



C&D/BULKY WASTE RECYCLING RECOMMENDATION

City of Ann Arbor Commercial Recycling Committee of the Environmental Commission

Program Description

The infrastructure for collection and processing construction, demolition and bulky waste for recycling would be developed by licensing haulers and franchising processors. Property Owners and Contractors for projects over \$100k (phased down to \$50k over time) would then be responsible for using these licensed haulers and franchised processors to meet recycling requirements for construction, demolition and bulky waste.

Program Details – Processors and Haulers of C&D and Bulky Waste

- Haulers of construction/demolition waste within the City of Ann Arbor would need to be licensed through the City of Ann Arbor, and meet established criteria for the hauling of properly separated C&D materials, record-keeping, reporting and payment of annual licensing fees to the City.
- Processors of construction/demolition waste would be franchised (non-exclusive) through the City of Ann Arbor, meeting established criteria for pricing, separation, recovery and reporting. Licensed haulers will be required to deliver recyclables (either source separated or commingled) to these franchised facilities, with lower tip fees provided based on higher degrees of material separation following franchisee's proposed pricing for different levels of separation of the recyclables.

Program Details – Property Owners and Contractors

- A simple checklist style "recycling plan" would be required of all contractors/property owners submitting building permits through the City of Ann Arbor (construction or demolition), when the value of such project exceeds \$100,000 (eventually dropping to \$50k). Following a simple to use "checklist" format, these plans would provide details relating to the separation (at minimum) of non-treated wood (e.g. no paint, ACQ or CCA – but nails/fasteners and engineered lumber ok), cardboard, metals and concrete on the job site.
- The contractor or property owner (permittee) would be responsible for insuring that designated materials are properly separated on-site from the waste for recycling as required by the franchised processing facilities. The designated hauler's license will require that they not transport C & D materials that are not properly prepared for recycling. Violations of this requirement (per job site) by the permittee and/or hauler will lead to additional technical support provided by the City (first violation), monetary fine (second violation) and increased monetary fines (third or more violations).
- The City would establish an exception/exemption process for these recycling requirements for specific job sites based on special circumstances using a checklist matrix format breaking projects down by type (e.g. demolition versus new construction), sector (e.g. residential versus commercial) or by volume (e.g. less than 30 cubic yards of total waste). The application for an exemption would be filed along with the property owner/contractor's original recycling plan. In addition, the City would facilitate the recovery of waste on-site by providing flexibility on the placement of containers in right-of-ways, etc. (aka "lane closures") as part of the recycling plan approval process and staff are instructed to identify and propose ways to incorporate incentives into the process (e.g. deduct on parking space rental for dumpsters, deduct on permit fee, etc.).



Program Description –Coordination and Technical Assistance

- The City would fund technical support for developers, contractors and haulers to provide ongoing education and insure compliance of City standards, to be funded through annual franchise and licensing fees and penalties (and supplemented with Solid Waste operating fund \$\$ as needed).
- Outreach materials (hard copy, email pdfs and web) would provide information on how to set up the recycling systems, assign a single point of contact recycling champion, arrange for containers, flyers, posters, etc. and establish on-site procedures for workers.
- Continued email support would be provided through automated outreach/support/technical reminders, with linkage to web based support system.
- Web page based information systems would provide user information including reporting on recycling volumes, converting that to environmental "footprint" and "green business" information (e.g. tons of carbon emissions reduced, trees saved, etc.) and potential for linking to coupon type incentive/reward systems to support participation in program and reward high levels of diversion.
- The City's franchised processors will be responsible for providing weekly reports to the City summarizing activity by licensed haulers and providing information/photographic evidence of non-complying projects. An "appeals" process would be developed by the City for haulers and contractors/owners to appeal fines or penalties.
- Prior to implementation and enforcement of these requirements, the City would provide a number of workshops/training sessions to developers, contractors and haulers to insure full understanding of the new program.
- The appropriate City ordinances will need to be developed in order to activate and enforce the provisions described above.
- The addition, subtraction or classification of C&D materials required for separation will be subject to periodic change based on market conditions, implementation performance and City goals.
- The City should continue to explore ways to maximize the recovery of bulky waste materials from the commercial (and residential) sectors, particularly at the City's proposed new drop-off station where it can arrange to recover those materials as "City tons" to gain added recycling revenue.

User Experience of Program Costs

- Services would be paid for by each project, just as they are now. The program would strive to achieve lower costs by reducing the amount being landfilled and providing efficient and effective as well as convenient processing/recycling services. Typical 30 yard dumpster cost right now is \$350 per pull, with the target of reducing these costs by 10% to 15% by recycling.
- The City would have some costs to administer the program. These would be covered in part by licensing and franchise fees as well as the City millage.

Proposed Phasing

- 2007-08 Fiscal Year: Program design/procurement begins with ordinance development, solicitation of franchisee proposals from interested processors, development of administrative procedures and outreach materials and implementation of hauler licensing system – all targeted at a program implementation date of July 1, 2008.
- 2008-09 Fiscal Year: Soft startup with workshops, training sessions, technical assistance that accompany July 1, 2008 startup, with ongoing program coordination and monitoring using reporting systems.
- 2009-10 Fiscal Year: Continued development of program performance based on monitoring and enforcement reporting. Long term refinement evaluated in context of Solid Waste Plan Update.



How Recommendations Fit to Overall Goals

- Improve overall waste handling services – assuring a "clean community": Additional capacity to handle and recycle bulky waste as well as construction and demolition debris would begin to develop, with more options locally for responsible management of this material.
- Expand recycling and landfill diversion: The recommended program would help projects increase recycling rates to reach 50+% diversion.
- Lower overall costs for the community: The goal for franchised processors of these waste streams would be to offer lower priced services compared to landfill disposal and to provide more local options, resulting in further savings in transportation labor and expenses.
- Enhance quality of life and business opportunities for our community: Recycling results in far more jobs than sending the same amount of material as waste to the landfill, with those jobs being created by companies that have responded to these new business opportunities.