

Alabama Scrap Tire Program Biennial Report October 1, 2016 – September 30, 2018

Executive Summary

The Scrap Tire Biennial Report is a requirement of the Scrap Tire Environmental Quality Act, Code of Alabama 22-40A-21(k), and prepared by the Alabama Department of Environmental Management (ADEM or Department) for the Alabama Scrap Tire Commission (STC) and submittal to the Alabama Legislature. This report addresses Alabama's Scrap Tire Program activities as undertaken by the ADEM and the STC during the period of October 1, 2016 through September 30, 2018.

The Alabama Scrap Tire Environmental Quality Act established programs and procedures for the remediation of scrap tire stockpiles, as well as for the regulatory oversight of the management of scrap tires. This includes generation and transportation through processing and end use including recycling or disposal. Included are all scrap tires whether generated in or imported into Alabama. The Act also established the Alabama Scrap Tire Fund (Fund) as support for the operation of the Alabama Scrap Tire Program.

Monies deposited to the Fund during the previous budget year are utilized as specified in the Act and as follows:

- For remediation, abatement, removal, or other remedial action of scrap tire sites within the range of forty-five percent (45%) to seventy-five percent (75%);
- To pay the costs of ADEM associated with development and enforcement of regulations including personnel, training, materials, and equipment, and for the training of enforcement personnel within the Department, county, and other governmental organizations, up to twenty percent (20%);
- To administer a program, within the range of zero percent (0%) to twenty percent (20%) directed at promoting and developing markets as an alternative to disposal;
- To fund the programs delegated by the Department to counties for enforcement of regulations, not to exceed ten percent (10%);
- To pay the tire retailer, not to exceed seven percent (7%) of fees collected, for collection and accounting costs associated with collection of the fee and the monthly distribution to the Department of Revenue;
- To pay the costs of administration of the Department of Revenue, not to exceed two percent (2%) of monies, associated with establishment of the Scrap Tire Fund, receipt of funds, disbursements, and auditing revenues in the Scrap Tire Fund.

Background

The Alabama Scrap Tire Study Commission (STSC) was directed by Act 99-597 of the 1999 Session of the Alabama Legislature to research and produce a report illustrating the generation, accumulation, and challenges posed by scrap tires in Alabama. The report was also to address and recommend opportunities to more effectively manage scrap tires including the potential for market development. In addition to the report, the STSC was charged by Joint Resolution SJR-152 to expand and clarify scrap tire legislation including roles and responsibilities.

This report was finalized on March 8, 2001 and found that approximately five (5) million scrap tires were generated in Alabama on an annual basis, fourteen (14) to twenty (20) million tires were stockpiled or contained in illegal disposal sites, and an additional four (4) to five (5) million tires were being imported to Alabama from out-of-state sources. The report also documented that Alabama was the only Southeastern state without an adequately funded comprehensive cleanup and management program. The state also had no extensive regulatory structure to address effective management of scrap tires. Based on this information, the STSC made a number of recommendations that were included in the drafting of the Scrap Tire Environmental Quality Act. Recognizing the need for more effective management and opportunities for end of life beneficial use, the draft Act was structured around the areas of stock pile remediation, regulation, enforcement, and market development of scrap tires. Legislation was introduced in the 2003 session and ultimately signed into law in June of that year.

The Alabama Scrap Tire Environmental Quality Act (ASTEQA) established a funding source for scrap tire management through a \$1.00 per tire collection at the point of sale of each new, used or retreaded tire sold in Alabama. The Act directed how funds were to be allocated in support of program activities. Those include fund collection and disbursement, enforcement of regulations, market development, site remediation, and optional county delegation. Additionally, the Act abolished the STSC and established the Scrap Tire Commission (STC) to oversee the implementation of the Act. The newly formed STC initially met in 2003 and as its first order of business began the process of developing regulations with the ADEM, other stakeholders and in line with the requirements of the Act. The draft regulations were submitted by the ADEM for the standard public review process and to the Environmental Management Commission for adoption. On August 4, 2004, ADEM Administrative Code, Division 4, which contains the regulations and requirements for scrap tire management, became effective.

