

U.S. Border State Scrap Tire Programs

Border Scrap Tire Group

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Overview - US Border States

- California, New Mexico, Arizona & Texas
- Generated 66,630,000 scrap tires in 2005
- 16 facilities use tire-derived fuel
- Scrap tire program of each state has a different personality

New Mexico Scrap Tire Program

- Auto registration of 50 cents per tire
- If store or process 100 or more /yr need permit
- Tire bales civil engineering applications need permit
- Manifest system approved
- Hauler registration required
- New scrap tire regulations
 - Criminal penalties
 - Financial assurance
 - Specific requirements for scrap tire generators

Arizona Scrap Tire Program

- \$1 fee – new cars; 2%/\$2 fee – existing car
- One of few states rubberized asphalt; 2 states road noise use
- Strong scrap tire markets
- 5,000 tires requires certification as a tire facility
- 100 or more tires in pile must meet Arizona tire regulations
 - 20 feet height
 - Less than 150 feet from road
 - 20 feet wide access route
 - 50 feet no smoking
- Grant program to counties (96.5%)
 - Counties must submit annual reports to AZDEQ
 - # tires collected, # managed, # tire dealers, funding
- Complaints and inspection and enforcement program

Texas Scrap Tire Program

- A leader on use of rubberized asphalt
- Dynamic TDF market
- Major user of civil engineering applications
- Uses TDA as fill in highway embankments and other fill uses
- One of several states that bales tires

California Scrap Tire Prog.

- Has a state scrap tire fee
- Strong markets for scrap tires
- Awarded 42 grants to cities and counties
- Uses TDA for fill in highway embankments, etc.
- One of few states using rubberized asphalt
 - Used widely in California
 - Grants to counties & municipalities
 - One of few for reducing road noise
 - More enforcement of tire haulers
- One of 3 tire-to-energy facilities in US, 4th one also in California but went out of business in 1999
- Pilot streamlining enforc. of minor tire hauler violations

In Summary

- States with tire fees have most active programs
- TDF is major application but California actively exploring and using alternatives
- Most of rubberized asphalt in U.S. is in border states