

DENVER SOLID WASTE HAULER ORDINANCE



DENVER
PUBLIC WORKS



What

- A simple annual hauler license to operate within the City and County of Denver with the goal of:
 - creating a fair operating environment for all haulers
 - ensuring minimum collection safety requirements
 - obtaining basic materials data for determining trash and diversion rates city-wide

Who

- Haulers of waste, recyclables, organics, junk, construction/demolition/deconstructions debris, bulky materials
- Does not include self-haulers like landscapers, roofers, individual residents self-hauling, etc.



Why the City of Denver Needs a Hauler Ordinance

1. Safety – to ensure safe conditions on city streets & in city neighborhoods
2. Information – to obtain data necessary to understand how much waste is generated & diverted in the city



Solid Waste Collection in Denver

- City-wide
 - 286,000 homes
 - 68,000 businesses
- Materials collection by both
 - Solid Waste Management
 - Private haulers



City of Denver Solid Waste Management

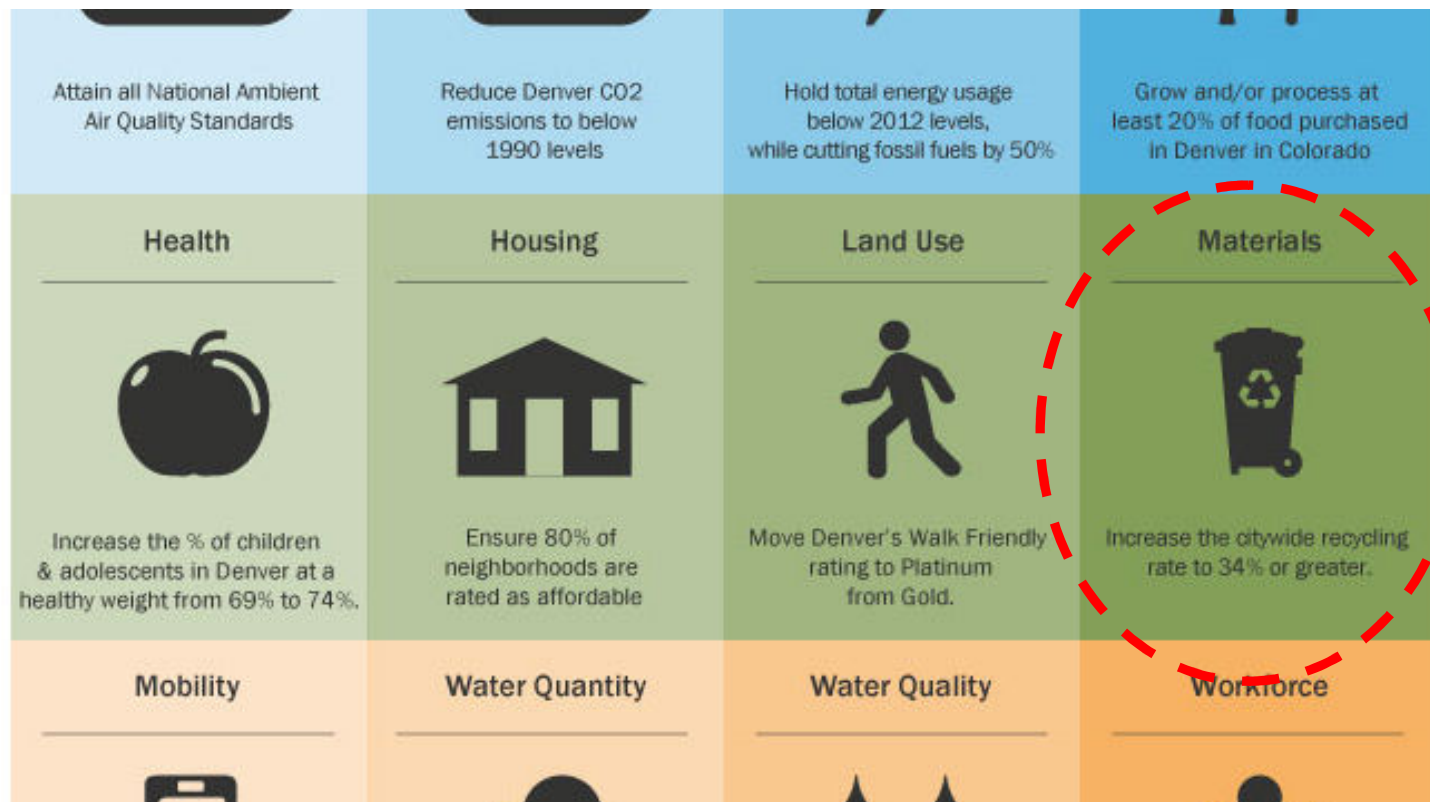
- Collects trash, recyclables & organics from
 - 176,000 homes (low-density up to 7 units)
 - City buildings & Denver Public Schools
- Resources include
 - 120 vehicles & 190 employees
- In 2014 DSWM collected 247,000 tons (16% diversion)
- Safety is a primary focus

Private Haulers

- Collect trash, recycle, organics from remaining 112,000 high-density homes & all other institutional & commercial generators
- Collect C&D, etc. from all generators
- Operations
 - Number of vehicles & drivers = _____?
 - Number of tons collected = _____?
 - Diversion achieved = _____?
 - Safety successes = _____?

