REQUEST FOR PROPOSALS

OPERATION OF THE SUNNYVALE MATERIALS RECOVERY AND TRANSFER STATION

Issued by the City of Sunnyvale on Behalf of the Cities of Mountain View, Palo Alto, and Sunnyvale

July 5, 2006

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SECTION 1. PROJECT OVERVIEW

1.1 INTRODUCTION

The City of Sunnyvale (City), on behalf of the cities of Mountain View, Palo Alto and Sunnyvale (the Participating Agencies) is seeking proposals from qualified and capable firms to operate the Sunnyvale Materials Recovery and Transfer Station (SMaRT Station). The operating agreement (Agreement) will be between the City of Sunnyvale and the selected Contractor for a seven (7) year period. At the City's option the term of the Agreement may be extended for one or more periods of three months, up to a maximum of one year. SMaRT Station operations under the Agreement will commence on January 1, 2008.

The tentative schedule for this procurement process is as follows:

Action	**Date**
RFP Issued to Proposers	July 5, 2006
Mandatory Pre-proposal Meeting & SMaRT Station Tour	July 13, 2006
Mandatory Pre-proposal Meeting	July 27, 2006
Deadline for written questions from proposers	August 7, 2006
Written responses to proposers questions issued by City	August 21, 2006
Proposals Due	September 5, 2006 3:00 p.m.
Proposal Evaluations Begin	September 6, 2006
Interviews (tentative date)	December 7, 2006
City Council Awards Contract	February 6, 2007
New Contract Begins	January 1, 2008

The SMaRT Station is located on nine acres of City-owned property, north of Caribbean Drive and immediately adjacent to the closed Sunnyvale Landfill (see Appendix A, SMaRT Station Design Drawings, Figure A-2). The SMaRT Station is designed to process 1,500 tons of material per day. The facility became operational in July 1993 for use as a transfer station, and went into full operation as a Municipal Solid Waste (MSW) processing facility in July 1994. The SMaRT Station is currently operated by GreenTeam/Zanker of Sunnyvale. The operational objective of the SMaRT Station is to maximize the cost-effective diversion of

solid waste generated by the residents and businesses of the Participating Agencies and transfer un-recycled waste to the Kirby Canyon Landfill. Proposals must indicate how the operation of the facility will be conducted to optimize the recovery of materials from MSW, Yard Trimmings, and Source-Separated Recyclable Materials Source Separated Recyclable Materials delivered by the Participating Agencies. The types and estimated quantities of materials to be recovered must be thoroughly discussed in the proposal.

As a part of a separate process, the City is exploring modifications to the MSW processing equipment. The specifications of both the existing MSW processing equipment and the proposed new MSW processing equipment are provided with this RFP. All Proposers to operate the SMaRT Station are required to submit two separate cost proposals: one utilizing the existing MSW processing equipment and another utilizing the proposed MSW processing equipment. If the City elects to modify the MSW processing equipment, it is the intention of the City to have the new equipment installed before the Agreement takes effect on January 1, 2008. In the event that installation of the new equipment takes place during the term of this Agreement (after January 1, 2008) the selected Contractor shall follow the procedures specified in Section 3.21 of the Agreement.

1.1.1 Required Services

Services to be provided include the receipt, processing and transfer of the following material streams:

- MSW from each of the Participating Agencies, delivered by their Designated (franchised) Haulers and city vehicles.
- Source Separated Recyclable Materials from the City of Sunnyvale's residential curbside and multi-family recyclable collection programs.
- Source Separated Recyclable Materials from the City of Mountain View's residential curbside, multi-family, and commercial recycling collection programs.
- Yard Trimmings from the City of Sunnyvale's and the City of Mountain View's residential Yard Trimmings collection programs.
- MSW brought to the SMaRT Station by the public (Publicly Hauled Waste)
- Source-Separated Recyclable Materials and Yard Trimmings brought to the SMaRT Station by the public.

The selected Contractor will also be responsible for the marketing of all recovered materials. All non-diverted MSW will be transferred by the SMaRT Station Contractor to the Kirby Canyon Landfill located in south San Jose.

1.1.2 Additional Services at City's Option

In addition to the above required services, receipt, processing and transfer of the following material streams, although not currently anticipated, may also be required:

- Commingled single-stream Source Separated Recyclable Materials from the City of Palo Alto's residential curbside and commercial recycling programs. Palo Alto's

current collection and processing agreement will expire July 1, 2009 unless extended. These single stream Source Separated Recyclable Materials could be processed utilizing the equipment designed for processing MSW.

- Yard Trimmings from the City of Palo Alto's residential Yard Trimmings collection program. This material is currently processed at Palo Alto's composting facility, which is scheduled to close in 2011.
- Commercial Source-Separated Recyclable Materials from the cities of Sunnyvale and Palo Alto.

For purposes of responding to this Request for Proposals (RFP), Proposers should assume that residential curbside Source Separated Recyclable Materials and source-separated Yard Trimmings from the City of Palo Alto and commercial Source Separated Recyclable Materials from the cities of Sunnyvale and Palo Alto will not be delivered to the SMaRT Station for processing. If any of these materials are delivered to the SMaRT Station in the future, however, the selected Contractor will be required to handle these materials, as directed by the City. Compensation for providing these additional services is described in Sections 2.2.1 and 4.2.5 of this RFP.

