

Scrap Tire Advisory Committee Meeting

February 23, 2017

10 am-2pm

**MEETING SUMMARY**

<b>Name</b>	<b>Affiliation</b>
Donna Knowlton	Cobalt Holdings, LLC
Red Clark	Asphalt Plus
Bud Dingus	Environmental Rubber
Tom Frazier	Michigan Townships Association
Brian Radtke	Silver Lining
Gary Melow	Michigan Biomass
Rebecca Mullins	CM Rubber
Dan Mullins	CM Rubber
Michael Demski	Deerpath Recyclers
Alan Huffman	Huffman Rubber
Kirsten Clemens	DEQ-OWMRP-Kalamazoo
Fred Sellers	DEQ-OWMRP-Kalamazoo
Daniel McGeen	DEQ-AQD-Lansing
Rhonda Oyer	DEQ- OWMRP
Aaron Hiday	DEQ-OWMRP
Steve Noble	DEQ-OWMRP
Amy Lafferty	DEQ-OWMRP
Wade O'Boyle	DEQ-OWMRP-Grand Rapids
Lonnie Lee	DEQ-OWMRP-Field Operations
Steve Sliver	DEQ-OWMRP
Trisha Confer	DEQ-OWMRP-Saginaw Bay
John Barak (via phone)	MDOT
Chris Phillips (via phone)	Michigan Waste and Recycling Association
John Becesy (via phone)	Asphalt Pavement Association of Michigan
Jordan Sines (via phone)	Reith-Riley Construction
John Sheerin (via phone)	Rubber Manufacturers Association
Justin Yelle (via phone)	Truck Away

1. Introductions and updates in DEQ structure and personnel were given. Jack Schinderle is now the Division Director for Waste Management and Radiological Protection. Steve Sliver is now the Assistant Division Director, Rhonda Oyer is the Solid Waste Section Manager, an Jeff Spencer is the Sustainable Materials Management Unit Supervisor.
2. An update on the Governor's Recycling Council (GRC) and the Solid Waste and Sustainability Advisory Panel (SWSAP) was provided. Both groups will be issuing reports on their recommendations soon. A March 10, 2017 pre-release meeting on the reports has been scheduled. The next steps will be to

draft legislation based on the report recommendations and seek funding to implement the recommendations and new legislation. The link to the infrastructure initiative by the Governor was mentioned as was the shift in focus from county solid waste management planning and disposal capacity to materials management planning and utilization capacity was discussed. Scrap tires have been included specifically in the GRC discussion. There has not been a lot of interest in how the energy issue fits in with recycling. The SWSAP has looked more into how it counts/impacts things through GHG and other models. There has been some discussion of the Extended Producer Responsibility issue with tires but Michigan already has a system that has been successful and works for the industry. With the Infrastructure build, Rubber Modified Asphalt can play a large part. Michigan is behind some other states with that market and it is a big sector of the market. It should be a big priority to catch that wave (1/4 – 1/3 of scrap tires at least could be used in Michigan). With the 3 Biomass Facilities facing uncertainties, it could be an issue for the 20% of scrap tires they use, along with 500,000 tons of forest residuals. There are also no markets for RR ties and other scrap wood. The status should be more certain by April or May. Energy Policy was also discussed in terms of the biomass facilities. Someone has to buy the energy they produce. Historic power purchase agreements/cost (rates) are one issue. These plants produce 1% or less of the total electricity generated, but 20% of the renewable energy.

3. The October 13, 2016 Meeting Summary and attendance list was discussed. It does not appear that this had been prepared. It will be prepared and sent to the group for comment. Once agreed upon, it will be finalized and placed on the web page.
4. The request for a Designation of Inertness change to include lightweight back fill or Tire Derived Aggregate (TDA) around foundations was discussed. The changes to the Designation of Inertness are being developed for issuance. It was noted that the EPA produced a DVD several years ago and DEQ had some copies to hand out to those interested in seeing. The video is also on the EPA YouTube channel or web site.
5. A presentation on the Re-Trac voluntary reporting and Recycle Search Registration was provided. The slides from the presentation will be sent to the STAC. The STAC participants are encouraged to register for and use these systems to report their data and promote their businesses as locations for proper scrap tire recycling. A comment was made that there should be an attempt to line up the reporting within ReTrac (FY basis) to the registration period (which is on a calendar year basis-renews January 31 each year).
6. There was a discussion of the status of a number of administrative items that are being worked on including: the Q & A document, policies and procedures, triennial report, and end-user report updates. Also discussed

were work the student interns have been doing to put together a list of all road projects that have been funded by Market Development Grants, and how staff are working to try to improve on the quality of market data collection from those in industry. The status of the Scrap Tire Program budget was discussed along with the process to hire a dedicated Scrap Tire Program Coordinator. Everything is on track as far as the budget is concerned and progress is being made on hiring.

