

**REPORT OF THE
VIRGINIA DEPARTMENT OF
ENVIRONMENTAL QUALITY ON**

**POLICIES REGARDING
REIMBURSEMENTS MADE FROM
THE WASTE TIRE TRUST FUND**

**TO THE GOVERNOR AND
THE GENERAL ASSEMBLY OF VIRGINIA**



HOUSE DOCUMENT NO. 69

**COMMONWEALTH OF VIRGINIA
RICHMOND
1998**



COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

Street address: 629 East Main Street, Richmond, Virginia 23219

Mailing address: P.O. Box 10009, Richmond, Virginia 23240

Fax (804) 698-4500 TDD (804) 698-4021

<http://www.deq.state.va.us>

George Allen
Governor

Thomas L. Hopkins
Director

(804) 698-4000
1-800-592-5482

Becky Norton Dunlop
Secretary of Natural Resources

TO: The Honorable George Allen
The Members of the General Assembly of Virginia

FROM: Thomas L. Hopkins

A handwritten signature in black ink, appearing to read "Tom Hopkins", written over a horizontal line.

Virginia is recognized across the country as a leader in the development, implementation and support of a market based waste tire program. Since 1994, DEQ has moved to the use of markets for Virginia-derived waste tire material with its End User Reimbursement Program, providing an incentive to those who use Virginia tire material in their products or processes and focusing the premium dollars on cleanup of environmentally hazardous tire piles.

The 1997 General Assembly directed DEQ to review its policies regarding reimbursements made from the Waste Tire Trust Fund. The staff used this opportunity to survey all those localities which have participated in a WTMP supported project in order to ascertain their perspective on the direction of the program. Their responses have been categorized as to the areas of interest expressed in HJR No. 580. Project data summaries were also utilized to quantify the workings of the program, and are included as appendices to this report. Each six (6) months, DEQ reports on the status of the End User Reimbursement Program, quantifying the number of tons of Virginia tire material used and the categories of use for that material, along with the resultant disbursements from the Waste Tire Trust Fund. All of this information is the basis for the report submitted.

As with any of its programs, DEQ periodically reviews the workings of the Waste Tire Program to determine if there are new or different opportunities to serve the waste tire management needs of the Commonwealth. We take pride in the specific programs that have developed within the various project areas, and the support of the local governments and regional agencies in the management of these projects. We also look forward to expanding the program to meet the needs of those Virginia localities which have not yet participated in the Virginia Waste Tire Management Program.

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DEQ POLICIES REGARDING REIMBURSEMENTS MADE FROM THE WASTE TIRE TRUST FUND

I. INTRODUCTION

The 1997 General Assembly directed the Virginia Department of Environmental Quality (DEQ) in House Joint Resolution No. 580 (see Appendix #1) to study its policies regarding reimbursements made from the Waste Tire Trust Fund (WTTF). The specific issues to be addressed were:

- (I) whether its (Waste Tire Trust Fund) resources are readily accessible to provide for localities' recycling and clean up needs;**
- (ii) whether long-term funding is secure to continue the present tire recycling and clean-up program through the Waste Tire Trust Fund beyond a two-year horizon;**
- (iii) whether the programming alternatives are sufficiently flexible and inclusive to ensure that the Tire Fund programs encourage local infrastructure and jobs devoted to tire recycling and clean ups, given the uncertain future of DEQ's Tire Fund programming; and**
- (iv) whether DEQ's programs should be continued or redesigned.**

Virginia's waste tire program is funded by a \$0.50 tax on the retail sale of new tires. The tax, authorized by the 1989 General Assembly, generates about \$2.2 million annually. DEQ is directed to use the funds to develop and implement a plan for the management of all waste tires in Virginia. In 1993, the General Assembly directed DEQ to include the End User Reimbursement Program in its plan.