1.1.3 Minimum Recycling Level

Materials recovery at the SMaRT Station is anticipated to reduce the waste stream going to the landfill between 17.5% to 25% or more. A minimum of 17.5% material diversion (minimum recycling level) is required, but Proposers are encouraged to calculate the highest cost-effective recovery rate achievable in their informed judgment. Only MSW delivered to, and recovered by the SMaRT Station will count toward the 17.5% minimum recycling level. The following materials will not count toward the 17.5% minimum recycling level:

- Source Separated Recyclable Materials from the Participating Agencies' Designated Haulers (including single-stream curbside recyclables).
- Source-separated wood and Yard Trimmings from the Participating Agencies' Designated Haulers.
- Source Separated Recyclable Materials brought to the buyback/drop-off center.
- Other Source Separated Recyclable Materials (e.g. wood, concrete, clean soil) delivered by the public.

The materials to be recovered and processed at the SMaRT Station will include, but are not limited to, aluminum, cardboard, ferrous metals, high grade paper, mixed waste paper, newsprint, glass, wood, Yard Trimmings, plastics, e-waste, tires, mattresses and white goods (large appliances). Recovered and processed materials will be shipped to markets by the Contractor.

1.1.4 Compensation

The selected Contractor will be compensated by four separate revenue sources:

- A fixed Basic Annual Payment (proposed by selected Contractor) for accepting, processing, and transferring up to 280,000 tons per year of MSW and Yard Trimmings delivered by the Participating Agencies' Designated Haulers (not including Publicly Hauled Waste). The Basic Annual Payment will be paid in 12 equal monthly installments each year.
- Per-ton Tipping Fee for Excess Tonnage (Proposed by selected Contractor) applied to tons of franchised MSW and Yard Trimmings in excess of 280,000 tons per year delivered by the Participating Agencies' Designated Haulers. This Tipping Fee will be utilized when the combined inbound tonnage of franchised MSW and Yard Trimmings exceeds 280,000 in any given fiscal year.
- A Gate Fee on publicly hauled materials (set by the City). The City establishes Public Use Fees for publicly hauled (non-franchised) materials. The Public Use Fees vary by material type and are all greater than $5.50 per delivered cubic yard. The Contractor's share of Public Use Fee revenue shall be called a Gate Fee. The Gate Fee for all material types shall be $5.50 per cubic yard. The selected Contractor will collect Public Use Fee revenue from public customers, retain the $5.50 per cubic yard Gate Fee, and remit the remainder of the Public Use Fee revenue to the City.
- A percentage of the revenues from the sale of Source Separated Recyclable Materials (sliding scale based on recycling rate achieved by selected Contractor) as specified in Exhibit O-13 of the Agreement.

The Basic Annual Payment, Tipping Fee for Excess Tonnage and Gate Fee will be adjusted for inflation each fiscal year per Section 5.03 of the Agreement.

In addition, the City will reimburse the selected Contractor for the costs of stationary equipment parts and for the cost of proper management of intercepted hazardous waste and sharps.

The selected Contractor will receive no tipping fee or other direct compensation for the processing of source-separated Source Separated Recyclable Materials from the residential curbside, multi-family and commercial recycling programs other than a share of revenues received from the sale of those materials. The Contractor's percentage of material revenues specified in Exhibit O-13 of the Agreement will be applied to all materials marketed from the SMaRT Station including source-separated Source Separated Recyclable Materials, buyback/drop-off materials, Yard Trimmings and wood waste.

The four revenue sources identified above are expected to cover ANY AND ALL of the selected Contractor's expenses including receipt, processing, marketing, transportation and transfer of all materials as well as associated administration and other costs. No other form of compensation, with the exception of reimbursement for replacement parts for City-owned equipment, and costs related to the proper management of intercepted hazardous waste, will be provided to the selected Contractor. The City pays fees and charges for disposal of all materials delivered to the Kirby Canyon Landfill. The selected Contractor will be required to provide the City with copies of daily weight tickets.

1.1.5 Proposal Forms

Proposers shall complete and submit each of the proposal forms included in Appendix B. These Proposal Forms must contain a sufficient level of detail to allow adequate evaluation on a technical, environmental, and financial basis by the selection team. Proposals are expected to include details on materials handling, materials recovery, sale of Source Separated Recyclable Materials, hauling techniques, operational performance assurance, and equipment costs and staffing requirements.

1.1.6 Operating Agreement

A copy of the operating agreement is included in this RFP as Appendix C, and is referred to throughout this document as "the Agreement." City does not intend to engage in post-award negotiations. City staff will present to the Sunnyvale City Council two or more fully-negotiated and signed Agreements for the Council to select from. The selected Proposer must be prepared to immediately execute the Agreement once the contract is awarded to it by the Sunnyvale City Council. The RFP summarizes many of the key requirements that are detailed in the Agreement. The RFP does not describe all provisions of the Agreement, but serves as a directory to appropriate sections of the Agreement. Proposers are required to read the Agreement in Appendix C very carefully and to have it reviewed by their own attorneys prior to submitting their proposals. Note that some proposal forms will become part of the Agreement as Exhibits, and are designated as such in Section 6.1 of this RFP. Questions concerning the Agreement must be directed to the project coordinator as specified in Section 1.3.2 below.

1.1.7 Organization of Request for Proposals

This document is organized into the following sections:

- Section 2 provides general operational and financial information related to the SMaRT Station.
- Section 3 provides design information and a description of the SMaRT Station.
- Section 4 defines the minimum operation requirements for the SMaRT Station.
- Section 5 describes the proposed business and financial arrangements.
- Section 6 provides an outline of the information required in the proposal, the format in which it is to be submitted, and the general evaluation criteria that will be used to select the contractor.

1.2 GENERAL REQUIREMENTS

1.2.1 Electronic Submittal

Proposers shall submit an electronic version of its proposal and forms. The electronic version shall be submitted in the form of a CD-Rom (two copies total). This RFP contains electronic versions of the proposal forms in MS Word and MS Excel formats. Proposers shall submit

the electronic versions of these forms in the same format (MS Word or MS Excel) that they were provided.

