



Alabama Scrap Tire Program Biennial Report

October 1, 2020 – September 30, 2022

Executive Summary

The Scrap Tire Biennial Report is a requirement of the Alabama 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 (ASTC) and submittal to the Alabama Legislature. This report addresses Alabama's Scrap Tire Program activities as undertaken by the ADEM and the ASTC during the period of October 1, 2020 through September 30, 2022.

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.
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Background

The Alabama Scrap Tire Study Commission (ASTSC) 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 ASTSC 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 ASTSC and established the ASTC to oversee the implementation of the ASTEQA. The newly formed ASTC initially met in 2003 and as its first order of business began the process of developing regulations with the ADEM and other stakeholders, that were 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 FY21 through FY22

Fee Revenues:	\$9,008,481
Program Expenditures:	\$5,030,061

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

- Over 10,300,000 scrap tires have been removed from illegal stockpiles or unauthorized disposal sites since the program began.
 - As of the date of this report, there are over 2,700 registered receivers.
 - There are currently more than 130 active Scrap Tire Permits. These permits have been issued for the transporting, sorting and processing of scrap tires.
 - During the period covered by this report, ADEM personnel have performed over 800 compliance inspections of registered and permitted facilities and investigated over 50 complaints concerning regulated/potentially regulated facilities (receivers, transporters, and processors).
 - During the period covered by this report, 118 inspections and assessments of unauthorized scrap tire accumulation sites have been conducted. As a part of the requirements of responsible parties for remediation, approximately \$22,750 in penalties have been assessed.
 - The Scrap Tire Program is now utilizing the Department's new electronic system, 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. AEPACS will allow the Department to be more efficient and effective.
 - SSAB Alabama Inc. was awarded over \$360,000 in December of 2021, for a Scrap Tire Marketing Grant. The project period for the grant is December of 2021 through November 2026. The grant will be used for an Injection Carbon Optimization trial utilizing scrap tire materials at the SSAB Alabama steel mill located in Axis, Alabama.
 - The Alabama Department of Conservation and Natural Resources received a Scrap Tire Marketing Grant in February of 2021 from the Alabama Department of Environmental Management for a Rubber Modified Asphalt (RMA) Demonstration Project utilizing recycled scrap tires to pave roads in Guntersville State Park and Desoto State Park. The project period
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for the grant is February of 2021 through January of 2028. The award provided over \$820,000 in grant funds. The National Center for Asphalt Technology (NCAT) provided the training, mix design services, and will evaluate the performance of the rubber modified mixture.

- Coffee County received a Scrap Tire Marketing Grant in August of 2020 from the Alabama Department of Environmental Management for a Rubber Modified Asphalt (RMA) Demonstration Project utilizing recycled scrap tires to resurface a portion of Coffee County Road 110. The project period for the grant is August of 2020 through December of 2027. The award provided over \$280,000 in grant funds. Part of the annual reporting for this grant includes comparisons to the approximately five miles of traditional asphalt resurfacing, also on Coffee County Road 110.
- The Department's Materials Management Section continues to engage with neighboring states to help better understand the scrap tire markets in southeastern United States of America. Engaging with our neighbors will help grow sustainable scrap tire markets in Alabama and the southeast.

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.
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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/permited 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/permited 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, 2022)

