



San HaulerFranchise <san.franchisecomments@lacity.org>

Franchise Zone Map Invitation

David Burtch <dburtch@ameritelinc.com>

Thu, Mar 28, 2013 at 3:46 PM

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

I am absolutely opposed to this boondogle of an over reach by the City of LA. Let the free market work and it will take care of itself. City of LA interferes with the free market and the law of unintended consequences will take control and service levels will decline and costs will go up.

Please don't do this.

From: daniel.meyers@lacity.org [mailto:daniel.meyers@lacity.org] **On Behalf Of** San HaulerFranchise

Sent: Thursday, March 28, 2013 3:35 PM

To: San HaulerFranchise

Subject: Franchise Zone Map Invitation

[Quoted text hidden]



San HaulerFranchise <san.franchisecomments@lacity.org>

Franchise Zone Map Invitation

jeffry carpenter <secretary@greaterwilshire.org>

Thu, Mar 28, 2013 at 4:00 PM

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

Cc: Owen Smith <osmith1930@sbcglobal.net>, Gerda McDonough <gmcdono@mac.com>, Greg Wittmann <greg.t.wittmann@gmail.com>, Elizabeth Fuller <zilf@leapinliz.com>

To Whom It Might Concern--

Thank you for including the Greater Wilshire Neighborhood Council on the distribution for this hearing. It appears that the GWNC is to be divided between two franchise areas, the SLA and NC, but it was difficult to tell from the attached map what that boundary was (between La Brea and Western). Can you identify that boundary for us?

I think there is strong community support for initiatives that would help increase the levels recycling at multi-family and commercial properties and reduce unnecessary and duplicative truck movements in neighborhood streets and alleys. Has the City authored a summary report as to what the impacts of the proposed franchise collection system would be on individual apartment and commercial property owners that we could make available to our constituents?

Respectfully,

Jeffry Carpenter
GWNC Board Secretary

----- Forwarded message -----

From: **Jeffry Carpenter** <jeffry.p.carpenter@gmail.com>

Date: Thu, Mar 28, 2013 at 3:46 PM

Subject: Fwd: Franchise Zone Map Invitation

To: Jeffry Carpenter <jeffry.carpenter@gmail.com>

Begin forwarded message:

From: San HaulerFranchise <san.franchisecomments@lacity.org>**Subject:** Franchise Zone Map Invitation**Date:** March 28, 2013 3:19:33 PM PDT**To:** San HaulerFranchise <san.franchisecomments@lacity.org>**Bcc:** info@greaterwilshire.org

[Quoted text hidden]



San HaulerFranchise <san.franchisecomments@lacity.org>

Franchise Zone Map Invitation

San HaulerFranchise <san.franchisecomments@lacity.org>
To: Karen Coca <karen.coca@lacity.org>

Fri, Mar 29, 2013 at 9:33 AM

----- Forwarded message -----

From: **Lisa Schechter** <lisa.schechter@lacity.org>
Date: Thu, Mar 28, 2013 at 4:01 PM
Subject: Re: Franchise Zone Map Invitation
To: San HaulerFranchise <san.franchisecomments@lacity.org>

Is this meeting open to the public??? and the waster haulers??? Let me know I have just placed this on the Councilmember's calendar. Regards

On Thu, Mar 28, 2013 at 3:03 PM, San HaulerFranchise <san.franchisecomments@lacity.org> wrote:

You're invited to provide input on the proposed franchise boundaries within the City (see attached flyer and franchise boundary map).

Date: Thursday, April 4, 2013

Time: 12:00 pm - 2:00 pm

Location: City Hall Rm 1035

Solid Resources Citywide Recycling Division
Bureau of Sanitation
City of Los Angeles

--

Lisa Schechter
Director of Legislation
Councilmember Tom LaBonge, Council District #4

Office: 213-485-3337
Blackberry: 213-924-6549



San HaulerFranchise <san.franchisecomments@lacity.org>

Franchise Zone Map Invitation

Mary Benson <c-maryb@msn.com>
To: san.franchisecomments@lacity.org

Sun, Mar 31, 2013 at 12:31 PM

Date: Thu, 28 Mar 2013 15:29:19 -0700to
Subject: Franchise Zone Map Invitation
From: san.franchisecomments@lacity.org
To: san.franchisecomments@lacity.org

Public Comment

RE: Include identification of truck parking locations when issuing any franchise to fairly allocate environmental impacts.

For local franchise boundaries within the City of Los Angeles, please consider adding the following as part of qualification and criteria for franchise award.