1.2.2 Number of Copies

Proposers shall submit one (1) unbound single-sided original (signed) and ten (10) bound double-sided copies of the proposal package in its entirety, including all proposal forms, appendices, exhibits, and other requirements as specified herein.

Proposers must also include one (1) extra unbound copy of the proposal with any confidential material totally blacked out or removed from the text so that one copy can be made available for public inspection. Proposers shall provide a separate CD-Rom for the electronic versions of any material they wish to keep confidential.

The proposal package shall be typed or printed (1-1/2 or double-spaced) on 8-1/2-by-11-inch recycled paper (minimum 30% post consumer content). Any oversize documents must be folded to size and secured in the proposal.

1.2.3 Signature and Authority

The proposal must be signed by an officer of the corporation, principal, partner, or other duly authorized person or persons with the authority to make the commitments required by this RFP. The signatures are to be provided as indicated on the proposal forms.

If the proposal is submitted by a partnership, the name and address of the partnership and a list of all partners must be included. If made by a corporation, the proposal must indicate the name, the state in which the corporation is incorporated, and the address and federal tax identification number of the corporation. If the proposal is made by a corporation, a certified copy of the appropriate section of the bylaws, or a resolution of the board of directors of the corporation, shall be furnished showing the authority of the officer who has signed the proposal and proposal forms to execute contracts on behalf of the corporation. If the proposal is made by a joint venture, a copy of the joint venture agreement, and the name, address, and organizational status of each of the joint ventures must be provided. Where a joint venture is composed of one or more partnerships, corporations, or other entities, the information specified in this paragraph must be provided for each entity. Each proposal form submitted by a joint venture must be signed by at least one authorized officer from each party in the joint venture agreement.

In proposals containing proprietary information, proprietary paragraphs and/or other data must be clearly marked as noted below in Sections 1.2.4 and 1.2.5.

1.2.4 Cost for Preparation of Proposals/Ownership of Proposals

Each proposal submitted in response to this RFP shall be prepared at the sole cost and expense of the Proposer with the understanding that no claims against the City for reimbursement will be accepted. All proposals will become the property of the City and will not be returned to the Proposer. The Proposer must not include confidential information or

trade secrets without expressly stating and identifying the information or trade secrets to be considered confidential, since all accepted proposals will become public information. However, if such information is necessary to assure a competitive proposal, then the Proposer is to follow the guidelines for confidential information as discussed below.

1.2.5 Protection of Confidential Materials

Information submitted to the City by Proposers is subject to possible compulsory disclosure by the City upon request from a member of the public, under the California Public Records Act, Government Code Section 6250, et seq. The City recognizes that some information which is called for in the RFP, or which may be required to be submitted in subsequent stages of the evaluation and contracting process, may be considered trade secrets or otherwise confidential by some Proposers. The City will protect the confidentiality of materials submitted to it to the extent permitted by the Public Records Act, in accordance with the procedures, and subject to the limitations, described in this section.

Material which Proposers wish to be treated in confidence and withheld from public disclosure must be submitted in a separate envelope marked "CONFIDENTIAL." In addition each page of confidential materials must be clearly marked as "CONFIDENTIAL." The City will not voluntarily disclose materials so marked to persons other than the Participating Agencies' officers, attorneys, employees, and consultants involved in evaluating the proposals received.

If the City receives a request from a third party to review and/or copy material so marked, it will inform the Proposer who submitted it and will allow the Proposer to present arguments and facts to the City in support of the position that the material is entitled to an exemption from disclosure under the Public Records Act and should not be released.

If the City determines that the material is not entitled to an exemption and that it must be released, the City will advise the Proposer of that determination prior to releasing the material so that the Proposer may seek a court order enjoining its release.

If the City determines that the material is entitled to an exemption, and the person who requested the information files a legal action seeking its release, the City will advise the Proposer and will not oppose a motion by the Proposer to intervene in the action. The Proposer must either intervene or agree to pay the City's legal expenses in defending the action; otherwise the City will have no obligation to affirmatively defend the action and may release the information sought without any liability whatsoever to the City.

No proposer will seek damages against the City or recovery of its attorneys' fees from the City, as a result of any dispute related to the release of information submitted in response to this RFP, whether the Proposer is seeking release of another Proposer's information or is opposing a third party's request for release of its material.

Material that has been marked as confidential will be returned to all unsuccessful Proposers once a contract has been signed with the selected Proposer.

By submitting a proposal, Proposers agree to all the foregoing provisions.

Proposers may not designate Proposal Forms 1A, 12A, 12B, 13, and 14 (Transmittal letter, Annual Operating Cost, Basic Annual Payment and Tipping Fee for Excess Tonnage, and Materials Recovery and Marketing Plan) as confidential. If these forms are designated as confidential by a Proposer, the proposal may be considered non-responsive.

1.2.6 Rights Reserved by the City

The City reserves the right, in its sole discretion, to pursue any or all of the following actions in regard to this RFP:

- Issue addenda to the RFP.
- Request additional information and/or clarification from the Proposers.
- Permit the timely correction of errors, and waive minor deviations.
- Reject any or all proposals.
- Issue subsequent RFPs based on refinements of concepts proposed in response to the RFP.
- Withdraw this RFP.
- Extend the time for submittal of Proposals.
- Negotiate prices and terms with one or more Proposers.
- Select the Proposer that, in the judgment of the City Council and any evaluation process notwithstanding, is most likely to succeed in developing the project desired by the City.
- Take whatever other action it deems in its interest.

