



COLLECTION AND RECYCLING PROGRAM SUPPORT AND COMPLIANCE



STAFF REPORT

To: SBWMA Board Members
From: Cliff Feldman, Recycling Programs Manager
Date: October 22, 2015 Board of Directors Meeting
Subject: Results of Recology Evaluation of Using Larger Data Pool for Conducting Annual Route Assessment

Recommendation

This staff report is for discussion purposes only and no formal action is requested of the Board of Directors.

Summary

Since January 2014 the Board has directed Recology to analyze how they collect the operational data used in the Annual Route Assessment process which is part of the annual compensation adjustment process. Recology has demonstrated that collecting additional data does result in some variances in the data used for allocating costs between Member Agencies. Recology has also stated that efforts to greater automate their data collection will cost more money. The result of the research by Recology is to not recommend any change to the current cost allocation process as it relates to the collection of the data.

Analysis

The Board's request for Recology to assess the feasibility of using a larger pool of data in the calculations used in its annual cost allocation process was last discussed at the January 22, 2015 Board meeting. As a follow up to this discussion, on February 22, 2015, Recology submitted a letter to the SBWMA outlining their approach to compare the annual April/May data with July and to share the results later in the fall.

On September 4, 2015 Recology submitted the results of its efforts to compare the April/May data with the month of July to determine if the variances in the data were significant enough to justify including additional data in the cost allocation process. **Attachment A** provides the September 4 submittal from Recology. The company identified five examples where the variance in the data required further analysis and an explanation for each was provided. The company's position is that while these potentially significant variances were identified, each could be explained to be the result of specific unavoidable factors such as driver training and vehicle breakdowns. Recology's conclusion on its effort to compare the April/May data with July is the following:

“The result of the July data collection period shows that the Route Labor Hours and Route Hours are consistent with the data collected during the April/May time period. Because of the consistency of the two data collection periods, Recology does not believe that additional data collection time frames will result in significant changes to the current April/May collection period.”

Staff reviewed the data and discussed the results with Recology. While there are numerous significant variances from the April/May data to the July data in the Agency facilities service sector which were not addressed by Recology, this sector only accounts for approximately 1.7% of Recology's 2016 compensation which totals \$57,262,816.

As part of any future franchise agreement negotiations with Recology, staff would recommend that Recology justify any continued use of the routeware software specifically as Recology has not demonstrated through this discussion that operational data is collected in an efficient manner for use in the cost allocation process.

Background

Both the current and past cost allocation approaches rely on the use of operating statistics collected during a defined period of time (e.g., mid-April to mid-May) in each Member Agency. The collection of this data (i.e., operating statistics) is referred to in the Franchise Agreements with Recology as the Annual Route Assessment (section 7.12) and includes the following data points:

1. Annual route labor hours
2. Annual route hours
3. Number of containers in service
4. Number of customer accounts serviced

At the January 23, 2014 Board meeting a staff report and presentation was provided explaining why we have a cost allocation process within the compensation adjustment methodology (*see Article 11 and Attachment K, Section 6 of the Franchise Agreement*), how the process works, and what are the implications of changing the cost allocation process to fix the cost allocators (i.e., operating statistics). It is important to note that in the context of this discussion the word "cost" means Recology's Board approved compensation and not their actual operating costs. Under the previous franchise agreements with Republic Services (previously named Allied Waste and BFI) "cost" meant actual operating costs as Republic was compensated under a cost-plus compensation adjustment methodology. A lengthy Board discussion ensued with some Board Members supporting fixing the cost allocators and some opposing, but a strong consensus of the Board supported further analysis by Recology to determine if a larger data pool (of route statistics) could be used to allocate costs.

During the January 23, 2014 Board meeting Recology also made a presentation and highlighted the 2011-2014 actual allocation percentages by Member Agency and noted factors they felt influence year over year variances in cost allocations. The Board asked a number of questions and made two specific follow-up information requests of Recology as follows:

1. Provide the operational data (four statistics used to allocate costs) over a longer time period than the four weeks used for the Annual Route Assessment in 2013.
2. Proposal and cost to automate the process used to collect and compile the data included in the Annual Route Assessment.

At the March 27, 2014 Board meeting Recology provided a data table and narrative description of how they went about analyzing additional data over a longer time period than the four weeks used for the Annual Route Assessment for rate year 2014. This table reflected Recology collecting one week of Route Hours data in three separate months (June, September and December). The limited data (i.e., for one statistic) showed that using different time periods to gather the operating statistics will create variances in the results. There was Board discussion and questions but again no consensus opinion on changing the current cost allocation methodology. The Board concurred with staff's suggestion that Recology proceed with the Annual Route Assessment for rate year 2015 using the current methodology.