Department of Environmental Quality staff undertook a survey of all entities which have received funding from the WTTF, seeking their comments on their projects as related to the questions asked in HJR 580. In addition to the responses from that survey, the staff used the data reported in DEQ's Comprehensive Two Year Review of the Waste Tire Management Program (August 21, 1997) to provide the empirical data needed to evaluate the program's policies.

EXECUTIVE SUMMARY

The Department of Environmental Quality submits the following results of our review of the policies regarding the reimbursements made from the Waste Tire Trust Fund (WTTF) as required by HJR 580. In addition to compiling information from DEQ data files, the program staff surveyed the localities and regional entities which have participated in the various waste tire projects to determine their perspective on the program's services and direction.

In summary, our review supports the following findings:

1. DEQ's waste tire services are readily available to Virginia localities (75 currently participate), which have contributed over \$580,000 in local funds as compared to \$4.5 million from the Waste Tire Trust Fund. Regional programs provide an economy of scale efficiency for service providers and End User Reimbursements stimulate markets in all sections of Virginia.
2. Long term funding is secured by the dedicated \$0.50 tax on the retail sale of tires. Money has been encumbered to fund all existing and planned regional programs. Note that 95% of localities responding to the survey have funding mechanisms in place (mostly tipping fees) to replace WTTF support after two years.
3. Participating localities have full flexibility in selecting services from the regional management projects. Few localities have requested services not now available. A tremendous amount of local waste tire management infrastructure has been generated to service waste tire needs into the foreseeable future.
4. Ninety-three percent (93%) of localities responding to the DEQ survey indicate the current services are acceptable, and should be continued in some form. The only common request is for regional programs to be funded longer than the two-year service period in the agreements.

The results of these study efforts indicate that most Virginia localities are satisfied with the funding and/or services provided by DEQ from the Virginia Waste Tire Trust Fund, and plan to continue providing a similar waste tire service once WTTF funding has ended. However, a majority of localities surveyed expressed a preference for continued WTTF funding to offset the long-term costs of their programs.

II. DESCRIPTION OF EXISTING PROGRAMS AND POLICIES

A. REGIONAL WASTE TIRE MANAGEMENT PROJECTS

All regional waste tire management projects are designed to provide four services:

1. a one-time, state funded, clean up of waste tires stored at public landfills or transfer stations;
2. two state-funded waste tire amnesty events, sponsored by the locality within a 2 year period;
3. State-funded processing for tires separated from the waste stream, if no tip fee is received, for a two year period; and
4. services of the selected contractor for a two year period.

The details and requirements of these services are given in Appendix # 2.

Since 1994, almost all Virginia localities have been offered the opportunity to participate in the services offered by DEQ, either through the regional project services or with direct funding when the locality already had a waste tire management provider. To date, seventy-five (75) Virginia localities have participated in seven (7) regional projects, resulting in the collection and handling of 4.4 million tires at a cost of \$4.5 million from the WTTF. Negotiations are ongoing for the development of two additional regional projects representing fourteen counties.

Each regional project provides services for two years, a decision that was based on the projected availability of WTTF resources. Funding for all existing and planned regional projects is encumbered within the WTTF. The details of each regional service are presented in Appendix #3.

B. END USER REIMBURSEMENT PROGRAM

Another major component of DEQ's program is the End User Reimbursement (EUR) Program, authorized by the 1993 General Assembly. This program has proven to be a significant market development activity, providing access to thirty-nine (39) markets which have utilized over 13.5 million waste tires

since 1995 at a cost of \$3.96 million. This includes over 1.4 million tires from six (6) major tire piles cleaned up using only EUR assistance.

Every six months, DEQ's Director completes a review of all EUR operations and makes recommendations for any changes. The most recent Two Year Report, issued in August 1997 (see Appendix # 6), documented the program's high visibility and success. Because of this success, the Report's findings generally recommended making no major changes to the program.