This RFP does not obligate the City to accept any proposal, negotiate with any Proposer, award a contract, or proceed with the development of any project described in response to this RFP.

1.2.7 Communications Guidelines

In order ensure a fair and orderly process, Council has adopted the following communications guidelines to be adhered to during this RFP process.

Proposers shall:

- Submit a statement of interest in the RFP;
- Sign a statement agreeing to the communication guidelines;
- Attend a mandatory pre-proposal meeting and facility tour (per Section 1.3.1);
- Direct all questions and communications regarding the RFP in writing to one designated City representative (per section 1.3.2);

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- Be prohibited from distribution of door-to-door materials, and newspaper, radio, television and public space advertisements in regards to this RFP process;
- Be prohibited from meeting individually with the Mayor or any individual Councilmember during the RFP process.

Proposers who do not comply with the communications guidelines will be disqualified and cannot be selected to enter into the Operating Agreement with the City.

The Mayor and Councilmembers shall:

- Notify the City Manager of any potential conflicts of interest
- Include another Councilmember and a member of City staff (to be designated by the City Manager) in any non-public meetings between proposers and Councilmembers, and should listen to but not make commitments to proposers in such meetings.

1.3 GENERAL INFORMATION

1.3.1 Pre-proposal Meetings

Two MANDATORY pre-proposal meetings will be held. The first will be on July 13, at 10 a.m. at the SMaRT Station, 301 Carl Road in Sunnyvale, and will include a tour of the facility. At that time, questions will be answered. A second meeting will be held in the West Conference Room, Sunnyvale City Hall, 456 W. Olive Avenue in Sunnyvale on July 27, at 10 a.m. The City is not responsible for dissemination of information to those not present at the pre-proposal meetings.

All questions submitted in writing, or asked at the pre-proposal meetings, will be responded to in writing by the City. Proposers are encouraged to submit written questions prior to each pre-proposal meeting. No written questions will be accepted after August 7, 2006. Only published minutes from the pre-proposal meetings and other written addenda may be relied upon when seeking clarification of the requirements stated in the RFP.

1.3.2 Project Coordinator / Point of Contact

Proposers shall direct all questions regarding this RFP to the project coordinator. This will assure that consistent and accurate information is disseminated. The project coordinator is:

David Gakle
Senior Buyer
Sunnyvale City Hall Annex
650 W. Olive Avenue
P.O. Box 3707
Sunnyvale, California 94088-3707
Telephone: (408) 730-7303
Fax: (408) 730-7710
E-mail: dgakle@ci.sunnyvale.ca.us

Mr. Gakle will distribute any RFP Addenda and clarifications concurrently to all parties who have submitted statements of interest in the process.

The City has established an internet site for the purpose of disseminating information to, and receiving information from, potential proposers. All questions from proposers, City responses to those questions, and any amendments or clarifications to the RFP will be posted on this site. The site addresses is www.demandstar.com.

1.3.3 Submission Deadline and Address

Sealed proposals shall be received no later than 3:00 p.m. on September 5, 2006, addressed as follows:

David Gakle
Senior Buyer
Sunnyvale City Hall Annex
650 W. Olive Avenue
P.O. Box 3707
Sunnyvale, California 94088-3707
Re: SMaRT Station

Proposals may be 1) hand delivered to 650 W. Olive Avenue; 94086 or 2) mailed to P.O. Box 3707, 94088-3707. Proposals received later than the above-mentioned deadline will be returned unopened to the Proposers, and those Proposers will be eliminated from the procurement process. If interviews with Proposers are desired by the City, it is anticipated that they will be held on December 7, 2006.

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SECTION 2. GENERAL INFORMATION

2.1 BACKGROUND

The cities of Mountain View, Palo Alto and Sunnyvale require the ongoing operation of a transfer station/materials recovery facility as part of a solution to near and long-term solid waste disposal needs. The SMaRT Station is intended to satisfy that requirement.

The SMaRT Station is located on a City-owned site adjacent to the closed Sunnyvale Landfill, the Sunnyvale Water Pollution Control Plant (WPCP), and San Francisco Bay (Please refer to Figures A-1 and A-2 in Appendix A). The City of Sunnyvale owns the site. Other operations adjacent to the site include the County Household Hazardous Waste Drop-off event site, and Raisch Products Concrete and Asphalt Recycling Operations. Nearby land uses also include the Sunnyvale Baylands Park and office /industrial park complexes.

Non-diverted MSW from the SMaRT Station is transferred to the Kirby Canyon Landfill. The Participating Agencies have contracted with Waste Management of North America for long-term-disposal capacity at the Kirby Canyon Landfill. The Kirby Canyon Landfill is located in south San Jose, California, approximately 27 miles from the SMaRT Station at the Coyote Creek Golf Drive exit off Highway 101. The Memorandum of Understanding (MOU) among the Participating Agencies regarding the use, operation and business arrangements between the SMaRT Station and Kirby Canyon Landfill is presented in Appendix D.

2.2 TONNAGE / FINANCIAL DATA

2.2.1 MSW and Source-Separated Yard Trimmings Tonnage Data

Table 2-1 provides a summary of MSW and Yard Trimmings tonnage processed and diverted at the SMaRT Station for FY 2000/01 through FY 2004/05.

Note that in addition to the materials it currently delivers to the SMaRT Station, the City of Palo Alto also receives approximately 25,000 tons per year of MSW and 19,000 tons per year of Yard Trimmings at its municipally owned landfill/composting facility. Palo Alto's landfill and composting facility are scheduled to close in 2011. Should the City of Palo Alto choose to send any of these tons to the SMaRT Station in the future, and should this result in more than 280,000 total combined franchised tons of MSW and Yard Trimmings being delivered to the SMaRT Station in any given year, then the selected Contractor would be compensated per the Tipping Fee for Excess Tons.