At the May 22, 2014 Board meeting Kam Sung of Recology made a verbal presentation on the feasibility of automating cost allocation data. He noted that RouteWare was not able to meet Recology's specifications, but was able to give them a date range from one week to one month worth of data. He noted that there is a still a long

road ahead, but it is a step in the right direction. Mario Puccinelli added that the goal is to fully execute this in a way in which there is not a lot of staff time spent, and that they will continue to have the vendor and their IT department work towards that goal.

On January 12, 2015 staff received a letter from Recology regarding an update on automation of data collection for the Annual Route Assessment. The Recology letter details the steps taken to develop a more automated system and outlines a timeline and costs for implementing a new system for rate year 2017.

On January 13th staff posed some questions to Recology regarding this proposal as follows:

- Are the costs shown incremental? Are some one-time? Which costs are ongoing?
- Are you proposing to replace the current Annual Route Assessment with this new system? Or are you willing to do a trial to compare the current system with the new system as we discussed last week? If you are open to a comparative test, then please outline that proposal so it can be discussed at the Board meeting.

Recology responded that there are approximately \$8,300 in one-time costs and some other one-time costs that are currently unknown and \$93,000 per year in ongoing costs for a new full-time position.

At the January 22, 2015 Board meeting Mario Puccinelli of Recology made a verbal presentation on the company's efforts to pursue implementing a more automated approach to collecting data for the annual route assessment. The company recommended continuing with the April/May Route Assessment as prescribed in the Franchise Agreements and then comparing the results with a month later in the summer. (See agenda item 6B - Recology Proposal to Automate Data Collection Associated with Annual Route Assessment.)

Fiscal Impact

There is no fiscal impact associated with this informational staff report. However, there is a potential fiscal impact associated with Recology implementing a new data collection system for the Annual Route Assessment. Recology stated prior that there are approximately \$8,300 in one-time costs and some other one-time costs that are currently unknown and \$93,000 per year in ongoing costs for a new full-time position. Recology's proposal states that one full-time position is necessary to monitor and analyze the daily data for quality assurance. If the Board approved this new data collection system, the costs would be included in Recology's annual compensation application.

There may be future cost impacts, positive or negative, associated with Recology's continued use of onboard computers on their collection vehicles and which software program is used.

Attachments:

Attachment A - Recology July 2015 Route Hours Analysis

Recology San Mateo County July 2015 Route Hours Analysis

As described in our letter dated February 22, 2015, Recology has completed the July 2015 Route Hours data collection process. The process included collecting data from a second 4-week period of time (snapshot). The snapshot for the second data collection period was July 5 through August 1. This information was compared with the information gathered during Recology's previous data collection snapshot (April 13, 2015 through May 10, 2015). The results of this comparison are included in the attached summary.

Overall, the information gathered during the second snapshot was consistent with the data gathered in the April/May snapshot. Recology has previously indicated that Route Hours and Route Labor Hours can vary from day to day, week to week, month to month and year to year, depending on numerous factors. Issues that can affect the changes in allocation with regards to Route Hours and Route Labor Hours include:

- a.) Proper/Improper cart placement
- b.) Traffic Conditions
- c.) Collection Vehicle Operator
- d.) Equipment Breakdowns
- e.) Seasonality

Recology did note some jurisdiction's service sectors had variances that required further analysis to verify the reasons for the changes. These jurisdictions service sectors include Menlo Park Single-Family Dwelling (SFD), North Fair Oaks SFD, Belmont Commercial & Multi-Family Dwelling (MFD), East Palo Alto Commercial & MFD and San Carlos Commercial &MFD.

Menlo Park Single-Family Dwelling

Menlo Park SFD saw an increase of 9.6% in Route Labor Hours and an increase of 5.5% in Route Hours. This increase is mainly a result of increases in the SFD Recycle Line of Business. During the last two weeks of July (July 15 – July 31), route 840 was used to train a new driver. When training a new driver, the route becomes less efficient as more time is spent indentifying the specifics of the route. Additionally, a new driver will take more time until they become more familiar with the vehicle as well as the route.