Verify the compliance of all delivery/ haul vehicle contracts, and if they will be company owned or 3rd party haulers.

For the sake of environmental justice, where will this fleet deploy from and return to at the end of each shift?

Are the franchisees and their operations headquartered in the City of Los Angeles? If not, what jurisdiction will they be operating from.

What haul routes will materials leaving the zones be using? Require a plan that informs all drivers and 3rd party haulers of these routes.

Identify and submit a report on at least a semi annual basis the name and physical destination of all recyclable materials.

Mary Benson
Sun Valley resident
[Quoted text hidden]



Teamsters Local Union No. 396

Package and General Utility Drivers

Affiliated with the
INTERNATIONAL BROTHERHOOD OF TEAMSTERS

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John Campa
Trustee

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April 2, 2013

Honorable Members, Los Angeles City Council
Joint, Energy and Environment and Ad Hoc Committee on Waste
Reduction and Recycling
Councilmember Jose Huizar, Co-Chair
Councilmember Richard Alarcon, Co-Chair
Councilmember Dennis Zine
Councilmember Paul Koretz
Councilmember Paul Krekorian
Councilmember Tom LaBonge

Dear Committee Members:

I am writing to you today, on behalf of the more than 2,500 waste and recycling workers of Teamsters Local 396, to express our Local Union's support for the exclusive waste and recycling franchise map proposed by the City of Los Angeles Bureau of Sanitation.

As you are probably aware, the waste and recycling industry is one of the most dangerous industries in the nation, and consistently ranks among the highest in workplace injuries, illnesses and fatalities. It is also an industry with a history of scofflaw employers - notorious for operating within the shadows of the underground economy.

It is for these reasons that we feel strongly that any commercial and multifamily waste system that the City sets out to establish *must* seek to strengthen and maximize the enforcement of laws and regulations that protect worker health and safety and workplace rights. As important, it is imperative that accountability for adherence to those laws and regulations - and recognition of those rights - be among the foremost principles guiding the system's development.

We believe that the eleven service zones proposed by the Bureau (with three of these zones set aside for small to mid-sized haulers) are consistent with this guiding principle. Further, we believe that a mandatory sub-contractor hauler requirement for each zone would be a serious mistake - undermining the accountability made possible with 11 zones, as well as the environmental, zero waste and community goals that have been core objectives of this endeavor.

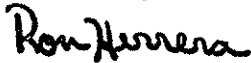
Additionally, we believe that adopting more than eleven zones – and requiring an additional hauler in every zone - would create an unnecessary and costly administrative burden on the City, making it that much more difficult for the City to enforce those environmental and workplace standards.

It has been our strong belief all along that having less than ten zones would unduly limit the long-term ability of the City to cultivate a pool of qualified and experienced haulers, and unnecessarily stifle the high-road innovation and competition we feel will bring the best and brightest out of the hauling community.

However, again, we agree with the Bureau of Sanitation that there is, in effect, a tipping point past which accountability, enforceability and practicability are irrevocably compromised. We believe the Bureau of Sanitation has found that crucial balance with its proposed service zone map – and we urge you to adopt its proposal.

We will continue to follow this process with great interest, and look forward to providing input and feedback to the great work that the Bureau is carrying out.

Sincerely,

A handwritten signature in black ink that reads "Ron Herrera". The signature is written in a cursive, slightly slanted style.

Ron Herrera
Secretary-Treasurer
Teamsters Local Union No. 396



**LOS ANGELES COUNTY
FEDERATION OF LABOR,
AFL-CIO**

Maria Elena Durazo
Executive Secretary-Treasurer

Ricardo E. Icaza
President

April 3, 2013

Honorable Members, Los Angeles City Council
Joint, Energy and Environment and Ad Hoc Committee on Waste Reduction and Recycling
Councilmember Jose Huizar, Co-Chair
Councilmember Richard Alarcon, Co-Chair
Councilmember Dennis Zine
Councilmember Paul Koretz
Councilmember Paul Krekorian
Councilmember Tom LaBonge

Dear Committee Members:

On behalf of the Los Angeles County Federation of Labor, AFL-CIO, and the 300 unions and hundreds of thousands of working women and men throughout Los Angeles County that we represent, I write to you today to urge your adoption of the service zone map proposed by the Bureau of Sanitation in its implementation plan for the imminent exclusive waste and recycling franchise system.