This newly formed regulatory program provided for registration of Scrap Tire Receivers, including separate classes for tire retailers, salvage, and fleet operations. The program also contains requirements for permitting of scrap tire transporters, processors, and end-users. Additional components include guidelines for storage and transportation, an approved form for manifesting the shipments of scrap tires, and procedures for remediation of scrap tire sites.

Financial Statement Summary

Authorized by the ASTEQA, the Alabama Scrap Tire Fund (STF) provides resources for administration of the Alabama Scrap Tire Program and the aspects enumerated in the Act including: regulation and enforcement, site remediation, and market development.

Alabama Scrap Tire Fund FY17 through FY18

Fee Revenues:	\$8,221,423.89
Program Expenditures:	\$5,837,606.57

The Department anticipates future encumbrances to be at or above predicted revenues due to the continued efforts of the remediation program, the growth and development of the county assistance program, and possible processing infrastructure and market development projects.

Accomplishments and Results

- 7,100,000 scrap tires from all sources are estimated to be beneficially reused annually.
- 96% of beneficially reused tires are sourced as fuel or substitute raw material and 4% through engineered and other uses.
- Over 8,900,000 scrap tires have been removed from illegal stockpiles or unauthorized disposal sites since the program began.
- More than 4,500 Scrap Tire Receiver Registrations have been issued since 2004, and there are currently over 2,600 Registered Receivers.
- More than 570 Scrap Tire Permits have been issued for the transporting, sorting and processing of scrap tires.
- Over 11,600 compliance inspections of registered and permitted facilities have been conducted. Hundreds of complaints concerning unregistered, unpermitted or noncompliant sites have been investigated.
- During the period covered by this Biennial Report, 93 inspections and assessments of unauthorized scrap tire accumulation sites have been conducted. As a part of the requirements of responsible parties for remediation, approximately \$71,500 in penalties have been assessed.
- Specifications have been established by the Alabama Department of Transportation authorizing the use of ground tire rubber in road paving projects.
- The Department is now using Re-TRAC Connect, which is an online reporting system for Scrap Tire Quarterly reports. The Re-TRAC system has resulted in efficiencies for the Department by reducing time spent on data entry and it has provided additional checks for regulatory compliance.

Registration and Permitting

In accordance with the Act, ADEM is the state agency directed to regulate and ensure the compliance of numerous facilities and operations involved in the generation, transportation, processing, management and end-use or disposal of scrap tires.

- Class One Receivers are those facilities that generate more than 10 scrap tires per year and are required to register with the Department and report quarterly on their activities.
- Class Two Receivers include government, fleet management, and dismantling operations that generate more than 10 scrap tires per year and must also register with and report quarterly to the Department.
- Scrap Tire Transporters are those who transport more than 8 scrap tires per shipment, and are required to obtain a Scrap Tire Transporter Permit, utilize an approved manifest, and report quarterly.
- Scrap Tire Processors are those who alter scrap tires by any physical or chemical means or who incorporate scrap tires into an end-product, and must obtain a Scrap Tire Processor Permit and report quarterly.
- Fuel Users are facilities that have the necessary air permits to utilize scrap tires as a fuel source, as a substitute raw material, or for engineered use and must receive exemptions or obtain permits for those activities.

Regulatory provisions and requirements for Scrap Tire Receivers include the following:

- Storage within approved limits;
- Implementation of vector control for outside storage;
- Maintenance of a scrap tire operating record;
- Use of approved manifest for shipment.

Regulatory provisions and requirements for Permitted Scrap Tire Transporters include the following:

- Maintenance of a scrap tire operating record;
- Use of approved manifest and transporter decals for shipment;
- Acceptance of scrap tires from registered/permitted facilities only;
- Maintenance of required financial assurance.