C. TIRE MANAGEMENT INFRASTRUCTURE

The regional projects and end user reimbursements are largely responsible for significant new waste tire management infrastructure in Virginia. Competitive bidding and reimbursement are responsible for new waste tire processing services (and new employment) in Appomattox County (Emanuel Tire of Virginia), Charles City County (Tire Recyclers, Inc.), Sussex County (Atlantic Waste Disposal, Inc.), City of Bristol, Hampton (Old Dominion Recycling), Newport News (Hampton Roads Tire Reclamation and Mother Earth Materials), King George County, (Rollins Enterprises), Fairfax County Ogden-Martin Systems of Fairfax) and Shenandoah County (Regional Tire Operations Program). In two instances, the processor's operation resulted in the creation of more than thirty new jobs (Emanuel Tire of Virginia and Tire Recyclers, Inc.).

III. LOCALITY SURVEY

In September 1997, DEQ staff prepared and distributed a waste tire program survey to all local government entities (93) which have been eligible to participate in a funded waste tire project. The survey (see Appendix #4) was intended to solicit the participants' viewpoint on the services provided through DEQ, and to solicit suggestions on the future direction of the program. Fifty-six responses were returned to DEQ, a 60% return rate.

The results of the survey are categorized and analyzed in Appendix #5. In summary, the localities reported:

1. DEQ's waste tire services are widely used. In fact, 79% of those responding indicated that they are participating in a project. The localities report \$5,225,980 in services and direct aid while they spent \$586,076 in support of those services, most commonly by a user tip fee.

2. **Most localities believe that the services are properly designed and plan to continue them. Seventy-five percent (75%) of those responding have a tip fee in place, while 20% indicated that general funds are available to support costs. However, 73% would prefer that state funding support continue to pay for these activities.**
3. **The vast majority of the localities responding indicated satisfaction with the flexibility of services provided. In fact, only 4% indicated a desire for services not provided in the program. With regard to the development of local infrastructure and jobs, only 9% suggested that this could be better achieved by direct funding to localities.**
4. **Fifty-two percent (52%) of the respondents indicated that DEQ's program should be continued. Of those suggesting a program redesign, most (60%) favored continuation of state funding to offset their long-term costs of providing a waste tire management program, with most of the other suggestions pertaining to services outside of what is currently provided.**

IV. STUDY FINDINGS

A. DEQ respectfully offers the following responses to HJR NO. 580:

1. *Whether its resources (WTTF) are readily accessible to provide for localities' recycling and clean up needs;*

RESPONSE: YES, WTTF services are readily available to Virginia localities. DEQ records indicate that seventy-five (75) Virginia localities have participated in a WTTF funded project and have contributed over \$580,000 in local funds to the projects. Regional projects have been successful because an economy of scale efficiency is achieved for the waste tire service provider, resulting in more competitive pricing than can be expected by an individual locality. Benefitting all Virginia localities is the End User Reimbursement Program which has fostered beneficial uses for Virginia waste tire material.

2. *whether long-term funding is secure to continue the present tire recycling and clean up program through the Waste Tire Trust Fund beyond a two-year horizon;*

RESPONSE: YES, long-term funding is secure because the \$0.50 retail tire tax is dedicated exclusively to waste tire management. The present tire recycling and clean up program encompasses the End User Reimbursement (EUR) Program and a series of regional waste tire management projects which develop and implement waste tire recycling systems for local governments. Almost all participating localities (95% of those responding to the survey) have a mechanism to replace WTTF funds at the end of the two-year service period, and funding has been encumbered within the WTTF for all existing and planned regional projects (even those not yet begun). The remaining monies in the WTTF are projected to be utilized by the EUR Program with a fixed percentage to be set aside for new regional or special waste tire management projects. However, the success of the EUR Program is seen as reducing the long-term need for funding regional projects as markets grow for Virginia waste tire material.