The Federation and its members are deeply invested in the success of this plan as it impacts not only the thousands of workers in this industry, but also the communities that bear the brunt of the truck traffic and the pollution produced by this industry. This plan is a product of a *multi-year* process, including countless stakeholder meetings all over the city. Through that process, the Bureau of Sanitation has engaged with labor, business, environmental and community partners - *and they heard those voices*. This plan lays out the best course for establishing a system with real standards for the health and safety of workers, communities and our environment, and we thank and applaud the Bureau for all their dedication and hard work.

As you know, the Bureau's plan calls for 11 waste collection service zones - with three of those being smaller zones, intended to maximize long-term competition. We not only support this recommendation, but feel it is absolutely critical to stay within this number to ensure the enforceability and success of the franchise. As it is, 11 zones will prove a significant challenge in ensuring accountability to worker health and safety, environmental and zero waste standards. Any increase in that number risks weakening the City's ability to ensure compliance with those standards to a point of undermining the purpose of this transition.

Please approve of the Bureau's proposed service zone map for the exclusive waste and recycling franchise system, including its designation of 11 waste and recycling collection zones.

Sincerely,

Maria Elena Durazo
Executive Secretary-Treasurer
Los Angeles County Federation of Labor, AFL-CIO

2130 W. James M. Wood Blvd.
Los Angeles, CA 90006

(213) 381-5611

fax (213) 383-0772

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President
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April 8, 2013

Joint Committee: Energy and Environment/Ad Hoc on Waste Reduction & Recycling Committee

Councilmember Jose Huizar, Co-Chair

Councilmember Richard Alarcón, Co-Chair

Councilmember Dennis Zine

Councilmember Paul Koretz

Councilmember Tom Labonge

Councilmember Paul Krekorian

Los Angeles City Hall

200 N. Spring St.

Los Angeles, CA 90012

Dear Councilmembers,

We write today to express our strong support for the Bureau of Sanitation's service zone proposal for the City of Los Angeles' exclusive commercial and multi-family waste and recycling franchise system. We believe the Bureau's proposed service zone map, with eleven franchises overall, including three smaller "incubator" zones, is the best way to successfully realize the City's goals for the new system - goals critical to the health and well-being of our environment, workers, communities and the economy.

The Don't Waste LA Coalition is impressed with the evident and thorough research that went into the Bureau's proposed number, size, and boundaries of the service zones. The City's goals for the new waste and recycling system center around diversion, worker health and safety, route efficiency and clean truck fleets, uniform rates and consistent service, long-term competition and sufficient staffing to meet program needs – and the Bureau's proposed service zone map is effectively designed to address these areas of focus.

The transition to a new waste and recycling system is critical and urgent. However, some business lobbyists are attempting to delay progress by pushing for twenty or more service zones, essentially replicating the status quo that has resulted in a dismal 19% commercial diversion rate. This unacceptably low figure is in sharp contrast to the over 70% commercial diversion rate made possible in San Francisco, which has only one hauler. Protecting the status quo and diluting an exclusive franchise system's strengths simply does not make sense.

The Bureau's proposal successfully balances the number of service zones

that can be reasonably held accountable to the highest possible standards with the crucial goal of maintaining robust, long-term competition. A manageable number of zones ensure that the Bureau can practicably enforce the standards necessary to accomplish the City's ambitious goals, while an increase in zones would put undue strain on this capacity, perpetuating the current Wild West and jeopardizing success.

Additional zones also undermine the efficiencies and economies of scale that ensure haulers can succeed. Haulers will need to replace their truck fleets, conduct waste characterization studies and extensive public education and outreach, expand their processing capacity, invest in infrastructure and personnel, compensate their workers fairly – all while meeting the highest possible customer service standards. Valuable long-term exclusive franchise agreements will allow haulers to finance these investments and spread their costs over time.

Finally, on a broader level, the creation and management of this system is akin to asset management. After all, this is likely the second largest waste market in the United States. With that as the framework, it is incumbent on the city to maximize that asset – and make it worth fighting for. If the city creates a patchwork of too many, overly small zones, it undermines that value. It cheapens the asset.

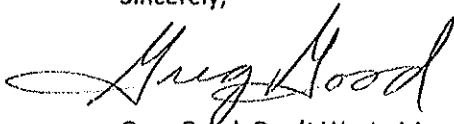
Alternatively, the city needs to provide franchisees with reasonable, but relatively long-term, contracts and attendant market certainty, the ability to sell enough post-consumer recyclables and organics to make money, and the economies of scale and time to spread and amortize costs. This creates, in effect, "gold rings" – and with that comes gold standard bids, gold standard performance and gold standard investment.