2.2.2 Source Separated Recyclable Materials Processing – Commodity Tonnage

Table 2-2 provides a summary of tonnage data (by material type) of commodities recovered from the City of Sunnyvale's and the City of Mountain View's residential curbside and multi-family recycling programs, and the City of Mountain View's single-stream commercial recycling program for fiscal years 2001/02 through 2004/05. The City of Palo Alto is not

expected to bring its source-separated recyclables to the SMaRT Station for processing at this time.

The City of Mountain View offers recycling services at no charge to business customers. Businesses can choose from two different types of recycling containers: wheeled carts or bins. Bins are used for large amounts of recycling such as cardboard or mixed recyclables (paper, glass bottles and jars, metal cans, and plastic containers #1 through #7). Carts are used where space is limited or for small amounts of recycling. Bins come in different sizes to match customer needs. Note that in addition to this service provided by Mountain View's franchised hauler, independent recyclers may collect materials from businesses in Mountain View, Palo Alto, and Sunnyvale subject to those cities' requirements.

2.2.3 MSW Processing – Commodity Tonnage

Table 2-3 provides a summary of outbound tonnage data (by material) for commodities recovered from MSW by the SMaRT Station in fiscal years 2001/02 through 2004/05. This tonnage also includes approximately 10 tons per month of source separated Source Separated Recyclable Materials accepted at the SMaRT Station buyback/drop-off center.

Table 2-1
Historical SMaRT Station Data: Delivered Tons, Recovery Rate and Financial Information
By Fiscal Year (July-June)
TABLE 2-1

OPERATIONAL INFORMATION	FY 2001-02	FY 2002-03	FT 2003-04	FY 2004-05	Average
Participating Agencies' Franchised MSW (1):	226,002	217,892	214,208	209,450	216,888
Publicly Hauled MSW:	7,625	6,746	5,988	5,856	6,554
Total MSW Delivered	233,627	224,639	220,196	215,305	223,442
Total Tons Yard Trimmings Delivered:	20,613	22,679	22,258	22,993	22,136
TOTAL Tons MSW & Yard Trimmings Delivered	254,240	247,318	242,454	238,298	245,578
Total Tons Recyclable Materials Delivered	18,207	20,241	20,915	20,020	19,846
Tons to Landfill	193,521	178,191	179,900	176,098	181,927
MSW Recovery Rate (2)	**17.17%**	**20.68%**	**18.30%**	**18.21%**	**18.58%**

(1) MSW = Municipal Solid Waste
(2) (Total MSW Delivered to SMaRT - Tons to Kirby)/(Tons Delivered to SMaRT) Basis for determining Contractor's share of recyclables revenue.

FINANCIAL INFORMATION	FY 2001-02	FY 2002-03	FT 2003-04	FY 2004-05	Average
Contractor Revenues					
Contractor's Payment	$ 5,568,557	$ 5,542,759	$ 5,571,137	$ 5,504,239	$ 5,546,673
Share of Recyclables Revenue	$ 1,705,848	$ 2,388,604	$ 2,884,212	$ 3,383,227	$ 2,590,473
Share of Public User Fee Revenue	$ 101,664	$ 109,427	$ 107,316	$ 111,424	$ 107,458
Total	$ 7,376,069	$ 8,040,789	$ 8,562,664	$ 8,998,890	$ 8,244,603
Reimbursements from City to Operator					
Spare Parts	$ 153,912	$ 247,718	$ 315,131	$ 286,147	$ 250,727
Hazardous Waste Transportation and Disposal	$ 83,786	$ 91,171	$ 102,260	$ 130,826	$ 102,011
Total	$ 237,698	$ 338,889	$ 417,391	$ 416,973	$ 352,738

Table 2-2
Source Separated Recyclable Materials Processing – Commodity Tonnage*

	FY 2001-02	FY 2002-03	FY 2003-04	FY 2004-05	Totals
Commodities Marketed					
Aluminum UBC	104	120	111	90	425
Corrugated Cardboard (occ)	2,268	2,409	2,913	3,417	11,006
Glass, amber	206	255	236	230	927
Glass, flint	431	537	499	528	1,994
Glass, green	500	587	541	557	2,185
Glass, mixed	1,912	1,959	1,323	687	5,881
HDPE--Colored (Epic Mix)	307	391	368	472	1,538
Mixed Paper (mxd)	4,528	5,202	5,857	4,941	20,528
Old Newspaper (onp)	6,679	6,765	6,291	6,382	26,117
PET	263	358	332	380	1,332
Tin Cans (baled)	383	426	395	361	1,565
Tons Shipped	17,581	19,008	18,867	18,044	73,499

*Curbside, Multi-family, and Commercial recyclables from Sunnyvale and Mountain View

Table 2-3
MSW Processing – Commodity Tonnage*

	FY 2001-02	FY 2002-03	FY 2003-04	FY 2004-05	Totals
Aluminum UBC	81	75	70	89	314
Concrete	4,080	3,078	3,043	2,908	13,109
Corrugated Cardboard (occ)	2,816	2,939	3,114	2,814	11,683
Glass, amber	66	48	31	90	235
Glass, flint	218	165	233	332	947
Glass, green	43	30	88	224	384
Glass, mixed	144	103	157	174	578
HDPE--Colored (Epic Mix)	163	232	272	348	1,015
Mixed Paper (mxd)	11,011	9,247	7,344	8,744	36,346
Other Plastics/Plastic Film	63	103	7	34	207
Office Pack	105	-	-	-	105
Old Newspaper (onp)	217	3	32	0	252
PET	167	172	288	229	857
Scrap steel	5,698	5,050	5,069	4,851	20,667
Scrap Aluminum	24	21	18	16	
Tin Cans (baled)	-	228	226	227	681
Wood Overs	2,048	4,294	3,254	3,216	12,812
Organic MRF Fines	581	4,652	3,565	5,094	13,892
Clean Dirt	245	2,211	1,157	1,661	5,274
CRTs / Monitors	33	61	67	46	207
Green Materials	5,345	3,164	2,552	5,413	16,474
Tires	27	128	94	66	315
Process Water (8.345 lbs/gal)	not avail	not avail	58	92	150
Hazardous/Universal Wastes	not avail	not avail	188	176	364
Total	33,173	36,003	30,927	36,846	136,870

