

Approved: 3-5-97
Date

MINUTES OF THE HOUSE COMMITTEE ON ENVIRONMENT.

The meeting was called to order by Chairperson Steve Lloyd at 3:30 p.m. on February 10, 1997 in Room 526-S of the Capitol.

All members were present except: Rep. Richard Alldritt - excused

Committee staff present: Raney Gilliland, Legislative Research Department
Hank Avila, Legislative Research Department
Mary Torrence, Revisor of Statutes
Mary Ann Graham, Committee Secretary

Conferees appearing before the committee: Bill Bider, Director, Bureau of Waste Management KDHE

Others attending: See attached list

Chairman Steve Lloyd called the meeting to order at 3:30 p.m. He reviewed the agenda for this week and opened public hearing on **HB 2219**.

HB 2219: **An Act concerning solid waste; relating to solid waste disposal areas exempt from certain requirements.**

The Chairman asked Raney Gilliland, Legislative Research Department, to explain the bill.

The Chairman welcomed Bill Bider, Director, Bureau of Waste Management, KDHE, to the committee. Mr. Bider distributed testimony, (See Attachment 1) and spoke as a proponent to the bill in behalf KDHE. The department developed the bill to make the Kansas statutes consistent with federal law and regulations. The intent of the bill is to give KDHE the authority to establish and/or approve of alternate operating requirements at municipal solid waste landfills which meet the "small, arid landfill" definition. This group of landfills which currently number 33, are also referred to as "small exempt" landfills. Discussion and questions followed.

Hearing no others to address the committee, the Chairman closed the hearing on **HB 2219**.

Chairman Lloyd asked Bill Bider to give the committee an update on the waste tire issue. He distributed a Kansas Waste Tire Management Program Annual Report, (See Attachment 2) and briefed the committee on how waste tires are being disposed of. Discussion and questions followed.

The Chairman thanked Bill Bider for appearing before the committee.

The meeting adjourned at 5:03 p.m.

The next meeting is scheduled for February 11, 1997

State of Kansas

Bill Graves



Governor

Department of Health and Environment

James J. O'Connell, Secretary

Testimony presented to

House Environment Committee

by

The Kansas Department of Health and Environment

House Bill 2219

The Kansas Department of Health and Environment (KDHE) appreciates this opportunity to provide testimony in support of House Bill 2219. The department developed this bill to make the Kansas statutes consistent with federal law and regulations. The intent of the bill is to give KDHE the authority to establish and/or approve of alternate operating requirements at municipal solid waste landfills which meet the "small, arid landfill" definition. This group of landfills which currently number 33, are also referred to as "small exempt" landfills. The term "exempt" means the landfills are not required to satisfy federal standards related to the design and construction of liners, and leachate collection systems. All small arid landfills are operated by cities or counties and they are located west of the 25-inch rainfall line which runs from Jewell County to Barber County. A copy of a map showing the location of all Kansas landfills is attached.

Current law would require arid exempt landfills to comply with the same operating requirements as the "large and/or wet" landfills when the regulatory deadline of October 9, 1997 arrives. This provision was placed into law as part of House Bill 2457 in 1995 because at that time, the requirement was specified in federal regulations. However, last year Congress passed H.R. 2036 which provided this new flexibility for small landfills. Very recently, the U.S. EPA developed a draft federal regulation which would implement the change to federal law by giving states the flexibility to establish certain alternate operating requirements.

What are the areas of operating flexibility which would be allowed by this amendment? We presently believe there will be four areas in which small landfill operators will have the option of proposing alternative operating practices including: (1) recordkeeping; (2) landfill gas monitoring; (3) hazardous waste screening; and (4) daily cover over waste. These add to the regulatory flexibility which small exempt landfills already have related to groundwater monitoring.

If this legislation passes, KDHE will immediately move forward to change the landfill operating regulations to allow flexibility in these four areas. Because the regulation adoption process is a time consuming process, the new regulation may not be adopted before the applicability date of October 9, 1997. Nevertheless, as soon as the law is changed, KDHE

will inform the the affected cities and counties that alternate requirements will apply to their facilities and that their operations plans should be developed or finalized based upon that expectation. We do not want facilities to develop operating plans which need to be revised as soon as the new regulation becomes effective.

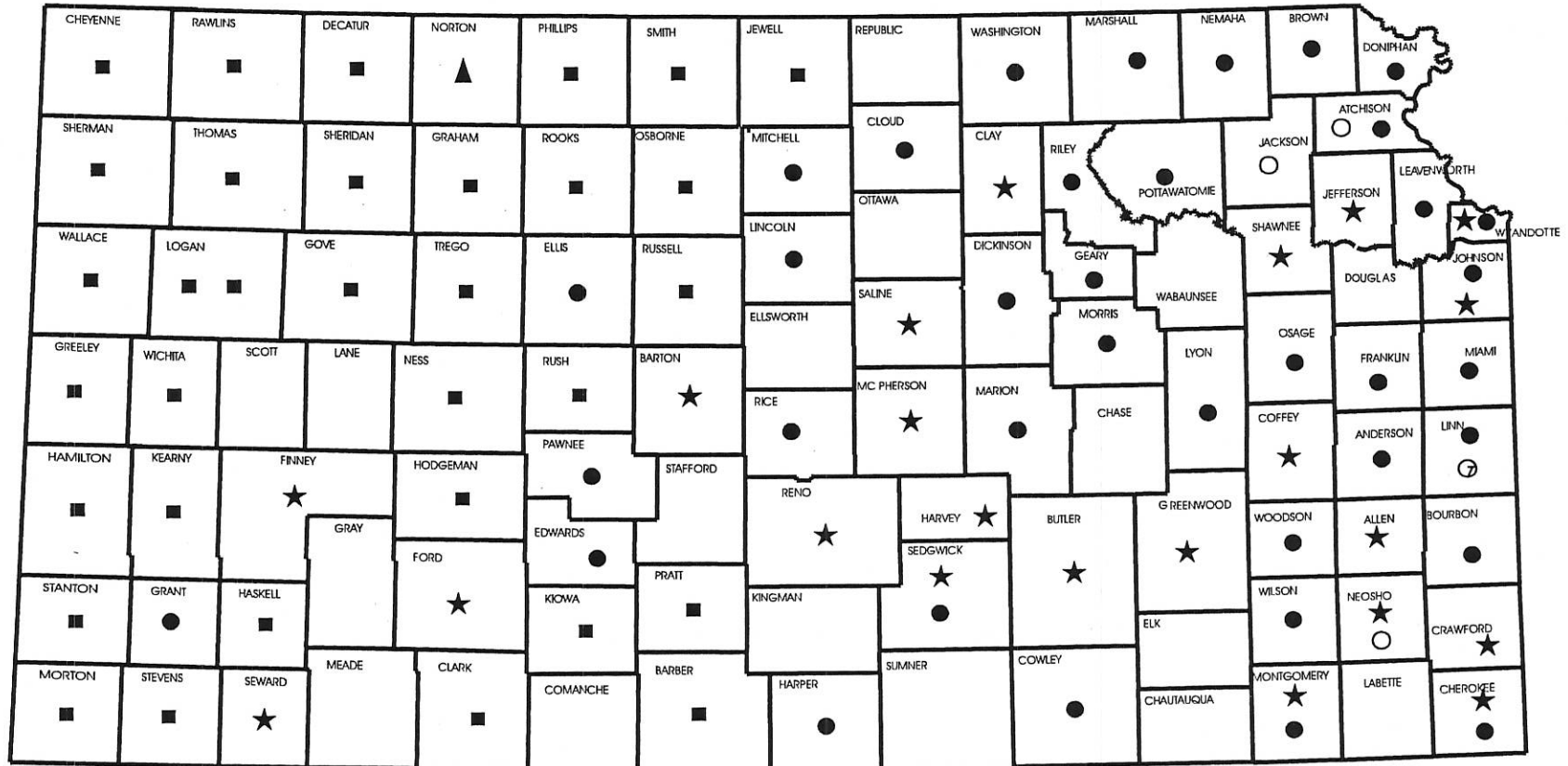
We have already informed cities and counties that this change to the law is likely, but that operating plans which establish alternate practices cannot be officially approved by KDHE until the law is changed. We have also told them that additional guidance on how to establish alternate operating programs will be distributed with a draft version of the regulation change as soon as the law is amended. Rather than specify precisely what the alternate operating requirements will be allowed, we currently expect to develop a flexible regulation which allows landfill owners and operators to propose practices which are most applicable to their own local conditions. Our guidance document will provide several ideas regarding ways to efficiently and effectively address these operational issues.