Requirements for scrap tire processors and those holding registrations as exempt processors, engineered use and other approved applications may include one or more of the following:

- Maintenance of any required financial assurance;
- Acceptance of scrap tires from registered/permitted facilities only;
- Compliance with storage requirements;
- Requirements for vector control, storage and fire prevention.

Activities associated with registration and permitting of scrap tire facilities began in 2004. The staff of the ADEM Materials Management Section utilize several means to identify those facilities required to be registered and/or permitted. This includes a review of Department of Revenue scrap tire fee collection data, internet searches, field investigations, and investigation of complaints from citizens.

Registered and Permitted Facilities by County

County	Receivers	Transporters	Processors	Fuel Users	Engineered Use	Total Facilities
Autauga	24	0	0			24
Baldwin	108	1	0			109
Barbour	12	0	0			12
Bibb	12	0	0			12
Blount	21	9	0			30
Bullock	4	0	0			4
Butler	14	0	0			14
Calhoun	83	4	1			88
Chambers	18	1	0			19
Cherokee	8	0	0			8
Chilton	36	0	0			36
Choctaw	11	0	0			11
Clarke	21	0	0			21
Clay	6	0	0			6
Cleburne	10	0	0			10
Coffee	39	1	1		1	40
Colbert	30	0	0			30
Conecuh	7	1	0			8
Coosa	3	0	0			3
Covington	29	5	2			36
Crenshaw	12	1	0			13
Cullman	71	8	0			79
Dale	25	0	0			25
Dallas	18	0	0			18
DeKalb	33	1	0			34
Elmore	39	0	0			39
Escambia	30	0	0			30
Etowah	45	0	0			45
Fayette	8	0	0			8
Franklin	17	0	0			17
Geneva	20	0	0			20
Greene	3	0	0			3
Hale	4	0	0			4
Henry	6	0	0			6
Houston	70	1	0			71
Jackson	19	0	0	1		20
Jefferson	425	14	1	1		441
Lamar	6	0	0			6
Lauderdale	39	1	0			40
Lawrence	16	0	0			16
Lee	63	0	0			63
Limestone	27	1	0			28
Lowndes	6	0	0			6
Macon	8	0	0			8
Madison	130	3	1			134
Marengo	11	1	0	1		13
Marion	26	2	0			28
Marshall	62	1	1			64
Mobile	191	10	2	2		205
Monroe	14	1	0			15
Montgomery	135	5	0			140
Morgan	53	2	0			55
Perry	4	0	0			4
Pickens	8	0	0			8
Pike	29	0	0		1	29
Randolph	15	0	0			15
Russell	29	1	0			30
St. Clair	49	0	0			49
Shelby	100	0	0	1		101
Sumter	7	0	0			7
Talladega	55	0	0			55
Tallapoosa	27	0	0			27
Tuscaloosa	80	1	0		1	82
Walker	43	2	0			45
Washington	7	0	0			7
Wilcox	9	0	0			9
Winston	22	3	0			25
Out of State	1	26	0			27
Totals	2613	107	9	6	3	2738

Compliance

Scrap Tire Program staff of the Materials Management Section perform compliance inspections of registered and permitted facilities to ensure regulatory compliance with proper management of scrap tires from generation through end of life recycling or disposal. Current program staffing includes three full time inspectors who also manage registration and permitting programs as well as reporting and database management functions. Staff are assigned geographic areas and prioritize inspections to determine compliance with rules and regulations. Program goals include inspection of every registered and permitted facility at least once every three (3) years. Inspections are prioritized by complaints, non-submittal of quarterly reports or lapses in maintenance of financial assurance, and length of time since the previous inspection. Additional facilities with past issues of non-compliance are inspected more frequently to ensure a return to compliance has been achieved and maintained.