North Fair Oaks Single-Family Dwelling

North Fair Oaks SFD realized an increase of 14.0% in Route Labor Hours and 6.0% in Route Hours. The increase in North Fair Oaks is mainly the result of an increase in the SFD Organics Line of Business. During the month of July, the driver on route 887 needed to re-sequence his route. As part of Recology's on going route audits, this route was identified as a route that could be more efficient. Re-sequencing adds time because the driver must update the on-board routing system manually as each customer is serviced.

Belmont Commercial & Multi-Family Dwelling

Belmont Commercial & MFD saw a decrease of 9.6% in Route Labor Hours and a decrease of 7.7% in Route Hours. This decrease is the result of a decrease in the Commercial & MFD Recycle Line of Business. During the week of July 27, route 623 was training a driver in advance of a vacation. Training of commercial replacement drivers may result in more efficiency on route as the two drivers are able to team up to push/pull bins and carts.

East Palo Alto Commercial & Multi-Family Dwelling

East Palo Alto Commercial & MFD realized an increase of 8.2% in Route Labor Hours and 6.3% in Route Hours. The increase was the result of a collection vehicle breakdowns that occurred on two Commercial MFD Recycle routes. Specifically, on July 22, route 938 had a breakdown and Route 935 had breakdowns on July 24 and July 31.

San Carlos Commercial & Multi-Family Dwelling

San Carlos Commercial & MFD saw a decrease of 10.5% in Route Labor Hours and a decrease of 9.0% in Route Hours. This decrease was a result of a decrease in both the Commercial & MFD MSW Line of Business and the Recycle Line of Business. During the week of July 6, route 931 (Recycle) and route 604 (MSW) were training drivers in advance of vacations. Training of commercial replacement drivers may result in more efficiency on route as the two drivers are able to team up to push/pull bins and carts.

Conclusion

The result of the July data collection period shows that the Route Labor Hours and Route Hours are consistent with the data collected during the April/May time period. Because of the consistency of the two data collection periods, Recology does not believe that additional data collection time frames will result in significant changes to the current April/May collection period.

Recology San Mateo County
 July 2015 Hours Data Collection Process
 Summary