Finally, we expect this added operating flexibility to save landfill owners and operators time and money without increasing environmental risks or impacts. When approving alternate operating practices, staff will assess local conditions to insure that safe and protective procedures are still utilized.

Thank you for this opportunity to provide testimony on HB 2219, a bill which is very important to the owners and operators of 33 small landfills in 32 rural western Kansas counties.

Testimony presented by: Bill Bider
 Director
 Bureau of Waste Management
 February 10, 1997

MUNICIPAL SOLID WASTE MANAGEMENT IN KANSAS



LEGEND

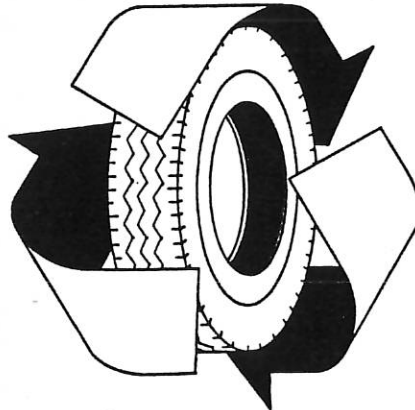
- ▲ **INCINERATOR**
- ★ **SUBTITLE D LANDFILL**
- **SMALL EXEMPT LANDFILL**
- **ROLLOFF CONTAINER TRANSFER STATIONS**
- **TRANSFER STATIONS**

1-3

Kansas Waste Tire Management Program

Statutory Authority: K.S.A. 65-3424.
Rule & Regs: K.A.R. 28-29-28 through 28-29-36.

SFY-1996 Annual Report



Kansas Department of Health & Environment
Bureau of Waste Management

*House Environment
2-10-97
Attachment 2*

Approximately 2.4 million waste tires are generated in Kansas per year.

Improper tire disposal creates breeding grounds for disease carrying insects and rodents.

Tire fires are extremely difficult and costly to extinguish. Fires result in air pollution and potential surface and groundwater contamination.

Kansas Waste Tire Management Program was established in 1990.

The Waste Tire Management Program is funded with a \$0.50 per tire excise tax on all new tires sold. The tax will be reduced to \$0.25 per tire on July 1, 2001.

Introduction

Waste tires are generated in Kansas at the rate of approximately one tire per person per year. Improper disposal of these tires can result in a variety of undesirable environmental impacts. If dumped on the surface, tires can serve as homes and breeding grounds for disease carrying insects and rodents. If placed whole in landfills, tires can migrate to the surface which affects the integrity of the landfill and disrupts the final cover. Uncontrolled tire piles also present a fire hazard as demonstrated by several disastrous events which have occurred throughout the country. Tire fires are extremely difficult and costly to extinguish. These fires release significant amounts of air pollution and generate pyrolytic oils which may contaminate surface or ground waters.

History

The Waste Tire Act was passed by the 1990 Kansas Legislature to ensure that used waste tires were properly managed and that existing tire problems were addressed. The legislation instituted a statewide permit and grant program for waste tire management. The provisions of the Act prohibited the disposal of whole tires; required permitting of all parties involved in the collection, transportation, processing, or disposal of tires; and established a \$.50 per tire excise tax on new tires sold at retail establishments. All collected fees are deposited in a dedicated Waste Tire Management Fund. The fund is to be used to provide grants to local units of government to establish programs which ensure that newly generated tires are properly managed and existing problems are cleaned up. The Waste Tire Act has been amended several times since its adoption in 1990. Changes in 1991, 1994, and 1996 have significantly affected the program and the way waste tires are to be managed in the state of Kansas. Some of these changes, particularly certain major changes made in 1996, are discussed in the following sections.

Waste Tire Management Fund

The Waste Tire Management Program is funded with a \$.50 per tire excise tax on the sale of new tires at the retail level. Senate Bill 399 (passed April 1996) will reduce the tax to \$.25 per tire on July 1, 2001. The Kansas Department of Revenue collects and deposits the funds into a dedicated Waste Tire Management Fund. After the first year of collections, revenues were far below projections thus the Legislature amended the waste tire act in 1991, extending the excise tax to all tires sold on new vehicles. In addition, the Legislature specifically removed the provision allowing for grant

The Tire Fund generates over \$1.2 million in revenue per year.

funds to be used for research and development. The fund also receives revenue in the form of permit fees, penalties, interest, and money recovered from responsible parties through enforcement action. Table 1, below, illustrates revenues collected, grants awarded, and program/administrative costs incurred since the enactment of the Waste Tire Management law.

Table 1 - Fund Status

State Fiscal Year (SFY)	Revenue	Grants Awarded	Program Costs
1991	\$736,173.00	\$0	\$0
1992	\$1,105,070.00	\$0	\$108,587.00
1993	\$1,178,070.00	\$902,099.00	\$109,311.00
1994	\$1,137,022.00	\$625,083.91	\$62,424.00
1995	\$1,206,147.00	\$1,930,350.00	\$101,266.00
1996	\$1,258,778.00	\$1,125,867.00	\$171,106.00
Totals:	\$6,621,540.00	\$3,457,532.90	\$552,694.00

The Waste Tire Program administration cost ceiling is 16% of the annual tire revenue or \$200,000, whichever is less.

The fund receives over one million dollars a year from the tire excise tax. Initially 9% of the revenue or \$130,000, whichever is less, was the statutory administrative cost ceiling for the waste tire program. In 1994, through Senate Bill 669, this cap was increased to 16% and \$200,000 which is where it stands today.

Figure 1, shows the actual percent of administrative costs the program has incurred each year of its existence.

Waste Tire Program administration costs have averaged 8.3% during the six years of program existence.

Figure 1 - Program Administration Costs

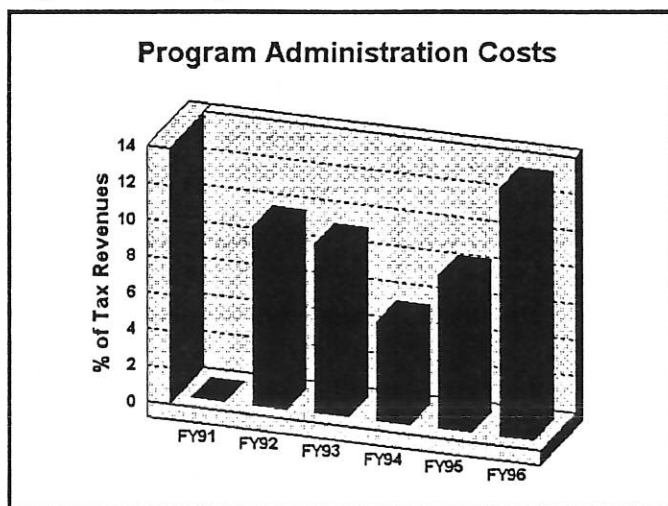
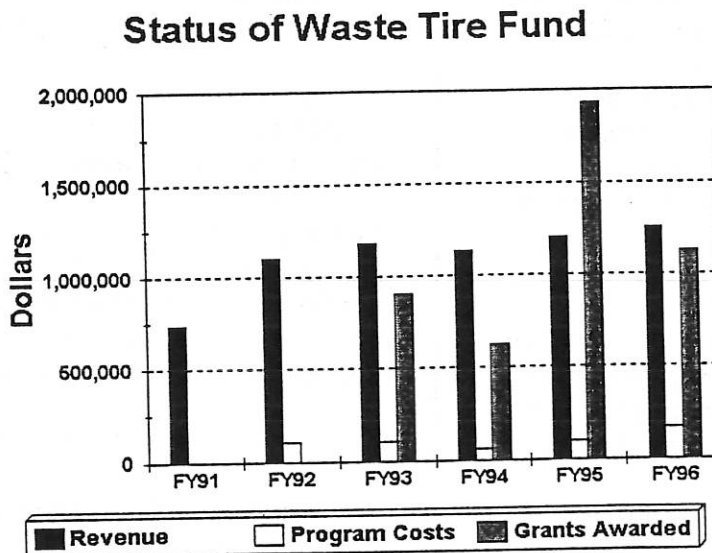


Figure 2, below, illustrates revenues collected, grants awarded, and program/administrative costs incurred since the enactment of the Waste Tire Management law.