On-site Inspections include visual observations of the facility and its operations as well as review of the facility operating record to ensure proper scrap tire management and compliance with regulations. Compliance problems noted during the inspection are not only identified to the facility on-site, but are detailed in an inspection report provided to the facility after each inspection. When necessary due to severe or recurring non-compliance, referrals are made to the Compliance and Enforcement Section for potential enforcement action.

Remediation

Complaints regarding unauthorized scrap tire accumulations (USTAs) are investigated by the Removals and Response Section (RRS) of the Environmental Services Branch. Assessments of the accumulations include on-site field inspections which include visual observations and documentation of site conditions, quantities, and the state of the scrap tire materials present. Staff use photographic documentation and GPS specific location information to determine property ownership or control whether or not known to be a responsible party.

Scrap Tire Site Remediation

The Scrap Tire Program has as a major goal the elimination of legacy and recently formed unauthorized scrap tire accumulation sites in Alabama. Available means to accomplish successful remediation include the use of formal enforcement actions or remediation projects funded by the Scrap Tire Fund. Discovery of USTA sites is realized primarily through notification to the Department via complaint and these communications may originate from private citizens and/or public officials. RRS or Field Operations personnel investigate these sites and note data useful to the site ranking process. This activity may include obtaining GPS coordinates, determining quantity and condition of the scrap tires and scrap tire materials at the site, and investigations to determine the land owner or the potential responsible party. For sites with a known responsible party, and following notification to that person, action is taken by the Department in an attempt to compel those responsible to remediate the scrap tire accumulation at their own expense. Following completion of remedial activities, Department personnel verify that remediation activities have been completed satisfactorily. Any contractual obligations are also verified to have been completed and that third party documentation of proper disposal or end use is maintained.

Scrap Tire Fund

A USTA site may be remediated through the use of the STF. The STF provides resources managed by the Department to perform duties of identification, assessment, and remediation of known USTAs, both large (>25,000 scrap tire equivalents) and small (<25,000 scrap tire equivalents). Prioritization of large scrap tire sites through a formal site ranking system ensures that sites with the greatest threat to human health and/or the environment are addressed first. Information obtained both during the initial investigation and during follow-up assessment activities form the basis of site rankings. Ranking data used to prioritize these sites include the following:

- quantities of tire materials present;
- presence or threat of disease carrying vectors such as mosquito species, proximity to schools or other sensitive resident populations;
- location of utility and transportation resources;
- threat of fire or other hazard; and
- proximity to sensitive environments.

The same prioritization procedure and site ranking system may be utilized for small sites. However, without compelling assessment data, most small sites are addressed through a first-in/first-out approach.

Large Scrap Tire Site Remediation Projects

Due to the very nature of large scrap tire sites, the complete remediation process will typically take from several months to years to complete. Prioritization of these sites is therefore of the utmost importance, ensuring that larger potential impacts to health and environmental safety are addressed first. The priority ranking system and approved contracting process are outlined in ADEM Admin. Code r. 335-4-2-.02 and ADEM Admin. Code r. 335-4-2-.04, respectively.

Large scrap tire sites fitting the criteria and eligibility requirements for use of the Scrap Tire Fund are usually remediated pursuant to a site-specific Request for Proposals (RFP) and associated public notice procedures. Solicitation of proposals is sought from approved Alabama Scrap Tire Fund Remediation Contractors. Department personnel routinely conduct oversight inspections of the remediation project to ensure adherence to site remediation plans and requirements of the site specific contract. The continual compliance and enforcement programs aimed at scrap tire facilities are believed to be at least partially responsible for the absence of newly identified large sites during this biennial period. As a result, and due to increased communication, coordination and partnership with local officials, the small site program has become more active and is now the major effort in the elimination of USTAs.