One clear example of how this might manifest is in recovery and processing infrastructure. The Bureau and other waste and recycling experts are uniformly unequivocal about LA's *lack* of infrastructure. Quite simply, we don't have enough MRFs, organics processors, etc. – and these are highly capital-intensive investments. If we fail to make these zones adequately lucrative, we will fail to incentivize hauler investment in these facilities. They simply won't have the potential to make enough money to justify the financial commitment necessary to develop that infrastructure – and they won't have the incentive to provide the high-road system the City deserves.

Councilmembers spoke eloquently about the primacy of environmental protection and worker safety at the most recent joint hearing of the Energy and Environment and Ad Hoc Waste Reduction and Recycling committees. We encourage the City to continue to focus on these key goals and move forward with the Bureau's proposed service zones.

Too many zones risk undermining those goals – and that's a risk the city should avoid.

Sincerely,



Greg Good, Don't Waste LA

CC:

Capri Maddox, President

Valerie Lynne Shaw

Jerilyn López Mendoza

Steven T. Nutter

Warren Furutani

Board of Public Works Commission, City of Los Angeles

200 North Spring Street, Room 361

Los Angeles, CA 90012-4801

Bureau of Sanitation Solid Resources Citywide Recycling Division

Enrique C. Zaldivar, Director

Alex E. Helou, Assistant Director

Karen Coca, Division Manager

Dan Meyers, Assistant Division Manager



San HaulerFranchise <san.franchisecomments@lacity.org>

Franchise Zone Map Invitation

Richard Nino <rnino@burrtec.com>

Mon, Apr 8, 2013 at 4:24 PM

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

Attached please find comments on the April 4, 2013 meeting.

Thank you.

Richard Niño

Director, Municipal Services

Burrtec Waste Industries

"We'll Take Care Of It"

From: daniel.meyers@lacity.org [mailto:daniel.meyers@lacity.org] **On Behalf Of** San HaulerFranchise

Sent: Thursday, March 28, 2013 3:49 PM

To: San HaulerFranchise

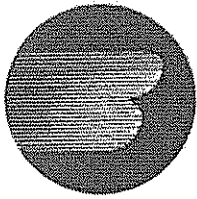
Subject: Franchise Zone Map Invitation

[Quoted text hidden]



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28K



BURRTEC

WASTE INDUSTRIES, INC.

"We'll Take Care Of It"

April 8, 2013

Alexander E. Helou
Bureau of Sanitation
City of Los Angeles
1149 South Broadway
Los Angeles, CA 90015

RE: Proposed Franchise Zones

Dear Mr. Helou:

Thank you for hosting the meeting on Thursday, April 4th, to review the proposed zones for the commercial franchise system. We appreciate the opportunity to provide input in the process and look forward to ongoing communications with the City.

It was a pleasure speaking with you and the Public Works staff regarding the planned zones and the issues that the proposed zones address. As requested at the meeting, please accept the following comments.

In general the proposed franchise zones seem reasonable and appropriate given the stated program goals. Although some of the comments below may be redundant, the importance of the issues warrants reinforcement.

1. Zone Boundaries: Major roadways are ideal boundaries for franchise zones. This approach appears to be the basis for most, if not all, boundaries in the proposed maps.
2. Zone Size: Burrtec Waste Industries understands the City's intent in establishing large and small franchise zones. Burrtec is able to provide successful and cost efficient commercial collection programs for both the small and large zones.

Thank you once again for the opportunity to provide input. Please feel free to contact me if you have any questions or would like to further discuss the input provided. I can be reached via telephone at 909-429-4200 or via email at rnino@burrtec.com.

Sincerely,

Richard Niño
Director Municipal Services

Public Meeting Comment Card

City-Wide Exclusive Franchise System - Franchise Area Map open house

Name: NICOLE BERNSON	Address: 200 N. Spring Street #405 LA 90012
Affiliation: CD 12	Phone: 213-473-7012 Email: nicole.bernson@lacity.org

Comments: Council District 12 continues to have concerns about the final disposition of the residual waste from the commercial + multifamily sector ending up in Sunshine Canyon landfill. Currently, the residents of the 12th District already incur the negative effects of being the depository of the majority of the City's residential waste program.

Additional concerns include lack of local capacity for the recycling stream - particularly if putrescible food/green waste is part of the program. This material requires a full solid waste permit + within the city there does not seem to be adequate permitted capacity to accommodate even the tonnage that is accounted for on the draft maps - even though the data from those maps is from 2011 - prior to the implementation of the requirement for any commercial enterprise that generates 4 cubic yards or more of waste to recycle.