Figure 2 - Fund Status



Staff members within the Bureau of Waste Management and district offices share program responsibilities.

Personnel involved in the Waste Tire Program currently account for about 3.7 full time employees. These employees also have other duties and responsibilities within the Bureau of Waste Management. The Waste Tire program is managed in a team fashion, with one staff member of the Planning, Grants & Public Education Unit handling the majority of the daily operations. The units Grant Coordinator works with the grant application process. A staff member of the Permit Section oversees the permit side of the program. Bureau Compliance and Enforcement personnel and District Office Solid Waste personnel assist with waste tire complaints, and inspections of sites and permitted facilities.

Waste Tire Permit Program

The Waste Tire Program permits waste tire transporters/collectors, processors, collection centers, and tire monofills.

The waste tire management program permits waste tire transporters/collectors, collection centers and processors under the waste tire rules and regulations. Under the broader solid waste regulations, waste tire monofills are also permitted. In 1994, Senate Bill 669 amended several sections of the tire law that became effective in SFY-95. This bill established that a person, other than a tire dealer,

Active permits in January 1997 included:

- *35 Transporters / Collectors (10 out of state, 25 in state)*
- *18 Processors*
- *2 Collection Centers*
- *11 Tire Monofills*

In calendar year 1996, waste tire transporters reported handling over 2.2 million tires.

Waste tire processors have reported handling over 2.6 million tires in the first 6 months of FY97.

The first waste tire grants were awarded in the fall of 1992.

that receives money in exchange for waste tires is required to have a waste tire permit. The total number of active permits has increased each year to the present level which includes: 35 transporter/collectors (10 out of state), 18 processors, 2 collection centers, and 11 tire monofills (See Attachment I). In calendar year 1996 waste tire transporters reported handling 2,230,887 tires (as of year end reports received by Jan. 16, 1997). In the first six months of FY 97 waste tire processors have reported handling 2,697,207 tires (as of semi-annual reports received by Jan. 16, 1997).

Tire problems continue to generate a number of citizen complaints related to improper management or disposal. District and bureau enforcement staff received and investigated 56 complaints in FY 96. In addition, KDHE staff performed 33 inspections of permitted tire facilities. There were no Administrative Orders related to tires issued during this period. Some complaints are received from permitted parties regarding improper practices by competitors. Whenever a waste tire pile or dump is reported, KDHE attempts to identify the responsible parties to correct the problem before utilizing Tire Funds.

Waste Tire Grant Program

The Waste Tire Management Grant program began in July of 1992 with the first awards given in the Fall of 1992. The mission of the Waste Tire Management Grant program is to eliminate existing problems of dumping and stockpiling of waste tires by creating a statewide effort of local and regional entities to manage the ongoing reduction and control of waste tires.

Mission

Ensure the proper management and disposal of waste tires generated in Kansas.

Goals

1. Eliminate existing problems of dumping and stockpiling of waste tires.
2. Create a statewide effort of local and regional public entities and private enterprise to manage and properly dispose of waste tires.
3. Abate all existing piles of tires across the state within five to ten years.

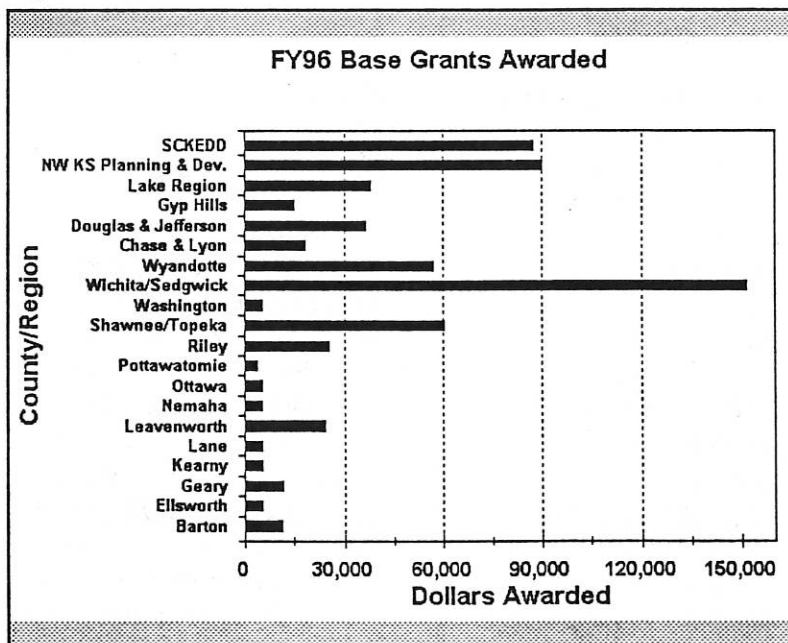
The statute directs that these goals can be best done by:

- ▶ encouraging **recycling** of waste tires,
- ▶ **enforcement** of waste tire management laws
 - ▶ **development and implementation of management plans** for the collection, abatement, recycling, and disposal of tires.

Initial Base Grants were primarily made to establish local programs to develop and improve waste tire management.

The Waste Tire Management Grant program initially consisted of two types of grants: Base and Abatement. Base grants were made primarily to establish local programs which seek to improve waste tire management through public education, local enforcement of laws relating to the collection and disposal of tires, and the development of waste tire collection, processing, recycling, and disposal systems. Some cleanup of existing tire piles occurred under base grants, but significant cleanup problems have been addressed by the abatement grants. Minimum base grants to counties were \$5,000.00. Maximum grant allocations were based upon a formula that incorporates population and waste tire generation factors. Multi-county regions, counties, cities, or private businesses through local governmental entities individually or collectively were eligible for waste tire management base grants. Base grant recipients were statutorily eligible for no more than two consecutive fiscal years of funding. Figure 3, below, shows the Base grants awarded in FY 96, the last year for this program. Senate Bill 399 modified the Base grant program. The new program is addressed later in this section.

Figure 3 - Base Grants



Abatement Grants were to be used for tire piles accumulated prior to July 1, 1990 or for waste tire piles that caused a nuisance or public health risk.

Senate Bill 669 stipulated that abatement grants are only for waste tire piles accumulated prior to July 1, 1990 or for waste tire piles that cause a nuisance or a public health risk. Any base grant funds not used by counties are reallocated to the funding pool for abatement projects. Figure 4 indicates the abatement grants awarded in FY 96. Private business may apply directly for abatement grants, however, their applications need the formal approval of the appropriate affected

\$1,125,867 was awarded to 66 Kansas counties in SFY 96.

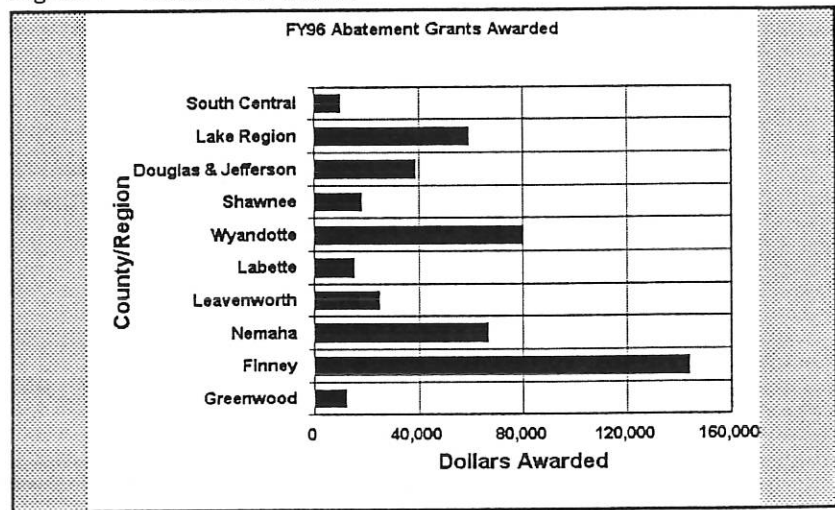
In SFY 96, \$658,316 was awarded in Base Grants and \$467,551 was awarded in Abatement Grants.