	Total	Atherton	Belmont	Burlingame	E Palo Alto	Foster City	Hillsborough	Menlo Park	North Fair Oaks	Redwood City	San Carlos	San Mateo	West Bay	Unincorporated County
<u>SINGLE-FAMILY DWELLING</u>														
Total Route Labor hours year - Apr May 2015	140,811	6,041	9,093	9,734	6,829	8,467	10,879	12,080	3,594	24,210	11,448	26,896	3,756	7,784
Total Route Labor hours year - July 2015	143,658	5,980	9,403	9,377	6,724	8,543	11,161	13,235	4,097	23,974	12,013	27,659	3,744	7,746
Change #	2,847	-61	311	-356	-104	75	282	1,155	503	-236	566	763	-12	-38
Change %	2.0%	-1.0%	3.4%	-3.7%	-1.5%	0.9%	2.6%	9.6%	14.0%	-1.0%	4.9%	2.8%	-0.3%	-0.5%
# of route hours/year - Apr May 2015	127,906	5,264	8,069	8,691	6,231	7,623	10,116	11,151	3,343	22,563	10,609	23,776	3,318	7,151
# of route hours/year - July 2015	128,446	5,296	8,078	8,372	5,976	7,793	9,962	11,767	3,545	21,871	11,322	24,094	3,344	7,025
Change #	540	33	9	-319	-255	170	-154	616	201	-691	713	318	26	-126
Change %	0.4%	0.6%	0.1%	-3.7%	-4.1%	2.2%	-1.5%	5.5%	6.0%	-3.1%	6.7%	1.3%	0.8%	-1.8%
<u>COMMERCIAL & MFD</u>														
Total Route Labor hours year - Apr May 2015	89,521	435	6,129	13,165	2,397	4,631	166	10,375	3,375	15,585	8,177	23,590	562	935
Total Route Labor hours year - July 2015	87,392	454	5,541	12,392	2,593	4,500	161	9,865	3,210	15,772	7,321	24,014	575	996
Change #	-2,130	18	-588	-773	196	-131	-5	-510	-165	187	-856	424	13	61
Change %	-2.4%	4.2%	-9.6%	-5.9%	8.2%	-2.8%	-3.0%	-4.9%	-4.9%	1.2%	-10.5%	1.8%	2.3%	6.5%
# of route hours/year - Apr May 2015	69,739	344	4,512	9,912	2,127	4,046	140	8,807	2,240	12,336	6,496	17,525	492	763
# of route hours/year - July 2015	68,161	358	4,166	9,478	2,262	4,080	140	8,338	2,169	12,453	5,911	17,548	480	778
Change #	-1,578	14	-346	-434	135	34	0	-469	-71	117	-585	23	-12	15
Change %	-2.3%	4.2%	-7.7%	-4.4%	6.3%	0.8%	0.0%	-5.3%	-3.2%	1.0%	-9.0%	0.1%	-2.4%	2.0%
<u>AGENCY FACILITY SERVICES</u>														
Total Route Labor hours year - Apr May 2015	5,747	73	274	1,164	32	166	20	1,051	87	1,207	555	1,083	9	28
Total Route Labor hours year - July 2015	6,021	89	196	1,213	42	224	16	1,141	105	1,169	399	1,409	8	10
Change #	274	16	-78	48	10	58	-4	90	19	-37	-156	326	-1	-17
Change %	4.8%	21.6%	-28.4%	4.2%	31.3%	34.7%	-19.6%	8.5%	21.7%	-3.1%	-28.1%	30.1%	-6.8%	-62.2%
# of route hours/year - Apr May 2015	3,605	51	203	530	31	152	18	848	49	733	334	620	8	26
# of route hours/year - July 2015	3,764	68	139	579	40	215	15	905	55	677	305	747	8	10
Change #	158	17	-64	49	10	63	-3	57	6	-56	-29	127	0	-17
Change %	4.4%	32.5%	-31.5%	9.3%	31.9%	41.3%	-17.9%	6.7%	12.0%	-7.6%	-8.7%	20.5%	-5.0%	-64.1%