We would like to see the RFP require certain conditions that preclude using the Valley as the dumping grounds for the entire City's waste - as is currently the case for the residential stream (excluding the westside (partial) + harbor area).

Thank you for your consideration of these comments.

Public Meeting Comment Card

City-Wide Exclusive Franchise System – Franchise Area Map open house

Name: G. Bick Crane coin	Address:	
Affiliation: Resident, city of Los Angeles	Phone:	Email:
Comments: Sanitation wastekelds should be divided into at least 15-20 zones. all needs to include TRASH, Recycling, Yard waste & horse manure. Village communities currently pro serviced by city of LA, should also Recive a break from the cost, As Councilmember La Bong-Said. All Bids should also have a time/date restriction, Such as No pick ups on SUNDAYS AND NOT during the hours of 9pm - 7am; IN fact this should be a current law to private providers		

Public Meeting Comment Card

City-Wide Exclusive Franchise System - Franchise Area Map open house

Name: LISA GRITZNER	Address: 320 N. LARCHMONT BLVD, LA CA	
Affiliation: CERRELL ASSOC.	Phone: 323. 766. 3445	Email: LISA@CERRELL.COM

Comments:

I would encourage Sanitation to study 30 zones in the preparation of alternatives as required under CEQA.

Natural boundaries, like freeways and mountain ranges do make sense as further division points within some of the larger proposed zones.

- WV Zone → 118 freeway to the North
101 freeway to the South

- WL Zone → 405 freeway

- NEV Zone → 5 freeway or 170

- SEV Zone → 170 freeway

Agree that subhaul arrangement or Carve-outs for larger unique properties, like movie studios, housing communities like Park LaBrea, non-public educational facilities and hospitals should be allowed. Also, the bureau should allow for exemptions for 'zero waste' operations like Albertsons.

Public Meeting Comment Card

City-Wide Exclusive Franchise System – Franchise Area Map open house

Name: David Coeffling	Address: P.O. Box 2410, Gardena, CA 90247	
Affiliation: Waste Resources	Phone: (310) 366-7600	Email: dcoeffling@wasteresources.com

Comments: We look forward to working with the City of LA and hope to have one of your franchise districts. We currently serve several City businesses trash and recycling hauling needs from Downtown LA to the Harbor. Waste Resources has a fleet of CNG fuel trucks and we are building a CNG fueling station adjacent to the 110 Freeway and Rosecrance. We currently own/operate a 500-TPD MRF/transfer station in Gardena. We are in permit process to expand our MRF to 2500-TPD state-of-the-art facility by 2015. The 11 proposed districts looks good to me, but I would encourage the City to either increase to 15-18 zones, or add flexibility for medium/small haulers to share zones in partnerships. This way we don't turn away too many local businesses who have been serving the City for so long.

Public Meeting Comment Card

City-Wide Exclusive Franchise System - Franchise Area Map open house

Name: Tony Rivera	Address: 2145 W. 16th St. Long Beach, 90813	
Affiliation: Easy roll off	Phone: (562) 432-000	Email: tony@easyrolloffservices.net

Comments:

① move the Harbor corridor from the HB zone to SLA zone.

Doing so is more efficient for

truck routes north of the 405.

② Make it clear to Franchisees what accounts ~~are~~ remain open for not only CSD roll off companies, but roll offs for M&W.

What ~~now~~ is governed by open ~~are~~ permit system, ~~what~~ is governed by Franchise.

(e.g. ~~roll~~ roll off bins for non-CSD waste)

Public Meeting Comment Card

City-Wide Exclusive Franchise System - Franchise Area Map open house

Name: <u>Chip Clemente</u>	Address: <u>15230 Burbank Blvd #103, Sherman Oaks, CA 91411</u>	
Affiliation: <u>Clemente Environmental</u>	Phone: <u>818 267-5100</u>	Email: <u>clemente.environmental.com</u>

Comments:

① Need more zones so our local smaller haulers have a chance to win one.

I suggest 20 zones as follows:

- 3 around CLARTS as proposed
- 1 in each of the 8 large zones
- 1 at large wherever it makes sense

+ the 8 large = 20 total

Park La Brea?

② Max. 50% market share is TOO HIGH!

Two large companies could win most of the City.

This is not the intent of the plan and puts most of our local guys out of business.