3. *whether the programming alternatives are sufficiently flexible and inclusive to ensure that the Tire Fund programs encourage local infrastructure and jobs devoted to tire recycling and clean ups, given the uncertain future of DEQ's Tire Fund programming; and*

RESPONSE: YES, participating localities have full flexibility in that each locality may use their existing service provider and each locality may choose any (or all) of the four service components offered by the regional projects. Only two localities requested a service not now offered by regional projects. Regarding local infrastructure, Section II.C. of this report discusses the waste tire management infrastructure fostered by the WTMP. This is perhaps the Program's most significant achievement.

4. *whether DEQ's programs should be continued or redesigned.*

RESPONSE: Ninety-three percent (93%) of the localities responding to the survey want the services to continue (52% as is, and 41% wanting continued funding for their projects). DEQ has provided the necessary leadership and funding for the development of a practical and successful waste tire management network throughout Virginia. With local user support already in place, these services should continue for the foreseeable future.

V. CONCLUSION

After almost four years of operation, the Department of Environmental Quality's Waste Tire Program has provided a beneficial array of services to the local governments across Virginia.

Not only did the Waste Tire Trust Fund pay for these services, DEQ staff and/or the regional project operator also conducted the procurement of the services, relieving the local government of this task. In addition, as multiple jurisdictions are involved in each program, the resulting economies of scale savings assured a better price than if a locality had to procure these services on its own.

The results of these study efforts indicate that most Virginia localities are satisfied with the funding and/or services provided by DEQ from the Virginia Waste Tire Trust Fund, and plan to continue providing a similar waste tire service once WTTF funding has ended.

1997 SESSION

970139114

HOUSE JOINT RESOLUTION NO. 580

Offered January 20, 1997

Requesting the Virginia Department of Environmental Quality to study its policies regarding reimbursements made from the Waste Tire Trust Fund.

Patrons—Armstrong and Day; Senator: Reynolds

Referred to Committee on Conservation and Natural Resources

WHEREAS, the Virginia Department of Environmental Quality (DEQ) administers and manages the Waste Tire Trust Fund; and

WHEREAS, the fund is capitalized through a tax of 50 cents imposed on the sale each new tire; and

WHEREAS, the purpose of the Waste Tire Trust Fund is to promote the use of waste tires by enhancing markets for waste tires; and

WHEREAS, it is the intent of the DEQ tire recycling program to ensure waste tire processing within reasonable reach of waste tire generators; and

WHEREAS, some localities had previously developed waste tire recycling or reuse alternatives within their community which were cost-effective and provided employment opportunities; and

WHEREAS, the regionally administered recycling by DEQ may require participation in a structured program operated by public procurement of private vendor services, which may be external to the locality and exclude local vendor participation; and

WHEREAS, participation in the DEQ tire recycling program by a locality may therefore contribute to degeneration or delay in creation of a local tire recycling infrastructure, and may provide temporary as opposed to long term solutions to tire clean ups and recycling; and

WHEREAS, rural localities of Virginia have been the target of tire dumping, which threatens rural land uses; and

WHEREAS, the costs of the clean-up of tire piles far exceeds the amount available; and

WHEREAS, to receive any tire fund assistance, localities must participate in the DEQ recycling programs; and

WHEREAS, the alternative of grants tailored to their tire recycling needs is not available; and

WHEREAS, localities wish to access the Waste Tire Trust Fund as a source of financing their local tire recycling efforts and tire dump clean-up activities; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, That the Department of Environmental Quality be requested to study its policies regarding reimbursements made from the Waste Tire Trust Fund. As part of its review the Department shall determine: (i) whether its resources are readily accessible to provide for localities' recycling and clean up needs; (ii) whether long-term funding is secure to continue the present tire recycling and clean-up program through the Waste Tire Trust Fund beyond a two-year horizon; (iii) whether the programming alternatives are sufficiently flexible and inclusive to ensure that the Tire Fund programs encourage local infrastructure and jobs devoted to tire recycling and clean ups, given the uncertain future of DEQ's Tire Fund programming; and (iv) whether DEQ's programs should be continued or redesigned.