Measuring Progress in Denver

Categories	Residential	%	Multi-family	Commercial	City Wide
Residential Trash Disposed	208,222	84%			
Residential Recycling	34,350	14%	?	?	?
Residential Composting	1,915	1%	?	?	?
Other	2,953	1%			
<i>Total Diversion</i>	<i>39,218</i>	<i>16%</i>			





What the City Needs to Know

- Who the haulers are
- That all haulers are safe, insured & legal
- How much trash & other materials are being generated in the city



How Will This Public/Private Partnership Benefit Haulers?

- Requires competition to meet same standards
- Promote licensed business (licensed haulers listed on website)
- Identify opportunities to grow their business (ensure adequate service and reduce illegal dumping)
- Improve safety on city streets
- Improve cleanliness of city neighborhoods & alleys



Ordinance Recommendations

1. Apply to private haulers of all solid waste
2. Annual licensing
3. Application and data reporting
4. Excise and License will accept applications/issue license/enforce non-compliance
5. SWM will educate/verify data for application approval/seek non-compliant haulers



What the License will Require

- **Company information:** contact info, number of vehicles, number of employees, services provided, facilities used
- **Safety information:** verification of DOT, appropriately licensed drivers, proof of insurance
- **Data:** tons landfilled, tons recycled, tons composted, etc.



Licensing Fee Recommendation

- Annual Company Fee
 - 1-2 vehicles - \$100
 - 3-9 vehicles - \$300
 - 10-20 vehicles - \$600
 - 21 and more vehicles - \$1,200
- Estimate less 60 haulers impacted
- Estimated revenue = Approx. \$20,000

Public Process for Ordinance Development

- Contacted all haulers by phone, mail and email
- Personal contact with known companies
- Large Hauler mtg
- Small Hauler mtg
- One on one as requested – large haulers, scrap metal, small roll-off companies
- Policy review (today)
- Return to haulers with fact sheet of what will be part of the ordinance
- Draft Ordinance
- City Council education and approval



How Other Cities Do It

- 30 largest U.S. cities surveyed
 - 95% license haulers
 - 77% have safety requirements
 - 45% require insurance
 - 73% require data
 - Fees = \$0-\$500/business/yr , \$10-\$250/vehicle

What Does Colorado Do?

- 16 cities with hauler licensing surveyed
 - 63% have safety requirements
 - 38% require insurance
 - 69% require data
 - Fees = \$25-\$250/business-yr, \$50-\$250/vehicle
 - 75% have penalties for non-compliance

Boulder, CO



Diversion Rates		
	<u>2004</u>	<u>2013*</u>
Single-Family Residential	48%	54%
Multi-Family Residential	14%	21%
Commercial and Industrial	25%	28%
Community Wide	30%	33%

Year	Single Family	Multi Family	Res Total	Self Haul	Commercial	Overall
2000	58.0%	17.8%	47.8%	17.2%	41.6%	40.0%
2001	57.0%	22.0%	48.5%	17.8%	39.6%	39.3%
2002	57.5%	21.5%	48.3%	18.1%	40.7%	39.7%
2003	57.5%	22.2%	48.4%	18.1%	37.3%	38.2%
2004	58.9%	22.2%	49.4%	18.8%	42.5%	41.2%
2005	61.4%	25.2%	52.1%	19.2%	46.6%	44.2%
2006	64.0%	26.3%	54.3%	18.8%	51.7%	47.6%
2007	64.8%	27.6%	55.1%	19.2%	52.5%	48.2%
2008	65.4%	28.3%	55.9%	18.4%	54.7%	50.0%
2009	68.7%	27.0%	58.4%	16.7%	54.9%	51.1%
2010	70.3%	29.6%	60.3%	13.5%	58.9%	53.7%
2011	70.5%	28.7%	60.2%	13.1%	61.4%	55.4%
2012	71.1%	32.2%	61.0%	12.5%	61.4%	55.7%
2013	70.8%	34.3%	60.9%	12.2%	62.9%	56.2%
2014	71.1%	34.6%	60.9%	10.6%	62.2%	57.1%
2015 Goal	75.4%	42.5%	66.9%	32.9%	63.4%	60.0%

Seattle, WA



Questions?

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