Completed Large Scrap Tire Site Remediation Projects
(Since Inception)

LOCATION	STATUS	PTE*	REUSE	COST
Attalla, Etowah County	Complete	4,173,000	~ 50%	\$3,703,863
Prichard, Mobile County	Complete	1,353,610	~ 60%	\$ 798,040
Samson, Geneva County	Complete	1,570,515	~ 50%	\$1,177,990
Robertsdale, Baldwin County	Complete	68,127	Not Required	\$ 85,949
Holt, Tuscaloosa County	Complete	18,687	Not Required	\$ 306,911
Columbiana, Shelby County	Complete	350,233	0 %	\$1,115,322
Abbeville, Henry County	Complete	158,854	~ 90%	\$ 291,016
Total PTE Removed 7,693,026			Total Expenditures \$7,479,091	

*PTE: passenger tire equivalent

Four remaining large sites await resolution. Legal efforts are ongoing regarding a Macon County site (approximately 40,000 PTE), two sites in Tallapoosa County (approximately 60,000 PTE total), and one site in Chambers County (approximately 200,000 PTE). The Chambers County site is expected to be fully remediated within the next biennial period.

Small Scrap Tire Site Remediation Projects

Small scrap tire site remediation projects are prioritized and remediated concurrently with the large scrap tire site remediation projects. From FY2009 through FY2018, approximately 470,000 PTE have been disposed or beneficially reused from more than 250 small site remediation projects at a cost of approximately \$2,900,000. The following summarizes small site projects completed during this reporting period.

FY2017 Small Site Remediation Projects

COUNTY	SITE NAME	CONTRACTOR	TIRES REMOVED	CONTRACT AMOUNT
Mobile	Brookline Drive	AMWaste, LLC	1,200 ST	\$1,740.00
Mobile	Bryant Street	Jay's Landscaping	1,400 ST	\$3,875.00
Mobile	McGregor S. Avenue	Jay's Landscaping	1,700 ST	\$2,275.00
Talladega	Old Rockhouse Road	Gamble Construction	1,081 ST	\$14,999.00
Russell	Uchee Hill Highway	Russell County Commission	1,575 ST	\$13,176.05
Lamar	Snake Branch Road	Lamar County Commission	78 ST + 7.65 T SW	\$8,330.68
Limestone	Bell Road	Matthews Clearing and Excavating	343 ST	\$3,115.00
Jefferson	Red Mountain Park	ATLACO LLC	20,900 ST + 4,197 T SW	\$224,835.87
Covington	West Progress Drive	Matthews Clearing and Excavating	18,400 ST + 184 T SW	\$48,020.00
Jefferson	4 th Avenue North	Matthews Clearing and Excavating	2,155 ST	\$8,552.50
Talladega	Shocco Springs Road	Matthews Clearing and Excavating	487 ST + 17.64 T SW	\$15,196.25
Etowah	39 Phillips Trail	Patton Geologics, Inc.	341 ST + .57 T SW	\$2,650.00
Cullman	County Road 71	Patton Geologics, Inc.	142 ST + .62 T SW	\$1,748.00

Lauderdale	Shepherd's Hollow Road	Matthews Clearing and Excavating	262 ST + .29 T SW	\$7,935.00
Mobile	Hand Avenue	Jay's Landscaping	2,750 ST	\$6,700.00
Mobile	Theodore Dawes Road	Jay's Landscaping	1,000 ST	\$5,400.00
Monroe	Welch Road	Monroe County Commission	400 ST	\$35,769.68
FY2017 Totals	17 Sites	9 Contractors	54,214 ST + 4,407.8 T SW	\$368,548.35