③ More zones provides diversity, flexibility, back-up, and innovation. Many of our smaller companies are our best entrepreneurs.

④ More zones allow use of more of our existing & planned MRF/TS facilities by small winning haulers.



April Mancha <april.mancha@lacity.org>

Fwd: Clements Comments on Zones at Today's Meeting

Karen Coca <karen.coca@lacity.org>
To: April Mancha <april.mancha@lacity.org>

Thu, Apr 4, 2013 at 4:32 PM

FYI

----- Forwarded message -----

From: **Chip Clements** <cclements@clementsenvironmental.com>
Date: Thu, Apr 4, 2013 at 2:14 PM
Subject: Clements Comments on Zones at Today's Meeting
To: Alex Helou <Alex.Helou@lacity.org>, Karen Coca@lacity.org, Dan Meyers <daniel.meyers@lacity.org>

Alex, Karen and Dan:

Thanks for the opportunity to comment again today on the zones. I'm emailing my comments as some of the haulers wanted a copy so I had to take the sheet with me. As you know, I continue to push for more small zones as a way to give more of our local guys a chance to win a zone and to keep the diversity and flexibility in the system. Even the small zones are significant in size.

Chip Clements

Clements Environmental Corp.

15230 Burbank Blvd., Suite 103

Sherman Oaks, CA 91411

(818) 267-5100 ph

(818) 762-6712 fax

From: canon@centermarketinggroup.com [mailto:canon@centermarketinggroup.com]
Sent: Thursday, April 04, 2013 2:14 PM
To: Chip Clements
Subject: Attached Image

April 4, 2013

Dear Los Angeles City Council Members,

As a resident of Westlake and a member of Westlake North Neighborhood Council, I want to express my support for the Bureau of Sanitation's plan for an exclusive waste franchise in the City of Los Angeles.

In addition to being critical for our environment, this change is needed for neighborhoods like Westlake with a lot of multi family housing and local businesses that are serviced by too many different haulers.

When you talk to people in my neighborhood, this change is a no-brainer. Many of us can't recycle and don't know why. We all live with the constant traffic and noise which takes a toll on our quality of life as a community. So, as you finalize plans for this new system, please ensure that the residents and businesses of Westlake and other neighborhoods around the city are going to have a system that works.

I am also supportive of the Bureau's plan to designate 11 franchise zones to haulers who will provide the best service in return for the right to do exclusive business. In order for the franchise to work, haulers will need to be invested in new ways in serving their customers. They will need to offer better options for recycling, reasonable rate structures, more sensible collection times, and cleaner, greener, trucks in our neighborhoods. This won't happen if you divide parts of the city into smaller and smaller zones. We'll wind up with the same overlapping of truck routes, traffic and confusion.

Please stay the course in implementing a waste and recycling system that will truly work for neighborhoods such as Westlake, enable all Angelenos to recycle, and make Los Angeles the city where everyone looks for the dream of a greener future.

Sincerely,

Erika Patterson
Westlake North Neighborhood Council Board Member

April 3, 2013

Honorable Members, Los Angeles City Council
Joint, Energy and Environment and Ad Hoc Committee on Waste Reduction and Recycling
Councilmember Jose Huizar, Co-Chair
Councilmember Richard Alarcon, Co-Chair
Councilmember Dennis Zine
Councilmember Paul Koretz
Councilmember Paul Krekorian
Councilmember Tom LaBonge

Dear Committee Members:

I am a resident of Los Angeles and currently a graduate student at UCLA. I want to applaud the City Council and the Bureau of Sanitation for adopting a zero waste policy for the city, and for taking concrete action to achieve this lofty, but attainable goal.

Before moving to Los Angeles, I was a small business owner in San Francisco. I saw first hand there how effective and efficient an exclusive franchise system can be if correctly implemented.

One important component of the system in San Francisco was the investment by our service provider in the creation of programs and incentives for maximizing recycling, and in infrastructure like dual-load trucks and facilities. This will also be critical to ensuring the success of the new franchise in Los Angeles. Business and residents who want to recycle need access to basic recycling service, but they also need education – and, realistically, they need incentives for recycling more.

In San Francisco, compost and recycling services were free and we were billed by the size of our black bin. Therefore, as a business owner, we could and did reduce our costs by recycling more. We invested just a few extra minutes to learn about everything that was recyclable and compostable and we realized returns.