All agencies of the Commonwealth shall provide assistance to DEQ for this study, upon request.

The Department of Environmental Quality shall complete its work in time to submit its findings and recommendations to the Governor and the 1998 Session of the General Assembly as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents.

970139114

HI580

1/21/97 16:55



COMMONWEALTH of VIRGINIA
DEPARTMENT OF ENVIRONMENTAL QUALITY

Peter W. Schmidt
Director

P. O. Box 10009
Richmond, Virginia 23240-000
(804) 762-4000

VIRGINIA WASTE TIRE PROGRAM (WTP)
PROJECT REQUIREMENTS

To receive Waste Tire funding, the following provisions must be incorporated:

I. Planning

- Update December, 1992, survey of landfill tire policies, charges, restrictions, monthly flow and size of current stockpiles.
- Determine extent of current public and private processing capability; new services will vary depending on these conditions.
- Enact a tipping charge at each collection point; must be a permitted facility.
- Designate a sponsoring agency (for contracting, funds distribution, etc.) to contract with DEQ
- Design a regional, multi-jurisdiction project with all jurisdictions invited to participate; enact a Memorandum of Understanding (MOU) with sponsoring agency.
- Refer all serious entrepreneurs to the program's sponsoring agency.

II. Current Flow System

Initiate a new or expand an existing regional waste tire collection and processing system.

A. Transportation (to Collection Points)

- No WTP funding; responsibility of generator through a "tire jockey" or their own transportation.

B. Collection Points

- Limited WTP operational funding; to be established and operated by localities (authorities) at permitted facilities. Must accept DEQ's Waste Tire Certifications (WTCs), verify tire count, and tally on a trailer/container Control Sheet (CS). Operational costs must be supported at the local level (by tip fee or locality contribution).
- Capital improvements at public sites is available from WTP funding.

- Limited WTP funding for managing waste tire recovered from waste streams

C. Processing Services

- Where services exist, use them to the maximum extent possible and expand services/develop markets as appropriate with WTP funds.
- Where services are limited or non-existent, provide capital cost funding and operational costs (or private contractor payments) from the WTP funds, depending on current level of landfill tire charge and usage.

D. End Uses

- A qualified user and qualified use, may receive partial end user reimbursements from WTP funds beginning in early 1995.

III. Cleanups

Once a current flow system is in place and operational, stockpile reductions can begin.

A. Amnesty Events and Cleanup Projects

- WTP funds are available to pay the full cost of collecting, transporting, and processing tires from individuals (limit of 25) through "Amnesty" events. WTP funds are also available for cleanup of public property including the landfill, and for civic group clean ups; funding will be provided for tip fee (or payment) only.

B. Stockpile Cleanups

- Such stockpiles are the responsibility of the property owner and will not be funded with WTP funds. They can be taken to and processed in the current flow system at the published tip fees.

IV. Public Outreach and Education

- DEQ will provide regional program contact with tire dealers.
- Regional program will provide additional outreach to the tire dealers and general public.

V. Local Government (or Authority, Region, etc) Requirements

- Designate a sponsoring or lead agency.
- Provide the collection center, receive tires; pay processor
- Implement the WTC system.
- Landfilling or disposing of tire shred if necessary.
- Sponsor "Amnesty Events" with the service provider.
- Execute a MOU with sponsor.