T: ton
CY: cubic yard
ST: scrap tire
SW: solid waste

FY2018 Small Site Remediation Projects

COUNTY	SITE NAME	CONTRACTOR	TIRES REMOVED	CONTRACT AMOUNT
Jackson	County Road 289 STS	Matthews Clearing and Excavating	990 ST + 3.8 Tons SW	\$7,045.50
Mobile	Elwood Drive STS	Raymond Butler Construction	60 ST	\$3,500.00
Lauderdale	Shepherd's Hollow Road STS	Matthews Clearing and Excavating	426 ST	\$9,192.00
Walker	Hicks Farms STS	Gamble Construction	1,478 ST	\$28,700.00
Mobile	Henderson Camp Road STS	Jay's Landscaping	400 ST	\$1,100.00
Montgomery	Oak Street UAD/STS	Raymond Butler Construction	90 ST + 5 Tons SW	\$3,900.00
Wilcox	Union Grove Road STS	Wilcox County Commission	4,465 ST + 25.13 Tons SW	\$16,726.22
Wilcox	County Road 65 UAD/STS	Wilcox County Commission	7,443 ST + 41.89 Tons SW	\$27,877.04
Wilcox	AL Highway 265 UAD/STS	Wilcox County Commission	17,860 ST + 100 Tons SW	\$66,904.90
Mobile	Bear Fork Road UAD/STS	APEX Construction	352 ST + 162 Tons SW	\$10,200.00
Henry	County Road 205 STS	Raymond Butler Construction	450 ST	\$5,800.00
Etowah	Perman Lake Road STS	Matthews Clearing and Excavating	645 ST + 4.19 Tons SW	\$48,937.50
Mobile	Rivers Road STS	APEX Construction	110 ST	\$1,867.00
Walker	Pumpkin Center Road STS	Fikes Partners, LLC.	376 ST	\$1,900.00
Lauderdale	County Road 524 STS	Gamble Construction	287 ST	\$17,900.00
Cleburne	County Road 88 STS	Matthews Clearing and Excavating	1,566 ST + 1.26 Tons SW	\$2,650.00
DeKalb	County Road 129 STS	Matthews Clearing and Excavating	895 ST	\$10,897.42
FY2018 Totals	17 Sites	7 Contractors	37,897 ST + 344 Tons SW	\$295,593

T: ton
CY: cubic yard
ST: scrap tire
SW: solid waste

Right of Way Cleanup Program

A reimbursement program established by the Department to provide resources to county governments for costs associated with the removal and proper disposal of discarded tires located on county rights-of-way continued during this biennial period. The Right of Way Program recently renewed contracts for all interested counties (contract duration of October 1, 2018 through September 31, 2021) and will reimburse counties up to \$150,000 throughout the term of the contract to dispose of scrap tires found on county right of ways. Currently, 39 of the 67 Alabama counties have entered into agreements with the Department. In addition, 13 of the remaining 32 counties require further action to be enrolled and 15 counties have not enrolled. The Department is continuing to engage in outreach efforts to increase program participation.

Counties enrolled in the program clean-up discarded tires using county personnel including sheriff's deputies, county engineering employees, and others. Through reimbursement from the Scrap Tire Fund, the Department can cover costs associated with personnel expenses, equipment rates, and costs of removal for disposal or recycling. To present, participating counties have removed approximately 1,000,000 PTE at a cost of approximately \$6,500,000 from Alabama rights of way.

Scrap Tire Markets and Market Development

Originally directed to the Alabama Department of Economic and Community Affairs (ADECA), but transferred to ADEM in 2009, the ADEM Scrap Tire Marketing Program was established and continues to demonstrate potential beneficial end uses of scrap tires. Included are scrap tire derived products and applications, and their suitability for substitution of new raw materials. The program aims to support research and demonstration of end uses which may overcome current misconceptions and technical barriers. This will hopefully also lead to more widespread implementation. The Department utilizes an open grant process to solicit, evaluate and select local government sponsored demonstration projects for reimbursement. Such projects are meant to encourage the use of tire derived products and applications within Alabama.

To date, the program has provided over \$8.9 million for the implementation of Scrap Tire Marketing projects in the State. These projects have not only provided stated environmental and economic benefits in their application, but have improved communities and public facilities across Alabama.