County	Receivers	Transporters	Processors	Fuel Users	Engineered Use	Total Facilities
Autauga	26	0	0			26
Baldwin	123	2	0			125
Barbour	14	0	0			14
Bibb	16	0	0			16
Blount	26	11	1			38
Bullock	4	1	0			5
Butler	16	0	0			16
Calhoun	93	3	2			98
Chambers	22	0	0			22
Cherokee	13	1	0			14
Chilton	68	0	0			68
Choctaw	13	0	0			13
Clarke	22	0	0			22
Clay	7	0	0			7
Cleburne	10	0	0			10
Coffee	40	1	1			42
Colbert	29	0	0			29
Conecuh	9	1	0			10
Coosa	2	0	0			2
Covington	30	5	2			37
Crenshaw	13	2	0			15
Cullman	65	8	0			73
Dale	22	0	0			22
Dallas	21	0	0			21
DeKalb	30	2	0			32
Elmore	34	0	0			34
Escambia	30	0	0			30
Etowah	43	0	0			43
Fayette	8	0	0			8
Franklin	19	0	0			19
Geneva	20	0	0			20
Greene	3	0	0			3
Hale	6	1	0			7
Henry	7	0	0			7
Houston	74	1	0			75
Jackson	13	0	0	1		14
Jefferson	422	15	2	1		440
Lamar	6	0	0			6
Lauderdale	45	0	0			45
Lawrence	20	0	0			20
Lee	68	0	0			68
Limestone	24	1	0			25
Lowndes	5	0	0			5
Macon	8	0	0			8
Madison	128	3	0			131
Marengo	12	1	0	1		14
Marion	27	1	0			28
Marshall	63	1	1			65
Mobile	209	9	2	2		222
Monroe	14	1	0			15
Montgomery	134	2	0			136
Morgan	52	2	0			54
Perry	3	0	0			3
Pickens	9	0	0			9
Pike	26	0	0			26
Randolph	22	0	0			22
Russell	31	1	0			32
St. Clair	64	0	0	1		65
Shelby	104	0	0	1		105
Sumter	6	0	0			6
Talladega	58	4	0			62
Tallapoosa	25	0	0			25
Tuscaloosa	90	1	0			91
Walker	48	1	0			49
Washington	7	0	0			7
Wilcox	9	0	0			9
Winston	26	2	0			28
Out of State	1	26	0			27
Totals	2757	110	11	7		2879

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, and whether or not a responsible party can be determined.

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 FY2022, approximately 477,000 PTE and 10,474 tons of STM have been disposed or beneficially reused from more than 263 small site remediation projects at a cost of approximately \$3,100,000. The following summarizes small site projects completed during this reporting period.

FY2021 Small Site Remediation Projects

COUNTY	SITE NAME	CONTRACTOR	TIRES REMOVED	CONTRACT AMOUNT
Blount	Pleasant Grove Road STS	Raymond Butler Construction	1,250 ST	\$5,600
Greene	County Road 53 STS	Greene County Commission	*Equipment/Mobilization	\$2,725.00
Macon	Crimson Road STS	Macon County Commission	1,000 ST	33,473.39
FY2021 TOTALS	3 Sites	3 Contractors	2,250 ST	\$41,798.39

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

FY2022 Small Site Remediation Projects

COUNTY	SITE NAME	CONTRACTOR	TIRES REMOVED	CONTRACT AMOUNT
Tuscaloosa	Indian Creek Road STS	Gamble Construction	4.28 Tons	\$5,200.00
Tuscaloosa	Lakefield Drive Combo	Gamble Construction	6.24 Tons	\$18,800.00
Hale	Raspberry Road STS	Hale County Commission	318 ST	\$7,882.91
Tuscaloosa	Bear Creek Road STS	Gamble Construction	14.11 Tons	\$24,800.00
Lowdnes	Knights Place Road STS	Gamble Construction	In Progress	\$18,600.00
Tuscaloosa	Upper Tyro Road Combo	Raymond Butler Construction	100 ST	\$29,500.00
Lamar	Western Front Road Combo	Raymond Butler Construction	In Progress	\$21,500.00
Jefferson	1100 Dugan Ave. STS	Raymond Butler Construction	In Progress	\$47,790.20
Mobile	7221 Winfield Drive STS	Jay's Landscaping	In Progress	\$9,100.00
FY2022 TOTALS	9 Sites	4 Contractors	24.63 Tons + 418 ST	\$220,393.11

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, 2021 through September 30, 2024) and will reimburse counties up to \$150,000 to dispose of scrap tires found on county right of ways. County participation is increasing and expectation is that all counties will participate in the program.

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 1,503,074 PTE at a cost of approximately \$8,328,644.05 from Alabama rights of way.

Scrap Tire Markets and Market Development

Originally directed to the Alabama Department of Economic and Community Affairs (ADECA), then subsequently 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 part-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 \$10.7 million for the implementation of Scrap Tire Marketing projects in the State. These projects not only provide 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.

During the period covered by this Report, the Department has granted funds for fourteen projects that are in the STMP grant process including rubber modified asphalt, recycled tire mulch, walking tracks, and solid rubber surfacing.