*Commodities recovered from MSW

2.3 WASTE COMPOSITION DATA

The City of Palo Alto conducted a waste composition study of the outbound residue from the SMaRT Station in November 2005. A summary of the results from this study is provided in Appendix E.

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In addition, a summary of the results of the most recent waste composition study for the SMaRT Station incoming waste stream is provided in Appendix E. This study involved field analyses conducted from August 15, 1995 through September 1, 1995. A complete copy of this study is available for review at the City of Sunnyvale's offices. It should be noted that the City of Mountain View and the City of Sunnyvale multi-family recycling programs were implemented after this study was conducted.

2.4 OTHER AVAILABLE DATA

A computer disk containing the following additional operational and financial information for the SMaRT Station for fiscal years 2001/02 through 2004/05 is provided as an attachment to this RFP.

Monthly Tonnage Reports

Monthly Diversion Reports

SMaRT Station Contractor's Cost Allocation Report

Revenue from Sale of Recyclable Materials 2001/02-2004/05

2.5 FINAL ENVIRONMENTAL IMPACT REPORT

The Final Environmental Impact Report (FEIR) for the SMaRT Station project was completed and certified by the City of Sunnyvale in 1990, based on a conceptual design of the facility. An addendum to the FEIR was completed to reflect the final design of the facility. The selected Contractor will be required to comply with various mitigation measures adopted by the City Council when the FEIR was certified. The FEIR and Addendum are available for review at the City of Sunnyvale.

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SECTION 3. DESIGN AND DESCRIPTION OF THE SMART STATION

3.1 STATION DESIGN

3.1.1 SMaRT Station Capacity

The SMaRT Station is a 100,000 square foot mixed waste processing/transfer station facility with a design and permitted capacity of 1,500 tons per day (tpd) (5 days per week). The SMaRT Station contains two separate sorting operations:

- MSW processing lines, for recovery of commodities from mixed MSW delivered by the Participating Agencies.
- Source Separated Recyclable Materials processing lines, for processing of source separated recyclables received from curbside, multi-family and commercial programs in Sunnyvale and Mountain View.

Note that the City is currently in the process of re-designing and replacing the SMaRT Station's MSW processing equipment. The new equipment is scheduled to be completely installed before the start date of the Agreement (January 1, 2008).

3.1.2 Principal SMaRT Station Features

Principal features provided in the SMaRT Station include:

- Waste tipping floor
- Enclosed hazardous waste storage container
- Maintenance area
- MSW compactor/transfer trailer loading areas
- Trailer staging area
- Two MSW processing lines
- Source Separated Recyclable Materials unloading and processing area and scale
- Two Source Separated Recyclable Materials sorting lines
- Source Separated Recyclable Materials buyback/drop-off center
- Consolidation and storage area for recovered materials
- Wood and Yard Trimmings processing and storage area
- Office and visitor center
- Entrance facility, including gate house, pay booths and scales
- Parking for employees and visitors

A series of SMaRT Station design drawings are presented in Appendix A. Specifically, the drawings illustrate the following:

- Site General Arrangement (Figure A-3).
- Building General Arrangement (Figure A-4).
- Mass Flow Diagram (Figure A-5).

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- MSW Processing Equipment General Arrangement (90% drawings) (Figure A-6).
- Source Separated Recyclables Processing Equipment General Arrangement (A-7).
- Architectural Main Building Exterior Elevations (Figure A-8).
- Utilities Plan (Figure A-9).

3.1.3 Tipping Operations

1. City- Designated Hauler Tipping Operations

Residential, commercial, and industrial haulers are directed by traffic control signs along the access road and an overhead sign, located at the entrance to the two inbound scales. Vehicle weight data (e.g., truck number, tare weight, gross vehicle weight, net load weight) is entered and total price per load calculated by the SMaRT Station's scale software system. The driver then receives a weight ticket prior to being allowed to proceed onto the tipping floor. Roll-off trucks are weighed after unloading and are provided with a weight ticket as they exit.

From the gatehouse, vehicles proceed to the SMaRT Station (either the main MSW processing building, Source Separated Recyclable Materials processing area, or the yard/wood trimmings processing area). Upon arrival at the tipping floor, vehicles are directed by traffic controllers onto several areas of the tipping floor depending on the type of waste carried. Under the instruction from the traffic controllers the collection vehicle drivers unload the contents of the collection vehicles directly onto the tipping floor. After unloading, the collection vehicles follow established routes and exit the processing facility to resume route collection activities. Determination of recovery potential of loads is made at the tipping floor or by pre-arrangement with the haulers. Those few loads that are not acceptable for processing are directed to tip adjacent to the MSW compactor infeed conveyor.

2. Public Haul Tipping Operations

The public is directed to the SMaRT Station by traffic signs and an overhead directional sign on the access road to the scale house at the entrance to the facility. Public customers are charged at the entrance gate according to weight or volume and type of materials being delivered. Public vehicles are then directed to the public haul tipping area on the tipping floor or, if they contain only source-separated wood or Yard Trimmings, the unloading area in the wood/yard trimming processing area. After unloading, the public vehicles follow established routes to exit the SMaRT Station.

