

Alabama Scrap Tire Program Biennial Report October 1, 2018 – September 30, 2020

Executive Summary

The Scrap Tire Biennial Report is a requirement of the Scrap Tire Environmental Quality Act (ASTEQA), 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, 2018 through September 30, 2020.

The ASTEQA 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 (whether generated in or imported into Alabama) through processing and end use including recycling or disposal. The ASTEQA 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 ASTEQA 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; and
- To pay the costs of administration of the Department of Revenue, not to exceed two percent (2%) of monies, associated with establishment of the Fund, receipt of funds, disbursements, and auditing revenues in the 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 ASTEQA. Recognizing the need for more effective management and opportunities for end of life beneficial use, the draft ASTEQA was structured around the areas of stockpile 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 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 ASTEQA 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 ASTEQA abolished the STSC and established the STC to oversee the implementation of the ASTEQA. 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 ASTEQA. 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 Fund provides resources for administration of the Alabama Scrap Tire Program and the aspects enumerated in the ASTEQA including: regulation and enforcement, site remediation, and market development.

Alabama Scrap Tire Fund FY19 through FY20

Fee Revenues:	\$8,583,000
Program Expenditures:	\$6,548,470

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 10,200,000 scrap tires have been removed from illegal stockpiles or unauthorized disposal sites since the program began.
- More than 4,700 Scrap Tire Receiver Registrations have been issued since 2004, and there are currently over 2,600 Registered Receivers.
- More than 600 Scrap Tire Permits have been issued for the transporting, sorting and processing of scrap tires.
- Over 12,400 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, 106 inspections and assessments of unauthorized scrap tire accumulation sites have been conducted. As a part of the requirements of responsible parties for remediation, approximately \$238,760 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 transitioning the Scrap Tire Program to the Alabama Environmental Permitting and Compliance System (AEPACS). AEPACS is an electronic system that allows facilities to apply for and maintain permits as well as submit other required applications, registrations, and certifications. In addition, the system allows facilities to electronically

submit required compliance reports or other information to the Department. The Department is currently using Re-TRAC Connect and other databases to manage the Scrap Tire Program. AEPACS will allow the Department to more efficiently and effectively manage the Program.

- Coffee County has recently received a Scrap Tire Marketing grant award from the Alabama Department of Environmental Management for a Demonstration Project. This award will provide approximately \$288,800 in grant funds to support the use of recycled scrap tires in Rubber Modified Asphalt (RMA). Rubber Modified Asphalt helps to divert scrap tires away from the landfills and brings them to a beneficial end use. According to the Asphalt Rubber Technology Service of Clemson University, approximately 400 to 970 scrap tires can be beneficially used per lane-mile of pavement, depending on which grade is used. The grant funds will be utilized in the resurfacing of a portion of Coffee County Road 110 utilizing Rubber Modified Asphalt in lieu of traditional asphalt. The resurfacing will extend for approximately two miles. The two miles of resurfacing will utilize a “Balance Mix” design with a Recycled Rubber Additive. It will be evaluated and compared to the approximately five miles of traditional asphalt resurfacing, also on Coffee County Road 110, utilizing the Alabama Department of Transportation’s current “Superpave Mix”.
- The Department held its first virtual roundtable meeting with neighboring states on June 24, 2020. The meeting was held through Microsoft Teams. The main goal of the meeting was to grow sustainable scrap tire markets in Alabama and the southeast. The Materials Management Section had discussions with other states concerning the challenges, opportunities, and outlook of their programs. The Materials Management Section were able to gain some useful insights to better assist with the implementation of our program. The Materials Management Section will continue to have these meetings in the future to help foster innovation between adjoining states, and to ensure a better understanding and coordination of the Scrap Tire Program in Alabama and scrap tire programs in surrounding states.
- The Department has been hosting virtual meetings to discuss the needs and expectations of scrap tire receivers, transporters, fuel users, end users, landfills, and others to encourage and support the development of a sustainable market in the Birmingham area that would better use/recycle tire material and other fuel material. Local stake holders in the area were invited to participate in the meeting, so that they can assist the Department with ideas and obtainable goals.
- The Department is currently in discussions with stake holders to develop a hub and spoke type system for the recycling of scrap tires. A hub and spoke system would allow small quantity scrap tire receivers to work with large quantity scrap tire processors in an effort to more effectively recycle scrap tires in Alabama. Once the system is fully implemented it would allow for individuals to recycle scrap tires at drop-off locations.