Senate Bill 399 has changed the grant program.

- Inventory Base Grants provide a one time \$5000 award to inventory waste tire piles
- Abatement Grants will clean up pre-law tire piles
- Enforcement Grants will fund the cost of implementing local programs
- Market Stimulation grant was a competitive grant to stimulate in-state waste tire recycling or energy recovery markets

local or regional governmental entity. A worktable formula for estimating the size of waste tire piles is available to local governments. The formula is helpful in preparing bid specifications and allows more accurate assessments of a clean-up project (see Attachment II). In FY 96 a total of \$1,125,867 was awarded in base (\$658,316) and abatement (\$467,551) grants to 66 Kansas counties. See Attachments III to VI for additional information on FY 96 grants awarded. A historical summary of all grants awarded can also be found in Appendix A.

Figure 4 - Abatement Grants



Senate Bill 399 passed in April 1996 has significantly changed the way grants are being awarded in FY 97 and how they will be awarded in the future. The original base and abatement grants were modified and two new grant programs were added. *Inventory Base* grants provided a one time award of \$5000 to be used only to survey and inventory waste tire piles. *Abatement* grants will be similar to those that were provided in the past to clean up pre-law waste tire piles but a sunset provision was added in the law to eliminate this program in July 2002. The *Market Stimulation* grant was a competitive grant for the private sector to stimulate the development of in-state waste tire recycling or energy recovery markets. *Enforcement* grants will be used to fund the costs of implementing local programs to assess and enforce compliance with state waste tire laws.

Waste Tire Grant Program Financial Recap

Attachments III through VII provide a comprehensive financial recap of the waste tire grant program. Appendix A lists all grants awarded along with brief project descriptions.

Summary

Landfilling of processed waste tires in MSW landfills will be allowed until July 1, 1999.

Waste tires will only be allowed in monofills after July 1, 1999.

Tire excise tax will be reduced to \$0.25 per tire on July 1, 2001.

After July 1, 2001, counties will be responsible for cleaning up all tire piles.

KDHE and the Department of Revenue work together to educate the tire community.

KDHE and MATDA will provide five workshops across the state to update and educate tire dealers on waste tire issues.

FY 1996 was again a year of significant changes for the Waste Tire Program. In April, the Kansas Legislature passed SB 399 which amended K.S.A. 65-3424, 65-3424b and 65-3424i and K.S.A. 1995 Supp. 65-3424a, 65-3424d, 65-3424f, 65-3424g, and 65-3424k and repealed the existing sections. This was a complex bill which made many changes to the waste tire statutes and it will have a major effect on the way waste tires are managed and disposed of in Kansas for many years to come. SB 399 continues to allow waste tire landfilling in municipal solid waste landfills until July 1, 1999 as long as those tires are processed. After that date, landfilling will only be allowed in monofills. SB 399 made many other non-fiscal changes to the law including: (1) the definition of processing is expanded to include baling in addition to cutting or shredding; (2) contaminated whole waste tires now may be landfilled, if approved by the department; (3) mobile tire processors now need a permit; (4) retailer liabilities for tire cleanup are eliminated if permitted disposal companies are used; and (5) KDHE shall give preference to recycling or energy recovery when utilizing tire fund money to the extent possible.

SB 399 also significantly changed the waste tire grant program and the excise tax which generates the revenue used to fund the program. The original base and abatement grants were modified and two new grant programs were added as described earlier. The bill also reduces the waste tire excise tax of \$.50 per tire to \$.25 per tire on July 1, 2001. This date coincides with the shift in cleanup responsibility for tire piles from the state to the counties. After July 1, 2001, counties shall be fully responsible for cleaning up all tires piles. However, KDHE staff involvement will continue to be necessary to fully administer the permit, inspection, and remaining grant and enforcement programs.

KDHE staff also works with the Department of Revenue to provide education to the tire dealer community. Each year a list of permitted waste tire transporters, processors, and collection centers is distributed to every waste tire retailer in the state. Along with this list is guidance about changes in the waste tire law and public education materials. In late 1996 a new public education poster was distributed to tire dealers. The poster contains the Kansas Don't Spoil It logo and pictures several old tires laying in a ditch beside a pasture. A caption above the picture proclaims "Just because you're old and bald doesn't mean you're put out to pasture". The poster also asks customers to leave their old tires with the dealer for proper disposal. KDHE has also worked the Department of Revenue and the state tire dealer association (Mid America Tire Dealers Association, MATDA) providing a special workshop to all dealers on taxes, waste tire law, and public education. In 1997 these joint workshops are planned for Lawrence,

Over 313,000 tires were disposed of in SFY 96 with grant money.

In SFY 96 33% of tires disposed of with state money were recycled as rubber products or burned as TDF (Tire Derived Fuel).

KDHE staff oversaw the cleanup of the Osage Tire site in Basehor. 700,247 passenger tire equivalents were removed at a cost of \$0.52 per tire.

45 Kansas counties have applied for SFY 97 Base/Inventory Grants totaling \$226,138.50.

A \$400,000 SFY 97 Market Stimulation Grant was awarded to Mid-Continent Resource Recovery, Inc.

Pittsburg, Wichita, Garden City, and Hays.

In FY 1996 grant money totaling \$1,125,867.00 was awarded to 66 counties for the cleanup and management of waste tires. With these funds a significant amount of public education was conducted on the proper ways to dispose of waste tires. In addition, counties purchased tire processing equipment, trained personnel, developed and enhanced waste tire management plans, conducted waste tire inventories, and disposed of over 313,000 waste tires. Over 33 percent of these tires were reused as some form of recycled rubber or burned as tire derived fuel (TDF).

KDHE staff personnel conducted a total of 33 inspections of waste tire facilities and investigated 56 complaints involving waste tires. No Administrative Orders concerning waste tires were issued in FY 96. KDHE staff members also oversaw the cleanup of the Osage Tire site in Basehor in which 700,347 passenger tire equivalents were removed at a cost of \$363,703.28, or about \$.52 per tire. Money used in this and other direct cleanup projects came from the waste tire management fund.

Conclusion

Proper waste tire management continues to be a concern in Kansas, but recent state and local efforts have resulted in more effective management practices. The emphasis in 1997 for the Waste Tire Program will be one of inventory, education, and recycling. Information concerning the remaining accumulations of waste tires (amounts and locations) in the state is not well known. The development, implementation, and coordination of inventorying the state for waste tire accumulations is a task that will be addressed in FY 97 through the use of the one time only Base/Inventory grant program. Education and enforcement along with the waste tire inventory process remains an important part of this program. Forty-five Kansas counties have applied for the FY 97 Base/ Inventory grant designed for the sole purpose of identifying waste tires in their counties. If all pending applications are approved, a total of \$226,138.50 will be awarded towards this project.

FY 97 also marks the first year of the Market Stimulation grant program. The program generated a total of eight applicants from across the state. A \$400,000 grant has been awarded to Mid-Continent Resource Recovery, Inc. to expand their manufacturing facility in Wichita. Mid-Continent manufactures a rubber floor mat material derived from waste tires. Their main product, called QuickBricks, is a 25 X 36 inch easily installed floor mat that has a wide range of uses in the home, office, or workplace. The grant money will be used to expand production capability through automation of the production process. Each mat produced uses the reprocessed rubber of one waste

Once their process is automated, Mid-Continent Resource Recovery, Inc. could utilize 25% of the tires generated annually in Kansas.

Monarch Cement continues to utilize over 500,000 waste tires per year as Tire Derived Fuel.

Shawnee County recycled 17,000 waste tires into playground surface material.

passenger tire. Once automated the facility will have the capability of utilizing up to 25% of all the waste tires generated in Kansas per year. If additional markets develop for the product, this figure could be considerably higher.