7/25/94

Regional Local Government Projects Funded by DEQ

1. **Southeast Public Service Authority (SPSA)**: Waste tire collection network for SPSA Tidewater service area and the Eastern Shore. Service provided to nine (9) localities at three (3) locations with tires shredded by a publicly-owned shredder for fuel and alternative material markets (such as civil engineering uses). Project funding included capital improvements for shredder operation. 1,099,402 passenger tire equivalents (PTEs) processed at a cost of \$872,687. Service continues with local support.
2. **Appalachian Regional Recycling Consortium (ARRC)**: Publicly operated waste tire shredder operation in southwest Virginia (shredder purchased with project funds), service provided to fifteen (15) localities at thirteen (13) locations in the Appalachian region through this governmental organization. Tires shredded for possible use at collection sites as alternative daily cover or for civil engineering uses. 768,029 PTEs processed at cost of \$400,000. Service replaced after two years of operation (see #6, page 2).
3. **Lord Fairfax Planning District Commission**: Publicly operated waste tire shredding operation in northwest Virginia (shredder purchased with project funds), service provided to seven (7) localities at four (4) sites in the Central Shenandoah and Lord Fairfax Planning Districts. Shred material used for alternative daily cover and civil engineering uses at shredding sites. 628,091 PTEs processed at a cost of \$864,048. Service continues with local support.
4. **Central Virginia Waste Management Authority (CVWMA)**: Waste tire collection network for CVWMA service area, serving twelve (12) localities at seven (7) sites. Competitively procured private sector contract for service to localities. 202,158 PTEs processed at a cost of \$323,343. Service to continue with local support.
5. **Central Virginia Planning District Commission (CVPDC)**: Regional waste tire collection network for Central Virginia Planning District and other PDCs in south central Virginia. Service under the CVPDC program extends to twenty-one (21) localities at twenty-two (22) sites. Competitively procured private sector contract for collection and processing of waste tires for all areas in program (includes localities in the Thomas Jefferson Planning District, Piedmont Planning District, Fifth Planning District, Rappahannock-Rapidan Planning District, and Central Shenandoah Planning District). 854,373 PTEs processed at a cost of \$1,108,686. Service to continue with local support as two (2) year service agreements are completed..

6. **Clean Sweep**: One-time waste tire collection project for ARRC region. Competitively procured private sector contract for collection and processing of waste tires from locality collection centers, service to nineteen (19) localities at seventeen (17) sites. 545,812 PTEs processed at a cost of \$605,851. Regional projects developed to handle area's waste tires (see #7 and #8 below).

7. **Cumberland Plateau Planning District Commission (CPPDC)**: Waste tire collection network for Cumberland Plateau and Lenowisco Planning Districts, service to seven (7) localities at eight (8) sites. Competitively procured private sector collection contract for localities and negotiated processing contract with City of Bristol for the processing of waste tire material. To date 198,917 PTEs processed at a cost of \$168,035. Project in first year of two (2) year WTMP agreement.

8. **Mount Rogers Planning District Commission (MRPDC)**: Waste tire collection network for Mount Rogers Planning District, service to six (6) localities at four (4) sites. Competitively procured private sector collection and processing contract for localities. To date 29,465 PTEs processed at a cost of \$77,550. Project in first year of two (2) year WTMP agreement.

9. **Projects Under Development:**

Virginia Peninsulas Public Service Authority (10 county region)

New River Valley Planning District (4 county region)

---Passenger tire equivalent:

An average passenger tire weighs approximately 20 pounds, while a truck tire can weight up to 120 pounds, and other tires more. The weight of tires collected/processed is divided by 20 to determine a passenger tire equivalent.

SURVEY OF VIRGINIA LOCALITIES

UTILIZING DEQ SPONSORED

WASTE TIRE MANAGEMENT PROGRAM SERVICES

SUPPORTED BY THE WASTE TIRE TRUST FUND

The Department of Environmental Quality requests your participation in the development of its Waste Tire Program report to the Virginia General Assembly as required by House Joint Resolution No.580 (January 20, 1997). As a participant in your region's Waste Tire Management Project, your comments on the program services are important. After responding to the questions below, feel free to add your own observations on the program and/or suggestions on future directions the program might take. Thank you in advance for your prompt return of this survey document. (Responses are requested by October 10, 1997)

A copy of HJR 580 is attached for your reference when completing this survey.