Public haul vehicles entering the main processing building are directed by a spotter to the public tipping area where the customers unload the MSW on the floor. Large, easily salvageable commodities unloaded on the public tipping area are pulled from the load by a team of sorters and placed in appropriate bins for storage prior to mixing with like materials for marketing. The remaining

material is pushed by a wheel loader to the appropriate section of the main tipping floor, and either joined with MSW to be processed or with sorted MSW awaiting transfer to the landfill.

3.1.4 MSW Processing Operations

1. Floor Sorting of Materials from Commercial and Industrial Loads

MSW processing starts on the tipping floor, where the following materials are separated from the remaining waste stream: white goods, bulky commercial wastes, batteries, tires, bulk ferrous metals, wood, and Yard Trimmings. Additionally, certain construction and demolition wastes, such as asphalt, concrete, drywall and metals are separated out for recycling. Effective floor sorting aids in the overall efficiency of the materials recovery process.

The selected contractor shall utilize floor sorting to identify and remove banned, hazardous, and universal wastes that may not be delivered to any Class III landfill (in accordance with current and future regulations).

Banned wastes include tires and large appliances. Costs for processing, and/or disposal of these wastes are the responsibility of the contractor, and will not be reimbursed by the City. Revenues from recycling, or costs to recycle these materials will be shared in accordance with Article 5 of the operating agreement.

Hazardous and Universal Wastes discovered while performing load checks or otherwise discovered during processing must also be removed from the waste by the Contractor. These materials will be removed by the Contractor to the proper storage area and Contractor will arrange for proper recycling or disposal. Costs for recycling or disposal of hazardous wastes and universal wastes will be reimbursed by the City. Revenues generated from the recycling of universal wastes (such as payment received under SB 20 for recycling of covered electronic devices) will be shared in accordance with Article 5 of the operating agreement. The City shall designate the selected contractor as an authorized collector for the purpose of receiving SB20 payments.

After visual inspection and removal of any targeted floor-sort materials, the remaining material is moved by wheel loaders to one of two walking floor conveyors that feed the MSW processing lines.

2. Line Sorting of Materials

The Contractor shall recover Recyclable Materials from MSW using elevated sortlines and a combination of mechanical and manual separation methods. Specifications of both the existing and proposed MSW processing equipment are included in this RFP. Proposers shall utilize Form 14 to describe how they will utilize they will recover and market Recyclable Materials. Form 14 will be used as the basis for Exhibit B-1 of the Agreement.

3.1.5 Transfer Operations

Residual waste from the materials recovery operations and materials that are moved directly to the transfer loadout operations are compacted into "slugs" and loaded into transfer trailers. The compactor infeed conveyor and compactor are capable of loading 72 tons of material per hour into transfer trailers. Once compacted, this material is delivered to Kirby Canyon Landfill. Trailers delivering loads to the landfill operate in accordance with the limitations on their hours of operation specified in Section 3.03 and Section 4.01 of the Agreement. A top loading conveyor has also been included in the event that the compactor and/or compactor infeed conveyor are not working and solid waste must be loaded by conveyor into open top Transfer Vehicles. The transfer trailers must have the ability to be loaded from the rear (by compactor) or from the top by conveyor, and emptied without the aid of a tipper.

3.1.6 Source Separated Recyclable Materials Processing Operations

Source-separated curbside, multi-family and commercial recyclables collected in the cities of Sunnyvale and Mountain View are processed in the Source Separated Recyclable Materials processing area of the SMaRT Station. The Source Separated Recyclable Materials processing area includes an in-ground scale equipped with a card reader system for tracking of material weights. The Source Separated Recyclable Materials processing system includes two processing lines, one for fiber sorting and another for commingled rigid containers. Dual stream materials are dumped in designated tipping areas adjacent to the processing lines and moved to conveyors with a small wheel loader. Materials are sorted mechanically and manually into bunkers or hoppers and stored until baled. Glass is dropped through chutes into 6-yard containers.

3.1.7 Wood and Yard Trimmings Processing

Materials which will be directed to the wood and Yard Trimmings processing area include grass, leaves, garden waste, plant prunings, tree trimmings and untreated timber products (lumber, pallets and similar wood products). Incoming vehicles containing clean, source-separated loads of these materials are routed directly to the wood and Yard Trimmings processing area to unload their materials. The same materials removed from industrial, commercial and residential mixed loads on the MSW tipping floor will be moved by the Contractor from the tipping floor to the wood and Yard Trimmings processing building for grinding. Building demolition debris may not be processed in the wood and Yard Trimmings processing area.

At the wood and Yard Trimmings processing area, the vehicles are directed into the tipping area by a traffic spotter to discharge their materials. Loads will be inspected on the floor for end-market contaminants including materials that may damage the equipment (such as large metal objects, dirt and rock). Contaminants are removed, and directed back onto the MSW tipping floor for disposal at the landfill. Loads that are heavily contaminated may be directed to the MSW tipping floor for further sorting or disposal.

Clean materials are shredded with a hammermill-type shredder. Following shredding, the materials are fed onto a conveyor and passed under a magnetic crossbelt conveyor for

removal of small pieces of ferrous metal, such as nails. The smaller materials (fines) are separated from the larger materials (overs) using a vibratory screen.

Yard Trimmings overs, fines and wood overs are separated and bulked outside the west end of the wood processing building. Wood overs (and, at times, Yard Trimmings overs) are sent to market as a fuel product or for other uses. The Yard Trimmings overs and fines will be used as feedstock for compost, mulch, and bulking agent for sludge composting operations or other purpose acceptable to the City.