Recology San Mateo County
 July 2015 Hours Data Collection Process
 Route Labor Hours

		Annual Route Labor Hours by Line of Business															
SBWMA Member Agency	Rate Year	Single-Family Solid Waste	Single-Family Recyclable Materials	Single-Family Organic Materials	Single-Family Battery, Cell Phone, Oil and Oil Filter Collection	Multi-Family and Commercial Solid Waste (Bins)	Multi-Family and Commercial Waste (Carts)	Multi-Family and Commercial Recyclable Materials (Bins)	Multi-Family and Commercial Recyclable Materials (Carts)	Multi-Family and Commercial Organic Materials (Bins)	Multi-Family and Commercial Organic Materials (Carts)	Multi-Family and Commercial Roll-off and Compactor (Solid Waste, Recyclable and Organic Materials)	Member Agency Facilities Solid Waste	Member Agency Facilities Organic Materials	Member Agency Facilities Recyclable Materials	Member Agency Facilities (Roll-off and Compactor)	Two On-Call Collection Events (SFD and MFD)
Atherton	Apr - May 2015	1,449.4	1,883.8	2,534.6	9.4	241.0	10.9	110.5	5.0	64.9	3.0	0.0	54.4	4.6	14.1	65.1	154.5
	July 2015	1,383.8	1,666.3	2,685.1	8.3	254.2	11.5	108.2	4.9	71.5	3.3	0.0	71.8	1.5	15.5	82.3	227.9
	% change	-4.5%	-11.5%	5.9%	-11.5%	5.5%	5.5%	-2.1%	-2.0%	10.1%	10.2%	0.0%	32.1%	-67.9%	10.5%	26.5%	47.5%
Belmont	Apr - May 2015	2,850.1	2,787.9	2,514.2	13.9	2,055.3	1,105.9	1,606.7	864.5	227.6	122.5	146.2	106.7	27.9	139.3	55.8	912.6
	July 2015	2,846.4	2,890.8	2,683.6	14.5	1,967.6	1,058.7	1,343.9	723.1	244.2	131.4	72.2	136.8	23.2	36.0	23.4	953.6
	% change	-0.1%	3.7%	6.7%	3.7%	-4.3%	-4.3%	-16.4%	-16.4%	7.3%	7.3%	-50.7%	28.2%	-16.7%	-74.1%	-58.0%	4.5%
Burlingame	Apr - May 2015	3,190.3	2,578.0	3,128.4	12.9	3,833.0	3,024.6	2,109.3	1,664.4	520.1	410.4	1,603.1	1,089.3	35.4	39.4	411.1	811.2
	July 2015	3,080.2	2,634.0	2,925.1	13.2	3,568.0	2,815.5	2,023.3	1,596.6	466.5	368.1	1,554.1	1,140.9	45.8	25.9	462.9	711.7
	% change	-3.5%	2.2%	-6.5%	2.2%	-6.9%	-6.9%	-4.1%	-4.1%	-10.3%	-10.3%	-3.1%	4.7%	29.3%	-34.4%	12.6%	-12.3%
East Palo Alto	Apr - May 2015	2,397.4	1,844.0	1,970.1	9.2	1,168.0	269.6	519.2	119.8	106.2	24.5	189.2	31.0	0.0	1.1	86.4	598.7
	July 2015	2,585.8	1,884.7	1,806.9	9.4	1,155.0	266.6	574.4	132.6	106.7	24.6	332.5	37.2	0.0	4.9	121.7	428.0
	% change	7.9%	2.2%	-8.3%	2.2%	-1.1%	-1.1%	10.6%	10.6%	0.5%	0.5%	75.8%	20.0%	0.0%	361.3%	40.8%	-28.5%
Foster City	Apr - May 2015	2,976.5	2,800.1	2,088.0	14.0	1,803.2	344.5	1,265.7	241.8	457.7	87.5	430.1	91.8	10.7	63.4	82.7	574.6
	July 2015	2,854.8	2,866.2	1,965.0	14.3	1,818.6	347.5	1,175.4	224.6	420.6	80.4	432.7	106.5	25.8	91.4	126.2	828.0
	% change	-4.1%	2.4%	-5.9%	2.4%	0.9%	0.9%	-7.1%	-7.1%	-8.1%	-8.1%	0.6%	15.9%	140.7%	44.0%	52.5%	44.1%
Hillsborough	Apr - May 2015	3,781.2	4,156.8	2,503.7	20.8	46.2	1.2	34.3	0.9	81.0	2.1	0.0	0.2	6.8	13.3	204.2	395.9
	July 2015	3,716.0	4,307.3	2,722.3	21.5	40.7	1.0	34.5	0.9	81.5	2.1	0.0	0.2	4.7	11.4	173.8	372.2