None of this can happen if the hauler providing service is not investing in the system itself – and in its long-term collaboration with the City. They are less likely to make that investment if you reduce the size and the value of each service area they are awarded. It's basic math that if you increase the number of service zones in the city, you will be cheapening the asset of the franchise for the hauler. Cheapening the asset means reducing the investment the hauler will make in infrastructure, in efficiencies, and in programs and incentives for greater diversion.

Our current system has consistently failed to serve businesses and failed to help LA move towards zero waste. Providing the service that small businesses in LA deserve and getting to

zero waste will require investment by consumers like businesses and residents, and investment by the waste handling industry.

I urge you not to diminish the investment we'll be making by increasing the number of service zones and cheapening the asset each zone represents. Please move forward on recommendations made by the Bureau for the implementation of the exclusive franchise with 11 service zones and move our city toward a safer, cleaner future.

Sincerely,

Gabriel Peterson

April 4, 2013

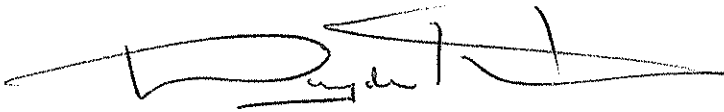
Dear Ms. Coca:

Thank you for the opportunity to comment based on the short BOS introduction, the various maps, and my discussions with staff, all of which occurred at the meeting today for the Proposed Franchise Zones.

As you know both the North Valley Coalition, and the Granada Hills North Neighborhood Council have participated throughout this entire process, shared the same positions, and have submitted independent comments to the record. Because I was representing both organizations today, I am submitting one comment card, which will, represents the comments from both organizations.

As agreed, I would submit comments via email/pdf rather than the rough draft notes that I had written on the Public Meeting Comment Card, and that you offered to submit to the record.

Sincerely,

A handwritten signature in black ink, appearing to read 'Wayde Hunter', with a long horizontal line extending to the right.

Wayde Hunter
President North Valley Coalition of Concerned Citizens Inc., &
Vice Chair, PLUM Granada Hills North Neighborhood Council

Name: WAYDE HUNTER Address: 12354 EL ORO WAY, GRANADA HILLS, CA 91344
Affiliation: NVC / GHNNC Phone: (818) 363-3597 Email: Whunter01@aol.com

Comments:

- **We support additional smaller wastesheds (franchise zones) up to the 20 potential ones contemplated.** Logic: We supported a non-exclusive franchise because we felt it gave the small operators a chance to compete against the big guys (Waste Management, BFI/Republic, Crown Disposal, & Athens). While we understand that we are now talking about exclusive franchises, the smaller size will give our local small haulers a better opportunity to compete. Wastesheds (franchise zones) that are too large will potentially give a monopoly to one or more of the large waste disposers, and/or put the City in an untenable position if they ever have to enforce rules and regulations for violations, and/or if for some reason the franchise hauler cannot fulfill their obligations and Sanitation is forced to provide the service in the interim.
- **While not a part of your presentation, we concur with Mr. Chip Clements' comments regarding his, and his clients' concerns, about the latest amount of the waste stream now being discussed in committee as being up from 25 or 26% to 50%.** Logic: We feel that 50% is too large a portion of the wasteshed/wastestream to be under the control of any one company. If that figure is to be used, then basically 2 companies could control all the franchise zones and the all of the waste.
- **We believe that the boundaries of the 6 existing Sanitation wastesheds must be maintained, and that if any of the proposed new wastesheds (franchise zones) are created, that they must be a subset wholly contained within any one of those wastesheds.** Logic: Historic waste information (past vs present) could be maintained and tracked for comparison purposes. Maintain commitment to RENEW LA (see below)
- **We believe that the boundaries of any wasteshed (franchise zone) should not be created or manipulated to conform to, nor recognize any City Council District boundaries.** Logic: We are talking about waste here, and not Council Districts and the persons who represent them. Council Districts change every 10 years. It would not comply with the intent of the RENEW LA plan.
- **We believe that the wastesheds (franchise zones) as proposed (including any future zones) would fail to comply with nor maintain the RENEW LA plan that has been approved by City Council.** Logic: The approved plan among other things is a 20-year plan, that recognizes the 6 wastesheds, requires that CTs be established in each wasteshed, that waste not be exported from one wasteshed to another, and that there would be a reduction in MSW to the Sunshine Canyon Landfill.
- **We oppose CLARTS as the center of wastesheds (franchise zones) DT, EDT and SE which have been specifically created to provide smaller zones for the small haulers. If CLARTS is included then it must exclude Sunshine Canyon as a landfill it uses.** Logic: The bulk of the trash from CLARTS goes to the Sunshine Canyon Landfill. This would not only be contrary to the RENEW LA plan, but the material collected by these franchises is required to be MRFd first, so that the majority of this material will be the stinky organic fraction, and this will only exacerbate the tremendous odor problems at Sunshine Canyon Landfill. FYI Complaints to SCAQMD regarding Sunshine Canyon Landfill represented 20% of all the calls to the SCAQMD in 2011 & 2012?, and that this landfill had 10 times the amount of complaints than the 15 other landfills combined within their jurisdiction.

