table!** In nearly every meeting stakeholders asked the questions concerning specifics on what is being proposed and why? With staff quick to answer that "we don't have the answers to these questions, we are still early in the process", and "that is the reason for these meetings, to get your input". I am sure that Public Works Board Commissioner Steven Nutter, in essence the labor/union representative attending every meeting, could have answered those questions very completely.

Specific issues discussed at the meetings we would like to comment on.

Accountability-- In what appeared to be in almost every one of the LAANE scripted talks was the "need for accountability", and the "fact" that only a exclusive commercial franchise system

will give the City the "accountability it needs". Nothing could be further from the truth and easier to show. AB 32 requirements are clear that municipalities like Los Angeles must adopt a franchise system. Waste hauler requirements are mandated in the franchise agreement, be it a non-exclusive agreement or an exclusive agreement.

Whether it is a single hauler or 50 haulers, the collection/operational mandates would be expected to be the same under either system. Reporting requirements would be the same. The same amount of waste would be collected under either system, recycling material types and processing would be the same, and reporting requirements for this waste would also be the same. We are in the computer age; waste collection programs, waste processing reporting, disposal reporting, recycling reports, even waste characterization studies, are all submitted electronically giving the jurisdiction whatever information they need, in any category and format. To claim multiple reporting haulers require additional City staff and resources is not accurate. Also waste haulers now seem to be resigned, under a confidentiality agreement, to provide their customer lists. This will give the City a better idea of who and where the businesses are and who is servicing them. Complaints directed to the City can be directed to the appropriate waste hauler, and as a condition of their franchise

An Non-Exclusive System Will Increase Recycling And Decrease Landfilling - A Non-Exclusive System will increase recycling and decrease landfilling. I will be brief because a book could be written on this topic. Los Angeles has about 40 waste haulers who service commercial accounts and provide recycling programs. Recycling programs continue to expand in terms of quantities taken from the waste stream, either through source separation or MRFing, and new materials continue to be added to the recycling stream.

Many of the smaller haulers have become "niche" recyclers, they have found new markets for materials not normally taken from the waste stream. In some cases they have combined these materials with those collected by other companies to reach quantities that can be marketed. Also, tailored business recycling plans have become a competitive marketing strategy to attract new customers, ~~this competition among haulers is responsible for a lot of the recent~~ growth in recycling/waste diversion. Take away the competitive incentive and recycling growth will slow. Waste haulers, including small companies, are perhaps the most active participants in the search for new markets for recycled products. Without a market no mandate to recycling a given material will achieve success. Give an exclusive commercial contract to a waste company that owns a nearby landfill and see what happens to the recycling programs.

L.A. Exclusive Franchise(s) Will Drive More Waste To The Valley - Los Angeles has the largest commercial marketplace in the country, with the City covering more than 400-square-miles from the shores of San Pedro to the northern boundaries of the San Fernando Valley. Given the geographical expanse and thousands of businesses that call L.A. "home", the 40 or so waste haulers and recyclers that service these businesses is not a large number - held in check by the competitive system that now exists. If an exclusive franchise for commercial collection were awarded for the entire City, or even a section of the City, only two or three large companies would be able to undertake the waste collection and recycling demands, and even they would face logistical road blocks.

A location map of the waste facilities belonging to the three major waste haulers, transfer stations, material recovery facilities, and landfills, shows these companies own a majority of these facilities and most are located in the San Fernando Valley. Smaller waste haulers

utilize a wide range of public and privately owned facilities dispersed over a much greater geographical area within and outside of the City. For the large waste hauling companies who own Valley area landfills cost is an important consideration that shapes their disposal choices. With most waste recycling/sorting/transfer facilities operating in the \$45-\$55 a ton range, landfills can reduce their disposal costs below \$20 a ton.

The City of Los Angeles has had a long standing goal of reducing waste that goes into landfills. Large company dominance of the waste stream in Los Angeles will greatly increase City waste going into private landfills.

Commercial Waste Collection Rates Are Lower In A Competitive Market – Studies show time and again that commercial waste collection rates are lower in a competitive market – just as service levels are higher. Competition establishes the rate levels and customers are free to seek competitive bids and change waste haulers based on rate. **In an exclusive market non of this is true – and rates are determined.....?**

When competition is eliminated in an exclusive franchise system **rates must be set by the municipal authority.** No matter what the rate structure, many rates would be higher than businesses currently negotiate under the competitive system. Does the City want to be in the rate-setting business? What impact will this have on City businesses and the jobs they provide?

Waste Collection Truck Traffic In Exclusive Vrs. Non-Exclusive Systems: Unfortunately most of the speakers at the Stakeholders meetings who discussed this topic, and apparently LAANE themselves, do not understand the complexities of commercial waste collection, especially when compared to residential collection. First it should be noted that as municipalities draft their franchise agreements, in accordance with AB 32 requirements, clean-fuel fleet requirements seem to be the norm. Most of the LACDA members are already integrating alternative-fuel vehicles into their fleets.

~~While it is obvious that exclusive residential franchises are able to lessen truck traffic, the same does not hold true in the commercial sector, whether semi-exclusive or exclusive.~~ Business requirements vary considerably in terms of frequency of collection, time of collection, and materials to be collected. Certainly as our recycling expands and more materials are separated from the wastestream, these must be containerized and collected either separately or in trucks with separated compartments. Because the current system is so competitive many smaller haulers only service commercial accounts in specific parts of the City, their costs would be too high to travel to another area for a few accounts – and they probably would not be able to obtain those accounts under a competitive system.

Looking at some of the pictures that LAANE has used showing multiple waste containers outside a row of businesses, it is unfortunate that the true circumstances are not explained. In some cases multiple haulers service businesses that are adjacent to one another – but have different collection requirements. Also some haulers specialize in certain recycled products and that is why their containers are present. In a competitive waste collection system economies of scale play an important economic role. In areas of similar businesses and waste disposal requirements businesses “pool” their collection together to get a lower rate. Again these savings would not be possible under an exclusive system.

Negative Economic Impacts With Exclusive System: With about 40 waste haulers serving

commercial accounts it is realistic to estimate that more than half of these companies, some in their third generation of operations, would be put out of business should the City go to exclusive franchise(s). The loss of businesses goes far beyond just these companies, it reaches to the hundreds of companies that do business with the hauling companies. From paint, to tires, to replacement parts, local companies do business with local suppliers, unlike many large firms that do their business on a national or regional level. One smaller medium-size company says they spend more than \$1 million locally on fuel and thousands more on tires annually.

The Non-Exclusive Franchise translates into keeping companies in business and translates into more jobs throughout the business sector.

Thank you for allowing us to comment on some of the issues presented in the Stakeholders meetings, please do not hesitate to contact me if I can be of any assistance.

Ron Saldana
Executive Director, Los Angeles County Disposal Association