



**REX RICHARDSON**  
LONG BEACH VICE MAYOR

**REVISED**

~~R-22~~  
~~NB-33~~

**Date:** May 23, 2017

**To:** Honorable Mayor Robert Garcia and Members of the City Council

**From:** Vice Mayor Rex Richardson, Ninth District *RR*  
Councilwoman Lena Gonzalez, First District *LG*  
Councilmember Dee Andrews, Sixth District *DA*  
Councilmember Roberto Uranga, Seventh District *RU*

**Subject:** **Modernizing the Commercial Waste Hauling System in Long Beach**

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**RECOMMENDATION:**

Request the City Manager to work with the Department of Public Works to conduct a study exploring options to improve the private commercial waste hauling system in Long Beach, placing an emphasis on limiting inefficient overlapping truck routes, environmental, health, and safety impacts, unnecessary wear and tear on local streets and alleys, and establishing a pipeline for local jobs and training.

Secondly, request the City Manager to issue a 5-year notification to City-permitted private waste haulers pursuant to California Public Resources Code Section 49520, and report back to the City Council on the progress semi-annually.

**Discussion**

***The Problem***

Currently in the City of Long Beach, there are two different waste systems. The City's Environmental Services Bureau is responsible for collection at single-family and small multi-family dwellings (less than 10 units), while the City permits 15 private haulers to collect waste and recyclables from commercial businesses and larger apartment complexes (10+ units). While the City's residential waste system is a model program, recognized as the "Nation's Best Solid Waste Management Program," the private waste hauling system is fragmented and potentially unsafe.

Long Beach residents, particularly those in multifamily residences or that live near commercial corridors, are exposed to quality of life impacts due to inefficient, overlapping waste routes. Instances of overlapping waste routes in residential neighborhoods are prevalent throughout the City, and in some instances, there can be at least six different waste companies who collect waste throughout the week in only a ½ mile block. The



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result is a constant flow of trucks driving up the streets and in alleyways on a daily basis, **increasing public safety risks, air and noise pollution, and unnecessary wear and tear on local streets and alleyways.**

Of concern in dense areas, where families do not have private yards and experience heavy traffic, is the increased risk of traffic accidents. Parking can be a premium near multifamily units, and many cars line the streets. As a result, waste trucks are forced to park in the middle of the road while they perform collection duties, thereby obstructing traffic flows and drastically limiting traffic sight lines. This can lead to potential hazards, which is exacerbated by the number of companies who serve an area.

### ***The Opportunity***

In order to combat inefficient waste truck routes, many cities choose to create an exclusive franchising system for private haulers. An exclusive franchise system is where a limited number of haulers have the right to collect waste in a given area, but the hauler operates under the terms of a franchise agreement with the City. The franchise agreement governs quality and quantity of service, as well as designates the place of disposal of waste and recyclables. Cities competitively award contracts for exclusive right of service to the most qualified bidder. This competitive process can create opportunities to **partner with local educational institutions to establish a pipeline for local jobs and training for Long Beach residents who seek a career in the waste hauling industry.**

The City of Long Beach should explore a move to an exclusive franchise system in order to, in part, reduce the amount of unnecessary truck traffic caused by inefficient routing systems and the related impacts on all Long Beach residents, businesses, and their quality of life. These impacts include stresses to public health and air quality, noise pollution, traffic congestion, and excessive wear and tear on our roads and alleyways. Solid waste collection vehicles can have over 9,300 times the relative pavement impact per trip as an SUV. The City requires non-exclusive franchise haulers to use clean fuel fleets, but even these vehicles emit pollutants such as carbon dioxide, so **reducing unnecessary truck traffic is imperative for community and environmental health.**

Through converting to an exclusive franchising system, cities can better enforce environmental and safety standards through contract provisions with businesses without impacting their own budget. Cities can also be in a position to require private haulers to improve recycling rates, and more effectively hold private haulers accountable to new state requirements. Beginning in 2012, The State of California adopted a series of regulations that impact the commercial waste sector. California adopted a goal for 75 percent statewide recycling by 2020 (AB 341, 2012); mandatory commercial recycling collection requirements (AB 341); mandatory commercial organics recycling collection by



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2019 for businesses that generate more than 4 cubic yards of waste, in addition to a requirement for jurisdictions to develop an organic waste recycling program (AB 1826, 2014); and a state-wide requirement to divert 75 percent of organic waste from landfills by 2025, including recovering 25 percent of edible food by 2025 (SB 1383, 2016). **A move to an exclusive franchise system could provide tools to implement these new state requirements, and ensure all haulers, business and multi-family customers are in compliance, without increasing strain on City resources.**

California Public Resources Code 49520 states that a local agency that has authorized private waste collection service must provide to companies that have lawfully provided that service for at least three years a five year notice that exclusive solid waste handling services are to be provided or authorized. **The 5-year notification being requested does not, in and of itself, require the City to take any specific action with respect to the franchising of private solid waste handling services.**

### **Fiscal Impact**

There is no significant fiscal impact for the issuance of the 5-year notification to private waste haulers.

Funding will be required to study options to improve the private commercial waste hauling system.



**City of Long Beach Memorandum**  
*Working Together to Serve*

## REQUEST TO ADD AGENDA ITEM

**Date:** May 17, 2017  
**To:** Poonam Davis, Interim City Clerk  
**From:** Vice Mayor Rex Richardson, Ninth District  
**Subject:** Request to Add Agenda Item to Council Agenda of May 23, 2017

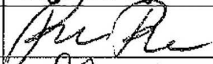
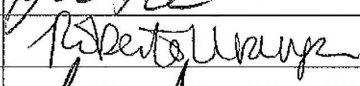
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Pursuant to Municipal Code Section 2.03. 070[B], the City Councilmembers signing below request that the attached agenda item (due in the City Clerk Department by Friday, 12:00 Noon) be placed on the City Council agenda under New Business via the supplemental agenda.

The agenda title/recommendation for this item reads as follows:

Request the City Manager to work with the Department of Public Works to conduct a study exploring options to improve the private commercial waste hauling system in Long Beach, placing an emphasis on limiting inefficient overlapping truck routes, environmental, health, and safety impacts, unnecessary wear and tear on local streets and alleys, and establishing a pipeline for local jobs and training.

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Council District	Authorizing Councilmember	Signed by
9	Rex Richardson	
7	Roberto Uranga	
1	Lena Gonzalez	