Scrap Tire Marketing Projects

(Since Inception)

Buck's Pocket State Park (DeKalb County)	\$5,100
Joe Wheeler State Park (Lauderdale County)	\$2,217
Lake Guntersville State Park (Marshall County)	\$50,783
DeSoto State Park (DeKalb County)	\$15,090
Roland Cooper State Park (Wilcox County)	\$9,575
ADEM Wellness Track (Montgomery County)	\$62,000
City of Montgomery Riverfront (Montgomery County)	\$240,000
Tire-Derived Aggregate Reimbursement Program (Statewide)	\$107,500
T.R. Simmons Elementary (Walker County)	\$37,972
NCAT Test Track Section (RMA) (Lee County)	\$990,000

Coffee County Scrap Tire Processing Facility (Coffee County)	\$5,842,177
Mt. Laurel Elementary (Shelby County)	\$23,297
City of Prattville (Autauga County)	\$42,000
Prattville YMCA (Autauga County)	\$250,000
Selma YMCA (Dallas County)	\$15,750
Coosada Elementary (Elmore County)	\$32,727
City of Mt. Zion (Coffee County)	\$150,000
City of Scottsboro (Jackson County)	\$150,000
City of Heflin (Cleburne County)	\$8,815
City of Mobile Gunnison Creek (Mobile County)	\$54,225
City of Mobile Doyle Park (Mobile County)	\$227,557
City of Creola (Mobile County)	\$51,000
City of Tallassee (Elmore County)	\$25,683
Zion Chapel School (Coffee County)	\$6,135
Prattville Elementary School (Autauga County)	\$11,853
City of Montgomery - Steen Playground (Montgomery County)	\$43,879
City of Daleville - Culpepper Park (Dale County)	\$95,904
Wind Creek State Park (Tallapoosa County)	\$25,977
Emory Folmar YMCA Soccer Complex (Montgomery County)	\$71,805
Total Amount:	\$8,920,050

Future Program Activity

The Alabama Scrap Tire Program continues to address scrap tire management in Alabama from generation of scrap tires to their ultimate end use or disposal. The program has achieved success in development and implementation of programs that have reduced the potential impact to public health and the environment from legacy scrap tire stockpiles. The program has also helped to prevent the formation of new illegal disposal sites, and increased landfill diversion through programs encouraging and providing for the beneficial end use of scrap tires. During the next biennial period, the program will continue to engage stakeholders and its use of both regulatory and non-regulatory means to ensure the proper management of scrap tires from generation through end use or disposal. Continued emphasis will be placed not only on the elimination of threats posed by scrap tire accumulations and illegal disposal, but on increasing beneficial reuse of scrap tires as a resource to be utilized instead of a waste to be managed. The following strategies and activities will be developed and enhanced to strengthen the program and its effectiveness.

- Continual review and revision of program elements and standard operating procedures to determine opportunities for efficiencies and increased effectiveness.
- Development and implementation of additional educational efforts targeted to Department staff, the regulated community, and others. Topics will include regulatory requirements and reporting, as well as emerging technologies in scrap tire management.
- Unregistered and unpermitted facilities will continue to be identified and addressed through the compliance and enforcement process. Sites requiring remediation will be assessed and prioritized for cleanup.
- Involvement and input from stakeholders including trade associations, government agencies, and public groups will continue to be encouraged. This will assist in further program development and in response to identified needs.
- Contracting and oversight of scrap tire remediation projects both large and small will continue.

- Data acquired through facility reporting and field activity will be utilized to prioritize activities including inspections and site investigations.
- Continued promotion and use of Re-TRAC, a web based tool which allows registered and permitted tire facilities to electronically submit required reports.
- The Department and STC will continue to evaluate ways to enhance or increase scrap tire processing infrastructure and the proper of management of scrap tires in Alabama.
- Continued improvements of Scrap Tire Marketing and regulations through meetings with other governmental agencies.