3.1.8 Buyback/Drop-Off Center

A buyback /drop-off center is also part of the SMaRT Station and is located on the south side of the facility. The goal of the center is to allow the general public an opportunity to recycle their own material and receive market prices for those materials of value. The center, including parking, is 12,000 square feet in size and is designed to handle approximately 40 vehicles per hour. The buyback center is certified to redeem California Redemption Value materials and the drop-off area is set up to accept a variety of materials that are listed in Section 4.2.6 of this RFP.

3.1.9 Hazardous Waste Storage Area

The SMaRT Station is not designed nor permitted to accept hazardous wastes of any kind. However, during the course of normal operation it is anticipated that some hazardous materials will be found during screening of random loads required by the Hazardous Waste Exclusion Program (HWEP), and thereafter in processing operations. Hazardous material found through the HWEP and any other hazardous material discovered at the facility will be stored in a hazardous materials storage container, located in the southeast corner of the facility. The storage container is 600 square feet in size, and double contained.

3.1.10 Offices and Visitor Center

The SMaRT Station includes administrative offices and a visitor center. The offices and visitor center are 6.000 square feet in size and are located at the west end of the facility. This building includes a lobby and reception area, office area, restrooms, orientation/training room, shower and locker rooms and a break room.

The City has exclusive use of approximately 675 square feet of office space in the office/visitor center that houses approximately six employees. The selected contractor will provide, at no cost to the City, utilities (with the exception of telephone service), and janitorial and building maintenance services to this portion of the office/visitor center. The City will provide at its expense, telephones and other communications equipment, furniture, computers office supplies and moveable partitions. The City has plans to expand the office building by 648 square feet in 2008.

3.1.11 Scale House

The facility entrance includes a scale house and two inbound truck scales where public haul fees are collected and hauler vehicles are weighed and recorded. A third scale is located in the outbound lane to weigh all outbound loads and certain empty vehicles for which tare weights are not used. The scale house will be operated by the selected Contractor. The scale house has two fee windows for MSW collection vehicles. An additional booth is available for use for the general public, but has not been used for that purpose to date. The selected contractor is required to furnish a portable emergency generator for use at the scale house in the event of a power outage.

3.1.12 Radiation Monitors

Two sets of radiation monitors are located at the inbound lanes to the scales to detect the presence of radioactive materials in incoming loads. These monitors operate 24/7 and require minimal operator interaction. The monitors are connected to electronics inside the scale house which provide information regarding the system status and additional information in the event of an alarm. Information regarding the radiation detection program at the SMaRT Station is located in Exhibit L of the Agreement.

3.1.13 Facility Parking and Vehicle Maintenance

The facility has parking on the west side for visitors and employees. There is additional employee parking on the south side of the facility. The selected contractor may park empty Transfer Vehicles in the fenced and paved operational area of the SMaRT Station, which does not include the office parking lot. The facility has a vehicle maintenance area that is 2,000 square feet in size and is located on the north side of the main building. This facility is designed for repairing and maintaining rolling stock (loaders, forklifts, scissors lifts) only and is not designed for maintaining stationary equipment or Transfer Vehicles.

3.1.14 Other Facility Amenities

The SMaRT Station is equipped with an overhead sprinkler system and fire suppression equipment. Sanitary facilities are located in the administration building and in the main building near the compactor. The administration building includes locker rooms with showers for employees and a break room. The SMaRT Station is double plumbed. Potable water is used in the washroom basins, drinking fountains and the wash down hoses on the tipping floor, while the toilets and the facility's landscape irrigation system use recycled water.

3.1.15 Electrical Requirements

The facility includes a 1500 KV transformer with an installed motor horsepower at 480 volt, three phase 1505 HP. The following are the basic electrical requirements to determine the costs associated with electrical power usage.

Transfer truck compactor	230 HP
Wood waste area	500 HP

Process sort lines	700 HP
Exhaust fans	75 HP
Total	1505 HP
Top load conveyor	200 HP
480 volt HID lighting	95 KW
480 – 120/208v transformers	285 KV

Notes:
1. Motor full loaded demand estimate = 60-70%
2. 120/208V transformer demand will vary and could be as low as 60%.

In the event that power from PG&E is not available, the facility also has a 400 volt 1500 KW emergency generator (auto-start) which provides enough power to run the lights and compactor load out area. The selected Contractor is required to maintain a smaller generator to provide power to the scale house in the event of a power outage.

3.1.16 Wastewater Discharge Requirements

Process water generated at the SMaRT Station cannot be discharged to the sanitary sewer due to its physical/chemical characteristics. The selected Contractor will be responsible for the proper management of all process water generated at the SMaRT Station, and all associated costs. Water from the tipping floor, conveyor pits and MRF area is accumulated in a sump near the compactor. From there the wastewater is pumped into a holding tank and then into tanker trucks and hauled off-site for treatment. Historical information related to the profile and quantities of wastewater generated at the facility is provided in Appendix F.

3.2 STATIONARY EQUIPMENT

The SMaRT Station is equipped with stationary equipment that the City owns. It will be the selected Contractor's responsibility to maintain this equipment as described in Section 3.09 and Exhibit J of the Agreement. Figures A-6 and A-7 in Appendix A detail where stationary equipment is located. The stationary equipment to be provided by the City, along with an overview of that equipment, is listed in Appendix G of this RFP.

The City is currently working on a project to re-design the MRF and install new equipment. The selected contractor will be required to maintain this new MRF equipment which will be added to Exhibit H-1 of the Agreement. A detailed list of the new equipment will not be available until after August 1, 2006.

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