Registration and Permitting

In accordance with the ASTEQA, 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; and
- 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; and
- 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; and
- 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 (as of September 30, 2020)

County	Receivers	Transporters	Processors	Fuel Users	Engineered Use	Total Facilities
Autauga	25	0	0			25
Baldwin	109	1	0			110
Barbour	12	0	0			12
Bibb	14	0	0			14
Blount	24	11	1			35
Bullock	3	0	0			3
Butler	12	0	0			2
Calhoun	88	4	1			93
Chambers	21	0	0			21
Cherokee	9	1	0			10
Chilton	37	0	0			37
Choctaw	12	0	0			12
Clarke	22	0	0			22
Clay	7	0	0			7
Cleburne	9	0	0			9
Coffee	39	1	1			41
Colbert	30	0	0			30
Conecuh	7	1	0			8
Coosa	2	0	0			2
Covington	28	5	2			35
Crenshaw	12	1	0			13
Cullman	66	6	0			72
Dale	22	0	0			22
Dallas	19	0	0			19
DeKalb	35	1	0			36
Elmore	39	0	0			39
Escambia	28	0	0			28
Etowah	46	1	0			47
Fayette	8	0	0			8
Franklin	19	0	0			19
Geneva	17	0	0			20
Greene	3	0	0			3
Hale	5	0	0			5
Henry	6	0	0			6
Houston	72	1	0			73
Jackson	18	0	0	1		19
Jefferson	422	16	1	1		440
Lamar	7	0	0			7
Lauderdale	42	0	0			42
Lawrence	17	0	0			17
Lee	70	0	0			70
Limestone	27	2	0			29
Lowndes	5	0	0			5
Macon	8	0	0			8
Madison	134	3	0			137
Marengo	11	1	0	1		13
Marion	28	1	0			29
Marshall	63	1	1			65
Mobile	192	9	2	2		205
Monroe	14	1	0			15
Montgomery	138	2	0			140
Morgan	54	2	0			56
Perry	5	0	0			5
Pickens	8	0	0			8
Pike	27	0	0			27
Randolph	19	0	0			19
Russell	29	1	0			30
St. Clair	56	0	0	1		57
Shelby	98	0	0	1		99
Sumter	6	0	0			6
Talladega	56	5	0			61
Tallapoosa	25	0	0			25
Tuscaloosa	87	1	0			88
Walker	48	1	0			49
Washington	7	0	0			7
Wilcox	9	0	0			9
Winston	24	2	0			26
Out of State	1	20	0			21
Totals	2662	102	9	7		2780

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, the Materials Management Section will address any potential enforcement actions to compel the facility to comply with Departmental regulations.

Remediation

Complaints regarding unauthorized scrap tire accumulations (USTAs) are investigated by the Removals and Response Unit (RRU) of the Environmental Services Branch within ADEM's Land Division. 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 established a primary goal of 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 Fund. Discovery of USTA sites are realized primarily through notification to the Department via complaints from private citizens and/or public officials. RRU or Field Operations Division 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 were satisfactorily completed. 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

An USTA site may be remediated through the use of the Fund. The Fund 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 a compelling assessment date, 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 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 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%	\$3,703,860
Prichard, Mobile County	Complete	1,353,610	~ 60%	\$ 798,040
Samson, Geneva County	Complete	1,570,520	~ 50%	\$1,177,990

Robertsdale, Baldwin County	Complete	68,130	Not Required	\$ 85,950
Holt, Tuscaloosa County	Complete	18,690	Not Required	\$ 306,910
Columbiana, Shelby County	Complete	350,230	0 %	\$1,115,320
Abbeville, Henry County	Complete	158,850	~ 90%	\$ 291,020
Chambers, Tallapoosa County	Complete	335,790	~25%	\$ 882,190

Total PTE Removed = 8,028,810

Total Expenditures = \$8,361,290

*PTE: passenger tire equivalent

Currently, there are no large scrap tire sites on the list for remediation. The latest site to be remediated was the Sullivan Large Scrap Tire Site located in Chambers and Tallapoosa counties. The Sullivan Large Scrap Tire Site project began on February 1, 2019 and was completed on May 6, 2019. Approximately 335,790 PTE were recovered from the site.

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 FY2020, approximately 472,000 PTE and 10,450 tons of STM 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.

FY2019 Small Site Remediation Projects

COUNTY	SITE NAME	CONTRACTOR	TIRES REMOVED	CONTRACT AMOUNT
Marengo	East Jefferson STS	Matthews Clearing and Excavating	390 ST + 7.4 Tons SW	\$24,030
Bullock	County Road 89 STS	Matthews Clearing and Excavating	1312 ST + 1.2 Tons SW	\$31,100
Lawrence	WMA Waterloo STS	Josh Webster	154 ST + 28 Tons SW	\$4,750
Blount	Lincoln Road STS	Matthews Clearing and Excavating	710 ST + 28.3 Tons SW	\$49,000
Jackson	The Nature Conservancy STS	Gamble Construction	1.2 Tons	\$2,000
Lauderdale	County Road 534 STS	Josh Webster	83 ST	\$3,240
Walker	Highway 78 E STS	Gamble Construction	150 ST	\$18,500
Jefferson	Tarrant Huffman Rd STS	Josh Webster	236 ST	\$2,750
Mobile	Reed Lane STS	Gibson Engineering	25 ST + 6 Tons SW	\$3,950
FY2019 TOTALS	9 Sites	4 Contractors	3,060 ST + 1.2 Tons STM + 70.9 Tons SW	\$139,320