	% change	-1.7%	3.6%	8.7%	3.6%	-11.8%	-12.0%	0.5%	1.1%	0.6%	0.5%	0.0%	0.0%	-30.7%	-14.1%	-14.9%	-6.0%
Menlo Park	Apr - May 2015	3,868.5	3,931.9	3,443.6	19.7	3,319.4	2,120.9	1,851.3	1,182.9	638.9	408.2	853.5	705.2	22.8	322.8	47.8	796.7
	July 2015	4,055.5	4,324.4	3,928.0	21.6	3,150.1	2,012.8	1,852.0	1,183.4	663.1	423.7	580.1	765.9	28.2	346.4	207.8	883.9
	% change	4.8%	10.0%	14.1%	10.0%	-5.1%	-5.1%	0.0%	0.0%	3.8%	3.8%	-32.0%	8.6%	23.9%	7.3%	334.8%	10.9%
Redwood City	Apr - May 2015	7,985.6	7,979.6	5,973.3	39.9	5,826.6	3,175.1	2,848.3	1,552.1	734.7	400.3	1,048.2	1,103.2	20.9	82.7	296.3	2,192.2
	July 2015	7,819.8	8,196.6	5,880.2	41.0	6,030.3	3,286.1	2,819.2	1,536.3	765.6	417.2	917.3	1,113.9	13.3	42.2	437.2	1,995.6
	% change	-2.1%	2.7%	-1.6%	2.7%	3.5%	3.5%	-1.0%	-1.0%	4.2%	4.2%	-12.5%	1.0%	-36.5%	-48.9%	47.5%	-9.0%
San Carlos	Apr - May 2015	3,940.6	3,605.7	2,923.9	18.0	2,767.0	1,227.5	2,188.8	971.0	346.3	153.6	522.7	401.6	50.3	102.8	197.4	941.6
	July 2015	3,975.8	3,744.3	3,158.1	18.7	2,579.8	1,144.4	1,988.3	882.0	338.7	150.3	237.4	175.3	86.5	137.3	57.2	1,097.8
	% change	0.9%	3.8%	8.0%	3.8%	-6.8%	-6.8%	-9.2%	-9.2%	-2.2%	-2.2%	-54.6%	-56.4%	72.1%	33.6%	-71.0%	16.6%
San Mateo	Apr - May 2015	9,046.9	8,104.0	6,853.8	40.5	8,249.2	5,209.3	4,725.7	2,984.2	767.5	484.7	1,169.7	827.6	61.3	193.7	164.8	2,810.2
	July 2015	9,398.8	8,448.1	7,160.1	42.2	8,469.1	5,348.1	4,848.9	3,062.0	736.7	465.2	1,084.0	1,040.7	78.6	289.8	158.5	2,567.8
	% change	3.9%	4.2%	4.5%	4.2%	2.7%	2.7%	2.6%	2.6%	-4.0%	-4.0%	-7.3%	0.0%	28.2%	49.6%	-3.8%	-8.6%
North Fair Oaks	Apr - May 2015	1,351.9	1,196.1	797.7	6.0	1,831.2	569.3	558.3	173.5	185.3	57.6	0.0	73.8	7.2	5.6	0.0	236.6
	July 2015	1,568.0	1,383.8	894.1	6.9	1,656.5	515.0	576.4	179.2	215.6	67.0	0.0	102.2	0.8	2.3	0.0	237.2
	% change	16.0%	15.7%	12.1%	15.7%	-9.5%	-9.5%	3.2%	3.2%	16.4%	16.4%	0.0%	38.6%	-89.1%	-58.1%	0.0%	0.3%
WBSD	Apr - May 2015	1,348.5	1,096.7	1,072.7	5.5	206.5	41.1	199.6	39.7	62.8	12.5	0.0	2.6	0.5	5.5	13.2	226.9
	July 2015	1,219.4	1,087.4	1,156.8	5.4	233.0	46.4	178.6	35.6	67.9	13.5	0.0	3.6	0.7	3.6	0.0	269.8
	% change	-9.6%	-0.8%	7.8%	-0.8%	12.8%	12.8%	-10.5%	-10.5%	8.2%	8.2%	0.0%	39.1%	60.0%	-34.0%	-100.0%	18.9%
Uninc. County	Apr - May 2015	2,468.9	2,544.8	2,271.9	12.7	364.7	119.8	263.0	86.4	76.1	25.0	0.0	0.0	21.4	6.2	0.0	473.2
	July 2015	2,502.6	2,531.5	2,165.9	12.7	417.0	137.0	254.2	83.5	78.4	25.8	0.0	0.0	5.7	4.7	0.0	521.0
	% change	1.4%	-0.5%	-4.7%	-0.5%	14.4%	14.4%	-3.4%	-3.4%	3.1%	3.1%	0.0%	0.0%	-73.3%	-23.7%	0.0%	10.1%
TOTAL	Apr - May 2015	46,655.8	44,509.4	38,075.6	222.5	31,711.4	17,219.6	18,280.6	9,886.3	4,268.9	2,191.7	5,962.7	4,487.4	269.8	989.7	1,624.8	11,125.0
TOTAL	July 2015	47,006.9	45,965.6	39,131.1	229.8	31,339.9	16,990.5	17,777.2	9,644.5	4,256.9	2,172.4	5,210.3	4,695.0	314.9	1,011.4	1,851.0	11,094.6
	% change	0.8%	3.3%	2.8%	3.3%	-1.2%	-1.3%	-2.8%	-2.4%	-0.3%	-0.9%	-12.6%	4.6%	16.7%	2.2%	13.9%	-0.3%

