

## Scrap Tire Advisory Committee Meeting

October 13, 2016

9 am – noon

### MEETING SUMMARY

#### Participants

Name	Affiliation
Donna Knowlton	Cobalt Holdings, LLC
John Sheerin	Rubber Manufacturers Association
Red Clark	Asphalt Plus
Bud Dingus	Environmental Rubber
Jordan Sines	Reith-Riley Construction
Pete Capon	Reith-Riley Construction
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
Sean Hammond	Michigan Environmental Council
Kirsten Clemens	DEQ-OWMRP-Kalamazoo
Fred Sellers	DEQ-OWMRP-Kalamazoo
Daniel McGeen	DEQ-AQD-Lansing
Rich Brim	DEQ- OWMRP
Rhonda Oyer	DEQ- OWMRP
Ann Vogen	DEQ-OWMRP-Detroit
Aaron Hiday	DEQ-OWMRP

Attendees by phone were not noted but there were some participants by phone.

1. Introductions and welcome were provided by Rhonda Oyer.
2. July 12, 2016 Meeting Summary was discussed. There were some comments, so the summary will be updated and placed on the web site.
3. The request for a Designation of Inertness change to include lightweight back fill or Tire Derived Aggregate (TDA) around foundations was discussed. Monte Niemi from First State Tire Recycling gave a presentation regarding use of this material in Minnesota. He will send the slides from his presentation. TDA started in roadway projects. In Minnesota, can't use more

material than you would with regular stone aggregate. The demand is such that they can use all the TDA that they can produce. They did have to convince the state of benefit...and that takes a while. Staff also need to be educated on the benefits. Monte is doing the education and outreach...invite right folks to current projects.

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. It was stated that TDA leaches contaminates only an inch or two into soil and is half the price of stone. It was stated it took 2 years to convince Berrien County to use TDA in drainfields.

4. 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. It was also mentioned that the 7<sup>th</sup> Modified Asphalt Conference was coming up on November 2-3, 2016 in Ann Arbor, Michigan.
5. An update was provided on the status of the "fix" bill, SB 1050, for PA 212 regarding used motor vehicle parts.
6. An update on the status of registrations for 2016 was provided.
7. An update on the status of the 2016 Cleanup and Market Development Grants was given and changes to the 2017 Grant program were discussed. It was suggested that the cost of spraying trailers for mosquitos be an allowed expense under the grant program. This was seen as an issue due to picking up old, abandoned scrap tires and dealing with mosquito problems. Changes to the 2017 Grants for allowing UP sites to use out-of-state haulers and processors was mentioned.
8. Changes to registration forms for 2017 were discussed. These changes include:
  - Revising bond forms to reformat first line for business name as it causes issues
  - Adding bond type to hauler registrations like on the collection site registrations
  - Remove staff signature from the hauler form
  - It was suggested that adding the US DOT number to the form be considered but that is not something DEQ uses, so it was not changed
  - Policies and Procedures will be updated accordingly
9. There was a discussion about the make-up of the STAC and whether these is a charter or by-laws. There are not currently but that could be discussed

going forward. There was a concern that no one from MDOT comes to these meetings. There was a concern with the use of RMA in anything non-DOT funded. It was suggested that DOT issues be added as a line item on the STAC agenda. There are concerns with the permissive spec and the need for clarification of some things, including the use of money for federal highway projects. The information Michigan has gotten contradicts others in the region. There is a need to get clarification on the public-sector market for RMA. Binder modified asphalts should be treated equally regardless of the modifier. Overall more interaction with MDOT is needed.

10. Future meetings (Doodle poll):

- December 2016
- Need to review/look at appointees and determine if changes needed