The Kansas Department of Transportation (KDOT) is continuing to observe and evaluate sections of Kansas highways containing modified crumb rubber. With the elimination of the waste tire mandate in the Intermodal Surface Transportation Efficiency Act (ISTEA) by Congress in 1995, no new highway projects using crumb rubber are planned. Staff at KDOT, however, have indicated that there may be some potential in using "recycled chipped tires" as light weight fill in embankments, such as in bridge ends.

Monarch Cement in Humbolt has proven that burning waste tires is a viable option. One scrap tire contains fuel equivalent to 2.5 gallons of oil. Monarch utilizes 528,000 waste tires per year in place of natural gas, although the majority of tires received by Monarch are not from Kansas. Records indicate that many of these tires are factory reject tires from a Goodyear plant in Oklahoma and waste tires from Missouri.

Kansas City Power and Light (KCP&L) previously indicated an interest in using waste tires to supplement fuel for their power plant. But, due to the costs for converting their plant to utilize waste tires, this may not be feasible. Kansas State University, College of Engineering, published a Statewide Plan For Utilization of Scrap Tires in Kansas (Final Report, #268, KSU, May 1995). The research report indicated that the use of scrap tires as an alternate energy source in a dedicated scrap tire-to-energy electricity generating facility could be feasible.

In accordance with the 1996 Kansas Legislative guidance, no Abatement or Enforcement grants are planned for FY 97. In FY 97 attention will be given to further education of the public as to the proper disposal of used tires and to the exploration of new markets which utilize waste tire products. Historically the vast majority of waste tires in Kansas have been disposed of in landfills or in tire monofills. However, as noted above, in FY 96 over 33 percent of the tires disposed of by counties with state grant money were recycled as rubber products or burned as TDF. One excellent example of tire recycling occurred in Shawnee County where 17,000 tires were processed into playground material and used by the Topeka Parks and Recreation Department as playground surface. To promote this process, the staff from Topeka Parks and Recreation will give presentations to other communities on how to turn waste tires into durable playground surfaces. Shawnee County also arranged to process an additional 16,000 tires into crumb rubber for use in other rubber

Nemaha County sent 49,500 tires to a Nebraska power plant for use as TDF.

To date, 92 counties (88%) have made use of the Waste Tire Grant Program.

Over 5.2 million waste tires have been processed since the program was created.

The infamous "Million Tire Pile" cleanup will be complete in June of 1997.

products. In this program inmates from the county jail were used to supply labor. Several other counties have utilized Monarch Cements ability to burn tires as a supplemental fuel. In Wyandotte County 10,557 tires were shipped to Monarch, while 4,450 more were sent from Pottawatomie County. Nemaha County sent an additional 49,500 tires to a Nebraska power plant for use as TDF.

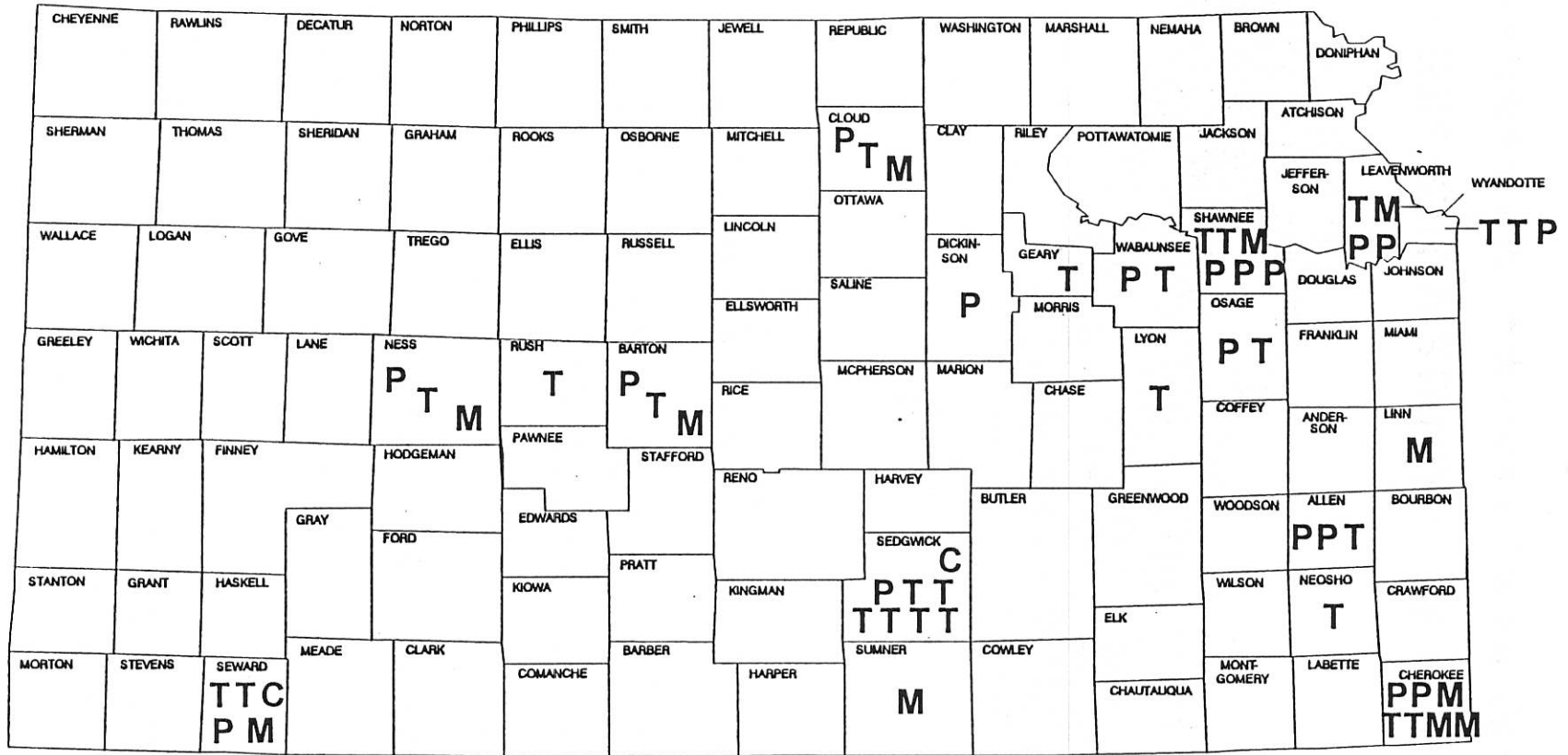
To date 92 counties in the state (88%) have made use of the Waste Tire Grant Program. Over 5.2 million waste tires have been processed since the program was created. This year will also mark the conclusion of the states biggest cleanup project. Cleanup of the infamous "Million Tire Pile" in Wichita will be complete in June of 1997. Additional information on the scope of projects undertaken by counties can be found in Appendix A.

In looking forward to 1997, it is the goal of the Waste Tire Management Program to identify every major tire pile in the state and begin development of a four year plan to eliminate them by the year 2001. The cooperation of local and state agencies will be essential in this task, as will the help of the people of Kansas.

Table of Contents Attachment/Appendix A

Attachment I	Kansas Permitted Waste Tire Facilities Indicates by county where Kansas Waste Tire facilities are located.
Attachment II	How To Estimate a Tire Pile Diagram of a workable formula for determining the amount of tires in a pile.
Attachment III	Waste Tire Grant Program Financial Recap Provides an overview (dollar amounts) of all Waste Tire grants awarded from SFY 93 - SFY 96.
Attachment IV	County Waste Tire Abatement Grants Awarded Provides an overview (dollar amounts) of all Waste Tire abatement grants awarded to counties from SFY 93 -SFY 96.
Attachment V	County Waste Tire Base Grants Awarded Provides an overview (dollar amounts) of all Waste Tire Base grants awarded to counties from SFY 93 - SFY 96.
Attachment VI	FY 96 Funds Used Report Indicates the funds actually used by county/region in FY 96. All funds not used are returned to the Tire Fund.
Attachment VII	FY 93-95 Remaining & Returned Funds Indicates the funds actually used by county/region in FY 93-95. All funds not used are returned to the Tire Fund. The table only lists those that did not spend entire grant amounts.
Appendix A	Project Reports Appendix A contains a short project summary of each Tire grant that has been awarded since FY 93.