HJR 580 Topic #1:

- 1A. Has your locality received direct funding from the Waste Tire Trust Fund? ___yes ___no.
If yes, how much? _____
What were the funds used for? _____
How many tires were processed? _____
- B. Has your locality participated in a regional tire program supported by the Waste Tire Trust Fund? ___yes ___no. If yes, what services were provided? _____

What was the value (or cost) of these services? \$ _____
Did your locality have to pay a portion of these costs? ___yes ___no.
If yes, how much? \$ _____
How many tires were processed through these services? _____

HJR 580 Topic #2:

- 2A. If you received direct funding, how long was the period they could be used for? _____ years.
- B. If you participated in a regional program, how long was the period that such services were available? _____ years.
- C. When this period ends, will you continue with these tire management services? ___yes ___ no
- D. What is your current waste tire tip fee? _____ car tire _____ truck tire _____ other
- E. What other funding mechanisms have you put in place to support tire management services?

- F. Do you think support from the Waste Tire Trust Fund for regional programs should last longer than 2 years? ___yes ___ no. If yes, how long? _____.

HJR 580 Topic #3

3. Recipients of funds or services were typically offered five services. They are:
- (i) landfill tire pile clean ups,
 - (ii) amnesty and civic group clean ups,
 - (iii) waste stream tire separation,
 - (iv) locality management fees, or
 - (v) capital funding.
- A. Did you receive funding or services for each of these areas? ___yes ___ no.
If no, which ones?
- | | | |
|----------------------------|----------|---------|
| - landfill pile clean ups | _____yes | _____no |
| - amnesty clean ups | _____yes | _____no |
| - waste steam separation | _____yes | _____no |
| - locality management fees | _____yes | _____no |
| - capital funding | _____yes | _____no |

Are there other services that should have been offered? ___yes ___ no.

If yes, please specify: _____

outlining the two year service term for funding from the Waste Tire Management Program. Funding beyond the two year service term is not anticipated based upon funding available.

Question #2: © Will services be continued after the two year funding by DEQ?

Response: Twenty-four localities (55%) indicated that they would continue to use the existing services at the end of the DEQ funding.

Analysis: With over half of the localities indicating that they would continue to utilize the existing services, this indicates that the services developed through the Waste Tire Management Program have met the tire handling needs of the participants.

Conclusion: This response indicates that DEQ services were properly designed and are worthy of local support.

Question #2: (e) What funding mechanisms will localities use to fund the waste tire management program after DEQ funding is withdrawn?

Response: Thirty-three localities (75%) have indicated that they have tip fees in place, and ten (20%) indicated they will use general funds to support the waste tire management system.

Analysis: Most localities have methods to pay for the recycling of their waste tires.

Conclusion: Localities have committed to continuing the current level of services for handling their waste tires.

Question #2: (f) Should funding for locality-based waste tire recycling projects continue past the current two year service term?

Response: Forty-one entities (73%) want the funding for regional projects to last longer than two years. Most suggested that the funding should continue as long as the tire tax is collected.

Analysis: Under current program guidelines, all waste tire services are funded for a two year term.

Conclusion: Localities recognize the needs for the services developed in this program, and are willing to support them with tip fees and general fund allocations, but they would prefer to continue to receive DEQ funding once their two year service term ends to offset their program costs.

Question #3: (a) Are program alternatives flexible enough (b) to encourage development of local infrastructure and jobs related to waste tire recycling?

Response: (a) Thirty-three entities (59%) indicated that they received at least one service from the waste tire program. Twenty-eight (50%) indicated they had landfill tire piles cleaned up, nineteen (34%) had held amnesty tire events, ten (18%) had received funding for handling waste stream tires, nine (16%) indicated they had received local management fees for their projects, and five (9%) indicated they had received funding for equipment needs. Alternative services suggested (that were not already provided under the program) were local market development assistance and small tire pile clean ups for private properties.