1. Rate year 2016 information was gathered over the 4-week period from April 13, 2015 to May 10, 2015 using the daily "Route Time & Distance by Franchise" reports from our Routeware System
2. July 2015 information was gathered over the 4-week period from July 5, 2015 to August 1, 2015 using the daily "Route Time & Distance by Franchise" reports from our Routeware System

Recology San Mateo County
 July 2015 Hours Data Collection Process
 Route Hours

		Annual Route Hours by Line of Business														
	Rate Year	Single-Family Solid Waste	Single-Family Recyclable Materials	Single-Family Organic Materials	Single-Family Battery, Cell Phone, Oil and Oil Filter Collection	Multi-Family and Commercial Solid Waste (Bins)	Multi-Family and Commercial Solid Waste (Carts)	Multi-Family and Commercial Recyclable Materials (Bins)	Multi-Family and Commercial Recyclable Materials (Carts)	Multi-Family and Commercial Organic Materials (Bins)	Multi-Family and Commercial Organic Materials (Carts)	Multi-Family and Commercial Roll-off and Compactor (Solid Waste, Recyclable and Organic Materials)	Member Agency Facilities Solid Waste	Member Agency Facilities Organic Materials	Member Agency Facilities Recyclable Materials	Member Agency Facilities (Roll-off and Compactor)
Atherton	Apr - May 2015	1,346.6	1,517.6	2,229.9	7.6	163.0	7.4	103.8	4.7	62.1	2.8	0.0	33.5	4.3	13.7	65.1
	July 2015	1,301.8	1,434.6	2,317.7	7.2	169.8	7.7	106.5	4.8	66.2	3.0	0.0	51.6	1.4	15.2	82.3
	% change	-3.3%	-5.5%	3.9%	-5.5%	4.2%	4.2%	2.6%	2.8%	6.7%	6.4%	0.0%	54.0%	-67.8%	11.4%	26.5%
Belmont	Apr - May 2015	2,646.1	2,301.4	2,186.1	11.5	1,202.3	646.9	1,414.2	760.9	222.1	119.5	146.2	65.0	24.7	113.4	55.8
	July 2015	2,515.8	2,399.6	2,185.0	12.0	1,149.6	618.5	1,275.4	686.2	236.7	127.3	72.2	82.1	22.6	34.4	23.4
	% change	-4.9%	4.3%	-0.1%	4.3%	-4.4%	-4.4%	-9.8%	-9.8%	6.5%	6.5%	0.0%	26.3%	-8.5%	-69.7%	-58.0%
Burlingame	Apr - May 2015	2,866.7	2,197.3	2,793.9	11.0	1,634.1	2,377.6	1,403.5	2,042.0	346.8	504.6	1,603.1	460.8	33.8	35.7	411.1
	July 2015	2,861.7	2,137.3	2,640.1	10.7	1,565.0	2,276.9	1,352.7	1,968.2	309.9	450.9	1,554.1	511.0	43.3	25.2	462.9
	% change	-0.2%	-2.7%	-5.5%	-2.7%	-4.2%	-4.2%	-3.6%	-3.6%	-10.7%	-10.7%	-3.1%	10.9%	28.1%	-29.4%	12.6%
East Palo Alto	Apr - May 2015	2,132.9	1,745.0	1,736.9	8.7	978.6	225.9	493.9	114.0	101.9	23.5	189.2	29.6	0.0	1.0	86.4
	July 2015	2,200.7	1,689.1	1,641.8	8.4	932.5	215.2	537.9	124.2	97.1	22.4	332.5	35.7	0.0	4.8	121.7
	% change	3.2%	-3.2%	-5.5%	-3.2%	-4.7%	-4.7%	8.9%	8.9%	-4.7%	-4.7%	75.8%	20.4%	0.0%	367.6%	40.8%
Foster City	Apr - May 2015	2,734.2	2,422.2	1,867.9	12.1	1,447.1	276.5	1,153.3	220.3	435.3	83.2	430.1	84.5	10.6	57.2	82.7
	July 2015	2,676.5	2,480.1	1,783.3	12.4	1,511.6	288.8	1,146.3	219.0	404.0	77.2	432.7	101.1	25.3	88.7	126.2
	% change	-2.1%	2.4%	-4.5%	2.4%	4.5%	4.5%	-0.6%	-0.6%	-7.2%	-7.2%	0.6%	19.6%	140.0%	55.0%	52.5%