7. There was a discussion regarding the Processor Bond Exemption and how to calculate the numbers on that form.
8. An update was provided on the status of the “fix” bill, SB 1050, for PA 212 regarding used motor vehicle parts. It is moving along in the legislative process and we are hopeful it will be enacted.
9. There was an update on 2017 Registrations and their status. There was also a discussion regarding enforcement issues and where to direct complaints. Complaints should be directed to the appropriate District staff. Staff do call collection sites to verify that they will accept scrap tires from haulers that list them as the disposal location. Members of the STAC felt it would be useful for the DEQ to put together a list of who states they are going to each collection site. DEQ staff commented that might be a project for a student intern to complete.
10. An update on the status of 2016 Cleanup and Market Development Grants was given. There were:
  - i. Three 2015 MD Grants still open and in progress;
  - ii. Two 2016 Cleanup Grant still open and in progress, and;
  - iii. Twelve 2016 MD Grants still open and in progress.

There was also a discussion of the status of awards for the 2017 Grant program.

It was stated that the policies and paperwork on cleanup grants needs to be revisited. There are too many hoops to jump through. The circumstances of each grant should be taken into account and should allow multiple years of grants under the same application

11. There was an update on Rubber Modified Asphalt Update specifications and recent developments. 20-25 million tons of RMA asphalt are used in the U.S. This equates to 6-6.5% of the national markets. There is little use in Michigan and the markets in Michigan are not growing rapidly. DOT issues and asphalt producers seem to be the problem. Oklahoma did a survey recently and the results were in Scrap Tire News. The dissatisfaction with early use (1990s) in past has led to a lot of reluctance to use it. DOT and

contractors don't like it citing: too difficult to handle: too expensive to use; hard to place; quality and performance issues seen in Michigan in the past; and the permissive specification is not cost effective. MDOT has no way to figure out/measure now much rubber is in the material when placed. The fact that there is inconsistencies in the placement equals poor results. The Grant funded work has not been tuned in to QC issues, cost, or contractors. Looking forward: MDOT wants to see RMA next to another modified asphalt and do a side-by-side comparison. Other things to look at:

- i. Modified specifications
- ii. Show performance
- iii. Contractor acceptance
- iv. Economic benefit equal to currently used modified asphalts
- v. Modified asphalts are currently used and run in plant without lots of modifications to the plant

3<sup>rd</sup> party evaluation of pavements placed last year are being done and reporting on performance. In order to get DOT projects they are looking for, they are looking at two ways to do: legislative mandate to DOT; build a market that functions. RMA can use 8-10 lb rubber per ton. 25% - 100% of all Michigan scrap tires could potentially go to this market. Every state has to be convinced and it is a struggle to address those issues.

RMA is being shipped up to 800 miles. RMA can be recycled with traditional RAP. RMA can increase the life and profit of the material. Other states are using. IL tollway created spec for RMA; WI uses. It is not an issue of if it works because it does. It is a matter of getting standardized material that is 30 mesh and meets cost and performance standards. It is a matter of convincing MDOT and getting them what they need, such as QC, field data, and performance data. It is also a matter of educating potential users such as CRAM. Need to try and get a specification from the Grant projects.

There is also a need to engage others such as the Michigan Chemistry Council on rubber plastics markets and DNR on park uses, shooting ranges, and Rails to Trails projects.

12. There was a discussion that we need to review/look at 2013 STAC appointees and determine if changes needed/make recommendation to DEQ Director. The list was passed around for updates. The updated list will be sent to the group for further input and discussion.

13. Future meetings (Doodle poll):

- April 2017
- June 2017
- September 2017
- December 2017