(b) Five entities (9%) indicated that a local infrastructure and jobs could better be developed by returning the collected tire tax back to localities to set up their own projects. Five entities (9%) indicated that DEQ should continue to fund the services currently received under the Waste Tire Management Program.

Analysis: Current level of services appear to meet the needs of the localities participating in the program. EUR Program is intended to spur market development and to encourage clean up of tire piles in the Commonwealth by the property owner or by a waste tire processor. All waste tire collection/processing contracts are competitively bid, giving local entities an opportunity to participate.

Conclusion: Program as designed has met the needs of the participants, and regional processing networks have proven to be more successful in responding to waste tire management bid requests.

Question #4: Should Program continue (as is) or be redesigned?

Response: Twenty-nine entities (52%) indicated that the Program be continued as is, while twenty-three entities (41%) indicated that the Program should be redesigned (4 did not vote).

Suggestions for redesign included:
Continue funding to localities (25%);
require tire dealers to handle tires (4%);
change EUR policy (7%);
fund equipment purchases (2%);
fund businesses at local level (2%);
and support local markets for tire materials (5%).

B. How would you suggest that local infrastructure and employment be achieved? _____

HJR 580 Topic #4:

4. Should DEQ's program be continue or redesigned? _____ continued as is _____ redesigned.

If redesigned, how should it be done? (Please list specific ways we should redefine the program).

Survey Completed By: _____ Representing _____
(name) (locality/program)

**PLEASE RETURN THIS SURVEY TO: VIRGINIA DEPT OF ENVIRONMENTAL QUALITY
WASTE TIRE PROGRAM: STEVE COE
P.O. BOX 10009
RICHMOND, VIRGINIA 23240-0009**

Responses are requested by October 10, 1997.

For questions or information, please contact Steve Coe at (804) 698-4029 or (804) 698-4224 (fax).

Locality Survey Results

Summary of Responses, with Analysis and Conclusions

Question #1: Are Waste Tire funds readily accessible?

Response: Forty-four (79%) entities reported that they received either direct funding or services funded by the Waste Tire Management Program. Localities received \$2,713,688 in direct funding, and those that received services were valued at \$2,708,174. Localities contributed \$586,076 (9%) for a grand total of \$6,007,938.

Analysis: DEQ has provided funding for waste tire services to all Virginia localities over the last four (4) years. Services are provided by both public organizations (Public Service Authorities, and Planning District Commissions) and private contractors. Localities have supported 9% of the total costs related to those services, while the remaining 91% has been provided by DEQ from the Waste Tire Trust Fund.

Conclusion: Waste tire services sponsored by DEQ are readily accessible to any Virginia locality that chooses to participate.

Question #2: (a,b) Is long term funding secure to continue the present tire recycling and clean up program...beyond a two year horizon?

Response: Twenty-two (51%) entities acknowledged the two year service term of the agreements, sixteen (36%) indicated that they expected the service term to continue beyond two years, and five (9%) indicated that they thought the service term would be less than two years.

Analysis: The two year service term was established based upon budget estimates prepared by DEQ for the services to be offered as compared to the expected available funding from the waste tire tax collections. All DEQ direct contracts and agreements provide for two years of services to each locality. The 36% who expected the services to continue longer than two years apparently were not properly informed by the implementing agent.

Conclusion: All participants in regional and locality based projects have been re-notified of the two year service term. All new projects will include language

Analysis: Fifty-two entities (93%) indicated that they wanted the program to continue either as is or with some modifications. Primary redesign suggestion was for DEQ to continue funding regional and local projects as long as there was a tire tax collected.

Conclusion: DEQ has provided the necessary leadership and funding for the development of a practical and successful waste tire management network for localities and it should be continued. Localities want DEQ to continue to pay for their waste tire management projects beyond the two year term in their agreements.