Hillsborough	Apr - May 2015	3,499.0	4,001.1	2,180.0	20.0	26.1	0.7	32.8	0.8	78.2	2.0	0.0	0.1	6.3	11.9	204.2
	July 2015	3,375.9	3,890.9	2,284.2	19.5	26.2	0.7	33.0	0.8	77.8	2.0	0.0	0.1	4.2	10.7	173.8
	% change	-3.5%	-2.8%	4.8%	-2.8%	0.5%	1.5%	0.8%	1.2%	-0.5%	0.0%	0.0%	0.0%	-33.0%	-10.2%	-14.9%
Menlo Park	Apr - May 2015	3,641.2	3,593.0	3,084.0	18.0	1,794.0	2,292.5	1,261.6	1,612.2	435.9	557.0	853.5	521.6	21.8	304.9	47.8
	July 2015	3,731.0	3,856.7	3,256.9	19.3	1,709.9	2,185.0	1,265.3	1,616.9	430.6	550.3	580.1	548.4	26.1	330.7	207.8
	% change	2.5%	7.3%	5.6%	7.3%	-4.7%	-4.7%	0.3%	0.3%	-1.2%	-1.2%	-32.0%	5.1%	19.6%	8.5%	334.8%
Redwood City	Apr - May 2015	7,505.0	7,336.6	5,455.6	36.7	3,363.7	2,668.3	2,327.3	1,846.2	603.3	478.6	1,048.2	632.8	20.2	80.3	296.3
	July 2015	7,237.4	7,295.4	5,270.0	36.5	3,519.5	2,792.0	2,298.3	1,823.2	614.9	487.8	917.3	623.2	13.0	41.0	437.2
	% change	-3.6%	-0.6%	-3.4%	-0.6%	4.6%	4.6%	-1.2%	-1.2%	1.9%	1.9%	-12.5%	-1.5%	-35.7%	-49.0%	47.5%
San Carlos	Apr - May 2015	3,605.6	3,381.5	2,646.6	16.9	1,933.6	857.8	1,866.3	827.9	337.6	149.8	522.7	190.6	48.3	94.9	197.4
	July 2015	3,633.0	3,575.8	2,979.6	17.9	1,831.9	812.7	1,768.0	784.3	330.0	146.4	237.4	86.9	83.8	133.9	57.2
	% change	0.8%	5.7%	12.6%	5.7%	-5.3%	-5.3%	-5.3%	-5.3%	-2.2%	-2.2%	-54.6%	-54.4%	73.5%	41.1%	-71.0%
San Mateo	Apr - May 2015	8,024.4	7,294.6	5,574.2	36.5	3,634.8	4,456.3	3,190.0	3,911.0	522.8	641.0	1,169.7	384.8	58.8	176.7	164.8
	July 2015	8,370.5	7,185.3	5,898.7	35.9	3,594.0	4,406.3	3,305.1	4,052.1	497.3	609.7	1,084.0	407.0	76.0	264.2	158.5
	% change	4.3%	-1.5%	5.8%	-1.5%	-1.1%	-1.1%	3.6%	3.6%	-4.9%	-4.9%	0.0%	5.8%	29.3%	49.5%	-3.8%
North Fair Oaks	Apr - May 2015	1,222.2	1,126.5	746.7	5.6	993.1	308.7	591.9	117.8	174.5	54.3	0.0	36.6	6.8	5.5	0.0
	July 2015	1,255.4	1,195.1	845.0	6.0	910.1	282.9	602.6	120.0	193.3	60.1	0.0	51.8	0.7	2.3	0.0
	% change	2.7%	6.1%	13.2%	6.1%	-8.4%	-8.4%	1.8%	1.8%	10.8%	10.8%	0.0%	41.5%	-89.6%	-59.0%	0.0%
WBSD	Apr - May 2015	1,165.2	954.1	962.3	4.8	160.9	32.0	188.9	37.6	60.5	12.0	0.0	2.4	0.4	5.4	13.2
	July 2015	1,103.1	934.4	1,027.2	4.7	167.0	33.2	173.6	34.6	60.0	12.0	0.0	3.5	0.7	3.6	0.0
	% change	-5.3%	-2.1%	6.7%	-2.1%	3.7%	3.7%	-8.1%	-8.1%	-0.8%	-0.8%	0.0%	46.8%	58.1%	-33.1%	-100.0%
Uninc. County	Apr - May 2015	2,275.3	2,292.6	2,087.0	11.5	257.3	84.5	243.1	79.9	73.7	24.2	0.0	0.0	20.4	6.0	0.0
	July 2015	2,314.6	2,176.6	1,991.3	10.9	288.3	94.7	222.3	73.0	75.0	24.6	0.0	0.0	5.0	4.5	0.0
	% change	1.7%	-5.1%	-4.6%	-5.1%	12.1%	12.1%	-8.6%	-8.6%	1.6%	1.7%	0.0%	0.0%	-75.4%	-25.5%	0.0%
TOTAL	Apr - May 2015	42,664.5	40,163.5	33,551.0	200.8	17,588.5	14,235.0	14,270.4	11,575.4	3,454.8	2,652.5	5,962.7	2,442.3	256.4	906.5	1,624.8
TOTAL	July 2015	42,577.2	40,251.0	34,120.6	201.3	17,375.3	14,014.7	14,087.0	11,507.2	3,392.8	2,573.6	5,210.3	2,502.5	302.1	959.0	1,851.8
	% change	-0.2%	0.2%	1.7%	0.2%	-1.2%	-1.5%	-1.3%	-0.6%	-1.8%	-3.0%	-12.6%	2.5%	17.8%	5.8%	13.9%

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