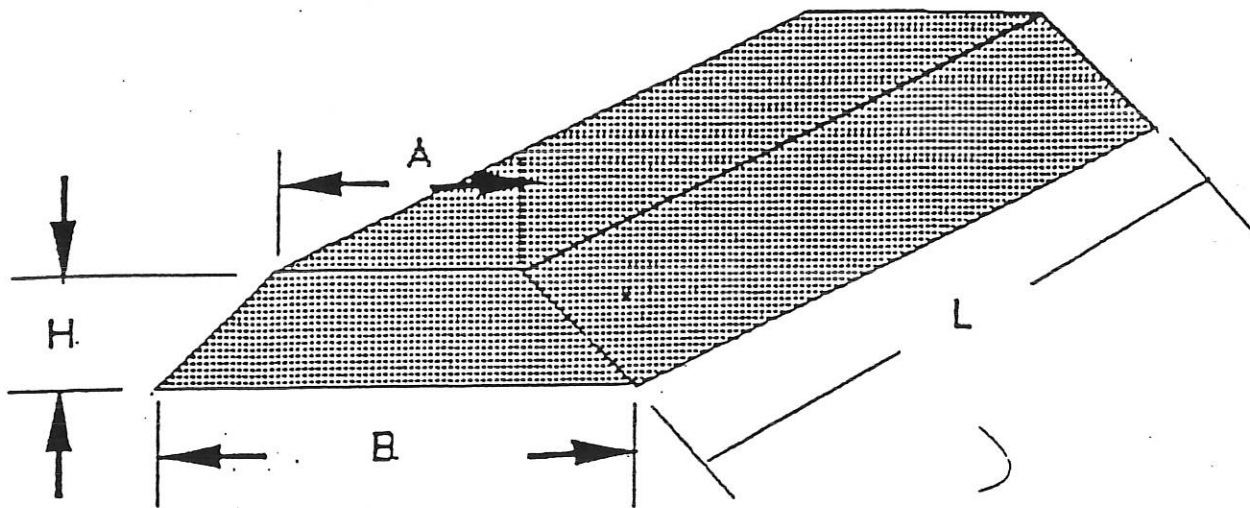
Kansas Permitted Waste Tire Facilities as of January 1997



T = Tire Transporter
P = Tire Processor
C = Tire Collection Center
M = Tire Monofill

35 Tire Transporters (10 Out of State; 25 In State)
18 Tire Processors
2 Tire Collection Centers
11 Tire Monofills

HOW TO ESTIMATE A TIRE PILE



$$Y = (1/2[A+B]) \times H \times L$$

If A=75 FT, B=100 FT, L=220 FT, H=10 FT

$$Y = (1/2 \times [75+100]) \times 10 \times 220 = 71,300 \text{ CU FT}$$

Y = 7130 CU YDS of TIRES

TIRES = 71,300 CU YDS \times 10 TIRES PER CU YD

TIRES = 713,000 OR

2/3 Passenger, 1/3 Truck Tire Pile

$$(7,130 \times 2/3) \times 10 + (7,130 \times 1/3) \times 3.5 = 55,851 \text{ TIRE MIX}$$

As more and more communities begin to implement programs to cleanup tire piles, it is important to have an accurate measure of the number of tires contained on a site. A workable method/formula for estimating a pile can help local governments prepare reasonable bid specifications and allow vendors to make accurate assessments of the economic feasibility of a cleanup project. The above formula is a proven method used by scrap tire processors.

Attachment III

WASTE TIRE GRANT PROGRAM <i>Financial Recap *</i>					
State Fiscal Year	County Programs		Regional Programs		State Fiscal Year Totals
	Base Grant Totals	Abatement Grant Totals	Base Grant Totals	Abatement Grant Totals	
SFY 1993	\$251,289.00	\$200,000.00	\$315,810.00	\$140,000.00	\$907,099.00
SFY 1994	\$55,854.25	\$94,265.00	\$278,527.00	\$196,437.66	\$625,083.91
SFY 1995	\$299,911.00	\$1,452,814.35	0.00	\$255,924.92	\$1,979,125.07
SFY 1996	\$374,324.00	\$360,010.76	\$283,992.00	\$107,540.24	\$1,125,867.00
TOTALS	\$981,378.25	\$2,107,091.53	\$878,329.00	\$699,902.82	\$4,637,174.18

* Awarded Contact Amounts

WASTE TIRE GRANT PROGRAM <i>Regional Base and Abatement Grant Programs *</i> As of Dec., 1996						
Regional Programs		SFY 1993	SFY 1994	SFY 1995	SFY 1996	Regional Totals
Chase and Lyon	Base	\$0.00	\$0.00	\$0.00	\$18,025.00	\$18,025.00
	Abatement	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Douglas and Jefferson	Base	\$0.00	\$0.00	\$0.00	\$36,290.00	\$36,290.00
	Abatement	\$0.00	\$0.00	\$0.00	\$38,550.00	\$38,550.00
Gyp Hills	Base	\$0.00	\$0.00	\$0.00	\$14,815.00	\$14,815.00
Lake Region RC&D (6 counties)	Base	\$37,766.00	\$37,766.00	\$0.00	\$37,766.00	\$113,298.00
	Abatement	\$0.00	\$60,747.66	\$0.00	\$58,990.24	\$119,737.90
Northwest Kansas Dev. (18 counties)	Base	\$98,002.00	\$98,002.00	\$0.00	\$89,779.00	\$285,783.00
	Abatement	\$0.00	\$0.00	\$89,500.00	\$0.00	\$89,500.00
SCKEDD (10 counties)	Base	\$107,759.00	\$142,759.00	\$0.00	\$87,317.00	\$337,835.00
	Abatement	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
See-Kan RC&D (9 counties)	Base	\$72,283.00	\$0.00	\$0.00	\$0.00	\$72,283.00
	Abatement	\$140,000.00	\$135,690.00	\$137,424.92	\$0.00	\$413,114.92
South Central SWA (2 counties)	Base	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Abatement	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00
Regional Base Totals		\$315,810.00	\$278,527.00	\$0.00	\$283,992.00	\$878,329.00
Regional Abatement Totals		\$140,000.00	\$196,437.66	\$226,924.92	\$107,540.24	\$670,902.82
REGIONAL TOTALS		\$455,810.00	\$474,964.66	\$226,924.92	\$391,462.24	\$1,549,231.82

* Awarded Contract Amounts

WASTE TIRE GRANT PROGRAM <i>County ABATEMENT Grant Programs</i> As of Dec., 1996					
Abatement Grants <i>County Programs *</i>	SFY 1993	SFY 1994	SFY 1995	SFY 1996	County Totals
Grant County			\$116,677.50		\$116,677.50
Douglas County		\$50,580.00			\$50,580.00
Finney County				\$143,694.00	\$143,694.00
Greenwood County				\$11,980.00	\$11,980.00
Hodgeman County			\$1,156.65		\$1,156.65
Labette County				\$15,210.00	\$15,210.00
Leavenworth County				\$25,058.00	\$25,058.00
Marion County		\$9,250.00			\$9,250.00
Morton County			\$20,000.00		\$20,000.00
Nemaha County				\$66,000.00	\$66,000.00
Rice County		\$22,435.00			\$22,435.00
Rush County			\$15,380.00		\$15,380.00
Seward County			\$150,000.00		\$150,000.00
Scott County		\$12,000.00			\$12,000.00
Shawnee County				\$18,068.76	\$18,068.76
Stevens County			\$111,750.00		\$111,750.00
Wichita-Sedgwick County	\$200,000.00		\$992,325.00		\$1,192,325.00
Wyandotte County			\$45,525.20	\$80,000.00	\$125,525.20
County ABATEMENT Grant Totals	\$200,000.00	\$94,265.00	\$1,452,814.35	\$360,010.76	\$2,107,090.11

