

virgin rubber, or other materials in new or existing products through the Feedstock Conversion Services Program; and

- Provision of loans to qualified firms through the Recycling Market Development Zone Loan Program.

Additionally, CalRecycle's latest Five-Year Tire Plan, adopted on May 1, 2015, includes a vision statement outlining CalRecycle's intention to consider implementation of an expanded incentive payment system to drive expansion of tire recycling volumes, excluding TDF, landfill ADC, and exports. The vision statement also references other potential legislative changes, including stronger procurement policies and a phased-in ban on tire disposal and use of tire-related ADC. Proposed legislation is currently being considered (AB 1329, Gordon and Atkins) that would authorize an expanded incentive program compared to the current Tire Incentive Program, along with a variety of related policy changes.

Implications for Future Efforts

As described in Section 4, achieving a 75 percent tire recycling rate will be extremely challenging. There are some supply-related barriers that must be addressed, e.g., ensuring access to fine-mesh, customized compounds and other crumb rubber based raw material specifications needed by emerging TDP manufacturing ventures, and addressing logistical challenges related to delivery of large quantities of TDA in short time frames. However, the most critical need is for significantly increased customer demand for TDPs, made from both crumb rubber and TDA.

Stakeholders have expressed a variety of strongly held viewpoints regarding CalRecycle policies and programs. The following suggestions are based on the analysis presented in this report. CalRecycle and others may wish to consider as these as they debate alternative approaches:

- ***Focus on expanding rubberized paving applications.*** Paving appears to have the highest potential to significantly increase crumb rubber demand within a relatively short time frame. While participants in Caltrans' "PG+5" Committee do not necessarily agree on all of the details, a number of policies have been proposed that appear to have strong potential to increase crumb rubber volumes in a way that enhances product performance. Options to consider include accelerating research and testing to ensure new policies are adopted and implemented as soon as possible; tracking Caltrans procurement more closely and reviewing projects that do not use rubberized pavement but appear suitable to do so; and increasing grants, incentives, and/or mandates to promote use of rubberized paving materials and products in local government and private projects, in addition to Caltrans-sponsored projects.
- ***Refresh and strengthen TDP procurement policies.*** A number of state procurement policies exist to promote purchase of TDPs, some of which were