The Department recently held its annual grant workshop on November 16, 2022, at the Pelham Civic Center. Participants from many cities and counties and other industries were represented.

The Department continues to look for new and innovative ways to market recycled scrap tire material. The Department is considering options for a hub and spoke model for tire recycling in the State. This would help create a better market to keep the tires in the system and hopefully out of illegal dumps.

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

Recycled Tire Rubber Modified Asphalt at Gunterville State Park



Poured in Place Recycled Tire Rubber at the City of Tuscaloosa All-Inclusive Playground



Recycled Tire Safety Mulch at Cheaha State Park



Scrap Tire Marketing Projects

(As of September 30, 2022)

Awardee	County	Dollar Amount
ADEM Wellness Track	Montgomery	\$62,000
Autauga County Schools – Prattville Primary	Autauga	\$61,017
Buck’s Pocket State Park	DeKalb	\$5,100
Cheaha State Park	Clay / Cleburne	\$9,486
City of Brewton – Alco Park, Dogwood Hills Park, Fischer Center Park, Sportsman’s Park	Escambia	\$55,047
City of Creola	Mobile	\$51,000
City of Daleville - Culpepper Park	Dale	\$95,904
City of Heflin	Cleburne	\$8,815
City of Jackson - South Jackson Park	Clarke	\$18,215
City of Luverne – E.L. Turner Park	Crenshaw	\$50,000
City of Montgomery – Wiley Steen Playground	Montgomery	\$43,879
City of Mobile - Gunnison Creek	Mobile	\$54,225
City of Mobile - Doyle Park	Mobile	\$227,557
City of Monroeville - Veterans Park	Monroe	\$48,922
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	\$29,512
City of Scottsboro	Jackson	\$150,000
City of Tallassee	Elmore	\$25,683
Coffee County - County Road 110	Coffee	\$263,951
Coffee County - Scrap Tire Processing Facility	Coffee	\$5,842,177
Coosada Elementary	Elmore	\$32,727
DeSoto State Park	DeKalb	\$15,090
DeSoto State Park - RMA	DeKalb	\$829,080 *
Elba City Schools	Coffee	\$7,994
Emory Folmar YMCA Soccer Complex	Montgomery	\$71,805
Grove Hill - AJ Pritchett	Clarke	\$8,780
Grove Hill - SP Hudson Park	Clarke	\$30,730
Gulf State Park	Baldwin	\$4,600
Joe Wheeler State Park	Lauderdale	\$2,217
Lake Guntersville State Park	Marshall	\$50,783
Lake Guntersville State Park - RMA	Marshall	\$829,080 *
Lakepoint State Park	Barbour	\$4,359
Mt. Laurel Elementary	Shelby	\$23,297
NCAT Test Track Section	Lee	\$990,000
Prattville Elementary School	Autauga	\$11,853
Prattville YMCA	Autauga	\$250,000
Redland Elementary School	Elmore	\$57,585
Roland Cooper State Park	Wilcox	\$9,575
Selma YMCA	Dallas	\$15,750
SSAB Alabama Inc.	Mobile	\$361,100
Tire-Derived Aggregate Reimbursement Program	Statewide	\$107,500

Town of Altoona – Dr. H.D. Jenkins Park	Etowah	\$10,000
Town of Elberta – Elberta Sportsplex	Baldwin	\$33,915
Town of Excel - Murphy Park	Monroe	\$18,368
Town of Pine Hill - Depot Park	Wilcox	\$12,750
Tuscaloosa County Park & Recreation Authority – Muny Sokol Park	Tuscaloosa	\$124,230
T.R. Simmons Elementary	Walker	\$37,972
Wind Creek State Park	Tallapoosa	\$25,977
Zion Chapel School	Coffee	\$6,135
Total:		\$10,698,148.00

* The combined total of the Lake Guntersville and DeSoto State Park RMA projects was \$829,080.

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 highlight 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 continued engagement will assist with spotlighting opportunities for further program development. 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 promotion, education, and user support for use of the AEPACS web portal.
- Continued improvements of STM and regulations through meetings with other governmental agencies.