* Awarded Contract Amounts

Attachment V

WASTE TIRE GRANT PROGRAM					
County BASE Grant Programs - As of Dec., 1996					
Base Grants County Programs *	SFY 1993	SFY 1994	SFY 1995	SFY 1996	County Totals
Atchison			\$6,350.00		\$6,350.00
Barton				\$11,018.00	\$11,018.00
Cloud			\$5,000.00		\$5,000.00
Dickinson			\$7,109.00		\$7,109.00
Ellsworth				\$5,000.00	\$5,000.00
Finney	\$12,401.00				\$12,401.00
Ford	\$10,299.00				\$10,299.00
Geary			\$11,420.00	\$11,493.00	\$22,913.00
Gray		\$5,000.00			\$5,000.00
Hamilton	\$5,000.00	\$5,000.00			\$10,000.00
Jackson			\$5,000.00		\$5,000.00
Jewell	\$5,000.00				\$5,000.00
Kearny				\$5,000.00	\$5,000.00
Kiowa	\$5,000.00				\$5,000.00
Lane	\$5,000.00		\$5,000.00	\$5,000.00	\$15,000.00
Leavenworth	\$24,139.00			\$24,147.00	\$48,286.00
Lincoln	\$5,000.00	\$5,000.00			\$10,000.00
Marshall		\$5,000.00	\$5,000.00		\$10,000.00
Meade	\$5,000.00				\$5,000.00
Mitchell		\$5,000.00	\$5,000.00		\$10,000.00
Morris		\$5,000.00	\$5,000.00		\$10,000.00
Morton	\$5,000.00	\$5,000.00			\$10,000.00
Nemaha				\$5,000.00	\$5,000.00
Ness		\$5,000.00	\$5,000.00		\$10,000.00
Ottawa			\$5,000.00	\$5,000.00	\$10,000.00
Pottawatomie	\$6,048.00	\$6,048.00		\$3,750.00	\$15,846.00
Pratt	\$5,000.00		\$5,000.00		\$10,000.00
Riley			\$25,177.00	\$25,177.00	\$50,354.00
Rush		\$4,806.25	\$2,735.00		\$7,541.25
Scott		\$5,000.00			\$5,000.00
Sedgwick/Wichita	\$151,373.00		\$131,373.00	\$151,373.00	\$434,119.00
Seward	\$7,029.00			\$0.00	\$7,029.00
Shawnee/Topeka				\$60,366.00	\$60,366.00
Washington			\$5,000.00	\$5,000.00	\$10,000.00
Wichita Co.			\$5,000.00		\$5,000.00
Wyandotte			\$60,747.00	\$57,000.00	\$117,747.00
County BASE Grant TOTALS	\$251,289.00	\$55,854.25	\$299,911.00	\$374,324.00	\$981,378.25

* Awarded Contract Amounts

Attachment VI

Waste Tire Grant Program - FY 96 Fund Report

County	Base Grant Awarded	Funds Used	Funds Not Used
Barton	11,018.00	7,808.74	3,209.26
Ellsworth	5,000.00	5,000.00	0.00
Geary	11,493.00	9,236.80	2,256.20
Kearny	5,000.00	4,559.69	440.31
Lane	5,000.00	2,287.40	2,712.60
Leavenworth	24,147.00	24,147.00	0.00
Nemaha	5,000.00	?? *	5,000.00
Ottaw	5,000.00	5,000.00	0.00
Pottawatomie	3,750.00	3,750.00	0.00
Riley	25,177.00	3,452.81	21,724.19
Shawnee/Topeka	60,366.00	60,366.00	0.00
Washington	5,000.00	5,000.00	0.00
Wichita/Sedgwick	151,373.00	62,775.21 **	88,597.79
Wyandotte	57,000.00	57,000.00	0.00
County Total	374,324.00	250,383.65	123,940.35

* Final report and affidavit not received as of 1-8-97
 ** Additional information needed on final affidavit

Regional	Base Grant Awarded	Funds Used	Funds Not Used
Chase & Lyon	18,025.00	18,025.00	0.00
Douglas & Jefferson	36,290.00	35,016.18	1,273.82
Gyp Hills	14,815.00	14,815.00	0.00
Lake Region	37,766.00	37,766.00	0.00
NW KS Planning & Dev.	89,779.00	9,900.76	79,878.24
SCKEDD	87,317.00	?? *	87,317.00
Regional Total	283,992.00	115,522.94	168,469.06

* Final affidavit needs revision

Total Base Grants 658,316.00 365,906.59 292,409.41

County	Abatement Grant Awarded	Funds Used	Funds Not Used
Greenwood	11,980.00	11,980.00	0.00
Finney	143,694.00	104,824.50	38,869.50
Nemaha	66,000.00	66,000.00	0.00
Leavenworth	25,058.00	22,070.04	2,987.96
Lebette	15,210.00	10,297.00	4,913.00
Wyandotte	80,000.00	35,791.31	44,208.69
Shawnee	18,068.76	16,758.74	1,310.02
County Total	360,010.76	267,721.59	92,289.17

Regional	Abatement Grant Awarded	Funds Used	Funds Not Used
Douglas & Jefferson	38,550.00	29,508.40	9,041.60
Lake Region	58,990.24	15,099.59	43,890.65
South Central	10,000.00	10,000.00	0.00
Regional Total	107,540.24	54,607.99	52,932.25

Total Abatement Grants 467,551.00 322,329.58 145,221.42

Total Grants FY 96 1,125,867.00 688,236.17 437,630.83

Attachment VII

Waste Tire Management Grants indicating Remaining and Returned Funds

(includes only grantees that did not spend entire grant amount or returned money)

Fiscal Year 93 Base and Abatement Grants

<u>County</u>	<u>Grant Amount</u>	<u>Total Paid</u>	<u>Amount Expended</u>	<u>Amount Returned</u>	<u>Funds Relinquished</u>
Jewell	\$5,000.00	\$4,228.50	\$4,228.50	\$0.00	\$771.50
Leavenworth	<u>\$24,139.00</u>	<u>\$23,635.30</u>	<u>\$23,635.30</u>	<u>\$0.00</u>	<u>\$503.70</u>
TOTAL	\$29,139.00	\$27,863.80	\$27,863.80	\$0.00	\$1,275.20

Fiscal Year 94 Base and Abatement Grants

Wyandotte	<u>\$60,747.00</u>	<u>\$30,373.50</u>	<u>\$0.00</u>	<u>\$30,373.50</u>	<u>\$30,373.50</u>
TOTAL	\$60,747.00	\$30,373.50	\$0.00	\$30,373.50	\$30,373.50

Fiscal Year 95 Base and Abatement Grants

Base Grants

Geary	\$11,420.00	\$8,251.03	\$8,251.03	\$0.00	\$3,168.97
Lane	\$5,000.00	\$4,948.70	\$4,948.70	\$0.00	\$51.30
Morris	\$5,000.00	\$2,500.00	\$2,500.00	\$0.00	\$2,500.00
Ottawa	\$5,000.00	\$4,986.85	\$4,986.85	\$0.00	\$13.15
Pratt	\$5,000.00	\$2,570.00	\$2,570.00	\$0.00	\$2,430.00
Riley	\$25,177.00	\$13,058.50	\$13,058.50	\$0.00	\$12,118.50
Wyandotte	<u>\$60,747.00</u>	<u>\$45,222.17</u>	<u>\$45,222.17</u>	<u>\$0.00</u>	<u>\$15,524.83</u>
TOTAL	\$117,344.00	\$81,537.25	\$81,537.25	\$0.00	\$35,806.75

Abatement Grants

Grant	\$116,677.50	\$98,779.40	\$98,779.40	\$0.00	\$17,898.10
Morton	\$20,000.00	\$14,314.00	\$14,314.00	\$0.00	\$5,686.00
See-Kan	\$137,424.00	\$52,975.24	\$52,975.24	\$0.00	\$84,448.76
Seward	\$150,000.00	\$72,920.00	\$72,920.00	\$2,080.00	\$75,000.00
Stevens	\$111,750.00	\$90,958.98	\$90,958.98	\$0.00	\$20,791.02
Wyandotte	\$45,525.20	\$44,685.60	\$44,685.60	\$0.00	\$839.60
Sedg/Wichita	<u>\$992,325.00</u>	<u>\$496,162.50</u>	<u>\$196,609.00</u>	<u>\$73,729.45*</u>	<u>\$496,162.50</u>
TOTAL	\$1,573,701.70	\$870,795.72	\$571,242.22	\$75,809.45	\$700,825.98