T: ton
CY: cubic yard
ST: scrap tire

FY2020 Small Site Remediation Projects

COUNTY	SITE NAME	CONTRACTOR	TIRES REMOVED	CONTRACT AMOUNT
DeKalb	County Road 689 STS	Josh Webster	183 ST	\$2,950
Lauderdale	US Highway 43 STS	Josh Webster	500 ST	\$6,450
Fayette	Prospect Road STS	Raymond Butler Construction	In Progress	\$4,900
Greene	County Road 53 STS	Greene County Commission	In Progress	\$23,610
Blount	Pleasant Grove Road	Raymond Butler Construction	In Progress	\$5,600
Jefferson	New Mulga Loop Road	Thomas Gamble/David Mitchell	10,450 Tons w/dirt	\$880,110
FY2020 TOTALS	6 Sites	4 Contractors	683 ST + 10,450 Tons STM w/dirt	\$923,620

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

Right of Way Cleanup Program

The Right of Way Cleanup Program is 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 30, 2021) and will reimburse counties up to \$150,000 to dispose of scrap tires found on county right of ways. Currently, 50 of the 67 Alabama counties have entered into agreements with the Department. In addition, 9 of the remaining 17 counties require further action to be enrolled and 8 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 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 1,254,700 PTE at a cost of approximately \$7,336,350 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 (STMP) was established and continues to demonstrate potential beneficial end uses of scrap tires. Current program staffing includes one full time grant administrator and one half-time manager who also manages reporting and database management functions. 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 \$9.2 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.

The STMP has worked to create a statewide interest in tire derived materials and overall scrap tire concerns and solutions. One-way the STMP operates in the promotion of tire derived materials, is by using the program to understand the needs of municipalities and communities throughout the State and then provide solutions by suggesting alternatives through tire derived materials.

Currently the Department has sixteen projects that are in the STMP grant process. There are several different types of projects including rubber modified asphalt, recycled tire mulch, walking tracks, and solid rubber surfacing.

The Department hosted its first virtual grants workshop on September 15, 2020, the grant workshop was hosted through Microsoft Teams. There was a large number of participants including cities and counties. The workshop covered Scrap Tire Marketing grants, Recycling grants, and the County Right of Way program. The workshop was a success and several follow up conversations with potential grantees has occurred.

The Department is currently looking at new and innovative ways to market recycled scrap tire material. Several options are under consideration, including a reimbursement program for scrap tires that would allow for them to be delivered to one of the potential Hub systems. The Department is also considering the Hub and Spoke model for other areas of the State, which would help prevent illegal dumping by giving the public a drop off location. This system would also allow for the recycling of tires from remediation sites.

The photos below show just a few of the projects that have been funded through the STMP.

Lake Guntersville State Park



T.R. Simmons Elementary School Playgrounds Restoration Project



City of Heflin - Community Arts Center



Scrap Tire Marketing Projects

(Since Inception)

Awardee	County	Dollar Amount
ADEM Wellness Track	Montgomery	\$62,000
Autauga County Schools – Prattville Primary	Autauga	\$61,020
Buck’s Pocket State Park	DeKalb	\$5,100
City of Creola	Mobile	\$51,000
City of Daleville - Culpepper Park	Dale	\$95,900
City of Heflin	Cleburne	\$8,820
City of Jackson - South Jackson Park	Clarke	\$18,220
City of Luverne – E.L. Turner Park	Crenshaw	\$50,000
City of Montgomery – Wiley Steen Playground	Montgomery	\$43,880
City of Mobile - Gunnison Creek	Mobile	\$54,230
City of Mobile - Doyle Park	Mobile	\$227,560
City of Montgomery - Riverfront Park	Montgomery	\$240,000
City of Mt. Zion	Coffee	\$150,000
City of Prattville	Autauga	\$42,000
City of Saraland - Skidmore Park	Mobile	\$29,510
City of Scottsboro	Jackson	\$150,000
City of Tallassee	Elmore	\$25,680
Coffee County - County Road 110	Coffee	\$263,950
Coffee County - Scrap Tire Processing Facility	Coffee	\$5,842,180
Coosada Elementary	Elmore	\$32,730
DeSoto State Park	DeKalb	\$15,090
Elba City Schools	Coffee	\$7,990
Emory Folmar YMCA Soccer Complex	Montgomery	\$71,810
Gulf State Park	Baldwin	\$4,600
Joe Wheeler State Park	Lauderdale	\$2,220
Lake Guntersville State Park	Marshall	\$50,780
Lakepoint State Park	Barbour	\$4,360
Mt. Laurel Elementary	Shelby	\$23,300
NCAT Test Track Section	Lee	\$990,000
Prattville Elementary School	Autauga	\$11,850
Prattville YMCA	Autauga	\$250,000
Redland Elementary School	Elmore	\$57,590
Roland Cooper State Park	Wilcox	\$9,580
Selma YMCA	Dallas	\$15,750
Tire-Derived Aggregate Reimbursement Program	Statewide	\$107,500
T.R. Simmons Elementary	Walker	\$37,970
Wind Creek State Park	Tallapoosa	\$25,980
Zion Chapel School	Coffee	\$6,140
	Total Amount:	\$9,155,740

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.
- 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 STM and regulations through meetings with other governmental agencies.
- Continued promotion and use of AEPACS web portal.