- **We believe the nomenclature currently used to define the newly created wastesheds (franchise zones) causes confusion to the public. For instance NE s/b NLA, NC s/b NLAC, and EDT s/b NLAED.** Logic: It is not conducive to the public's understanding of the relationship between the basic subset of the larger BOS wasteshed. Our suggestion would more easily define the relationship, and provide consistent quantities of waste being generated within the BOS wasteshed both in the past and in the future for use in comparison purposes.
- **The DT wasteshed (franchise zone) boundary should be changed to conform to the existing North Los Angeles BOS wasteshed by either adding to the SE wasteshed (franchise zone) or having the BOS redefine their own wasteshed.** Logic: This is the one wasteshed (franchise zone) that crosses over 2 existing BOS wasteshed boundaries. We also do not want to set a precedent for any of the additional zones (up to 20) that have been proposed but not yet created. As it stands, it certainly would not comply with the intent of the RENEW LA plan.
- **The HB wasteshed (franchise zone) does not comport with the existing BOS wasteshed, and should be changed to conform to the existing BOS wasteshed.** Logic: It appears that a finger has been added to the east side, and that a break in the southern portion has been overlain.



April 4, 2013

Enrique Zaldivar
Director
Bureau of Sanitation
1149 S. Broadway St.
Los Angeles, CA 90015

Re: Proposed Zones for Exclusive Waste Franchises

Dear Mr. Enrique Zaldivar:

On behalf of the Natural Resources Defense Council, Sustain LA, and Coalition for Clean Air, we write today regarding the proposed zones for the exclusive waste and recycling franchises for Los Angeles' commercial and multi-family sectors. We appreciate the thought with which the current proposal for 11 zones has been developed by the Bureau of Sanitation. In particular, we find the analysis in version 2 of the Implementation Plan about how the zones were identified persuasive. Given our current analysis, we support a number of zones around the 10 to 11 mark. We think this number of zones provides the appropriate balance to advance environmental and environmental justice issues while also providing robust competition.

At the most recent joint committee hearing, several business lobbyists argued for 20 zones to advance economic protections for all the medium-sized haulers currently participating in the open permit system that currently achieves a 19% diversion rate from landfills for commercial establishments. While we are sympathetic to business concerns, we are unflinching in our belief that carving out a place for *all* the actors who allege a commitment to high environmental standards, should not be an objective of setting the zones. Many companies have demonstrably poor environmental records, particularly as it relates to serving commercial and multi-family properties in Los Angeles. Most importantly, however, the critical lens in drawing the zones should be focused on achieving the overarching goals of reducing truck miles traveled, advancing Los Angeles' Zero Waste goals, and minimizing disproportionate impacts to low income communities of color.

We are also sympathetic to the administrative burden of more zones. In fact, we would err on the side of fewer zones to allow for more practicable oversight and enforcement of a

Enrique Zaldivar

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smaller universe of contracts. We would prefer robust administrative attention go towards ensuring that companies who receive franchises achieve their environmental and Zero Waste goals and commitments. Surrendering maximum environmental performance and administrative efficiency to the cause of providing economic protections for a few extra medium-sized haulers participating in the current system undermines the entire purpose of this overdue programmatic overhaul.

At the recent joint committee meetings for the Energy & Environment and the Ad Hoc Committee for Waste Reduction and Recycling, several councilmembers referenced that environmental protection and worker safety must be the top priority for this program. We completely agree with this assertion. We encourage the Bureau not to be distracted by requests for a multitude of zones that will make this harder from an administrative standpoint and will, in effect, distract the City from achieving these overarching objectives.

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

Sincerely,

A handwritten signature in black ink that reads "Adriano L. Martinez". The signature is fluid and cursive, with a long horizontal stroke at the end.

Adriano Martinez

Natural Resources Defense Council

Leslie VanKeuren Campbell, LEED GA
SUSTAIN LA

Candice Kim
Senior Campaign Associate
Coalition for Clean Air