*We will credit \$225,803.55 of over expenditures in SFY 93 & 94 abatement grants and \$73,729.45 will be returned

Fiscal Year 1996 Base Grants

<u>County</u>	<u>Grant Amount</u>	<u>Project Description</u>
Barton	\$11,018.00	The county developed a waste tire management plan, conducted public education, collected 154 scrap tires from ditches and disposed of 10,344 tires at the landfill. 95% of the tires were monofilled, and 5% went to beneficial use.
Chase and Lyon	\$18,025.00	The county conducted public education, and provided citizen amnesty days which collected 6670 tires which were burned for fuel at Monarch Cement Company. An additional 620 tires were monofilled.
Douglas\ Jefferson	\$36,290.00	The county conducted public education and collected 27,89 orphan tires for disposal. 90% went to a monofill, 10% were landfilled.
Ellsworth	\$5,000.00	The county educated the public, held amnesty days and collected 3805 tires for disposal. 100% were monofilled.
Geary	\$11,493.00	The county held amnesty events and collected 10,499 tires for disposal. 99% were monofilled and 1% recycled. Public education was also conducted.
Gyp Hills	\$14,815.00	The Authority hired a consultant to develop a waste tire management plan and inventory the region for waste tire piles. Public education was also started. Approximately 10,000 tires were identified in the county and it was determined that over 6400 tires are brought to the regions landfills per year.
Kearny	\$5,000.00	The county used funds to purchase signs with specific instruction concerning waste tires for their landfill. They also repaired some equipment at the landfill used to handle tires, conducted public education, and used some funding to load 14,743 tires onto trailers for monofill processing.
Lane	\$5,000.00	The county disposed of 6411 tires at the landfill. 100% were monofilled.
Lake Region	\$37,766.00	The Authority conducted flyovers which identified 130 waste tire piles in the region. A mobile tire shear was purchased for the region and public education was conducted. During the grant period 66,895 tires were processed for disposal but none with grant money.

Appendix A

Fiscal Year 1996 Base Grants (cont'd)

<u>Grant County</u>	<u>Amount</u>	<u>Project Description</u>
Leavenworth	\$24,147.00	The county purchased a trailer, stock trailer and a pneumatic tire rim remover to aid in tire disposal.. Some funds were used to educate the public on proper waste tire disposal, and 11,700 tires were contracted for disposal. 90% were monofilled and 10%recycled.
Nemaha	\$5,000.00	The county will use their first year base grant to hire a consulting firm to develop a waste tire management plan. The county believes that their future solid waste station will be able to properly handle waste tires with an approved waste tire management plan. The plan will include an evaluation of existing tire stockpiles and size. Also determine recycling avenues and associated costs to recycle. A FY 96 report has yet to be submitted by this county.
Northwest Ks. Plan & Dev.	\$89,779.00	The commission continued the development of its waste tire management plan, conducted public education, and a media tire survey. Over 200 calls were received and approximately 35,000 tires identified.
Ottawa	\$5,000.00	The county conducted public education and held amnesty days for waste tires. 3855 tires were collected, processed, and monofilled.
Pottawatomie	\$3,750.00	The county conducted public education and disposed of 4,540 tires. The tires went to Monarch Cement for use as Tire Derived Fuel (TDF).
Riley	\$25,177.00	The county disposed of 630 tires (monofill), conducted public education, and conducted flyovers to determine if waste tires were a problem in the county.
Shawnee	\$60,366.00	Shawnee County along with the City of Topeka held tire recycling days in which 17,000 tires were collected. These waste tires were processed into 3/8" particle rubber. After processing the material was returned to Topeka. The Parks and Recreation Department combined the material with urethane and used it on playground surfaces. To promote this process, the staff from parks and Recreation will give presentations to other communities on how to turn waste ties into durable playground surfaces.
Wichita/Sedgwick	\$131,373.00	The county health department will use the third year base grant to fund an ongoing program since 1993. The program consists of education, enforcement and a management plan for waste tires. The management plan also calls for supervision of the Southwest St. abatement project. An FY 96 report has yet to be finalized as of the date of this report.
Wyandotte	\$57,000.00	The county used their second year base grant to continue their program started in SFY-95. Funds were used to identify waste tire sites, to continue to implement their enforcement program, inspection of tire retailers and public education. Seven citizen collection days were held in which 5,147 tires were collected and disposed (monofilled). The Solid Waste Coordinator for the City of Kansas City has provided documentation to continue the waste tire management process through the Household Hazardous Waste program.
Washington	\$5,000.00	The county conducted public education and held an amnesty program which collected 4,824 waste tires for disposal (monofilled).
SCKEDD	\$87,317.00	District purchased equipment to enhance tire disposal in the region. To date a final report and final affidavit have not been received.

Appendix A

Fiscal Year 1996 Abatement Grants

<u>Grant County</u>	<u>Amount</u>	<u>Project Description</u>
Finney	\$143,694.00	64,975 tires were abated. 100% of the tires were monofilled.
Greenwood	\$11,980.00	10,000 tires were removed from county property and shredded for disposal. 95% were monofilled, and 5% were reused for beneficial purposes. The county estimates 10,000 tires remain at the site.
Labette	\$15,210.00	The county abated 2,730 tires located on private property. 100% of the tires were monofilled.
Lake Region	\$58,990.24	15,574 tires were processed for disposal. 100% of the tires were monofilled.
Leavenworth	\$25,058.00	The county abated 20,000 tires at several waste tire piles located across the county. 10% of the tires were reused with the balance going to a monofill..
Nemaha	\$66,000.00	49,500 tires were removed from the county landfill. 100% of the tires were transported to The Nebraska Public Power Company and burned for TDF.
South Central Authority	\$10,000.00	The authority abated 7,472 tires within their region. All of the tires went to a landfill.
Wyandotte	\$80,000.00	10,557 tires were processed for fuel by Monarch Cement Co.
Shawnee	\$18,068.76	The county has disposed of 16,000 tires which were all reprocessed into crumb rubber. The county also utilized jail inmate labor to complete the project.
Douglas/ Jefferson	\$38,550.00	17,851 tires abated by the county. 100% were monofilled .

Appendix A

Fiscal Year 1995 Base Grants

<u>Grant County</u>	<u>Amount</u>	<u>Project Description</u>
Atchison	\$6,350	20,000 tires were processed and landfilled during amnesty periods. Some tires were from a pile at the landfill.
Cloud	\$5,000	5,593 tires were processed by Champlin Recycling.
Dickinson	\$7,109	9,319 tires located at county landfills were processed and monofilled by Resource Management, Inc.
Geary	\$11,420	5,000 tires were collected during amnesty days. Tires were processed by Tire Town.
Jackson	\$5,000	6,300 tires were monofilled during amnesty days.
Lane	\$5,000	5,615 tires were collected, processed and monofilled during free tire disposal days.
Marshall	\$5,000	Funded amnesty days at transfer station collected and processed 2,395 tires.
Mitchell	\$5,000	Advertised on TV, radio and in newspaper for free tire disposal days. Advertisements included the proper way to dispose of waste tires using tire dealers. 4,838 tires were collected and monofilled.
Morris	\$5,000	4,700 tires collected during amnesty periods. The county conducted public meetings on proper tire disposal and provided educational material.
Ness	\$5,000	The county offered amnesty days and collected 4,582 tires that were processed and monofilled. The county has now established a fee at their landfill on tires for disposal costs.
Ottawa	\$5,000	Monofilled 1,954 tires collected during amnesty days.
Pratt	\$5,000	Disposed of tires at the landfill. 4,000 tires have been processed and monofilled.
Riley	\$25,177	Provided amnesty day for citizens. Collected and monofilled 6,181 tires.
Rush	\$2,735	Rush County produced a waste tire disposal program and education material to utilize. Posters were also used to help educate children at schools.
Washington	\$5,000	County sponsored free collection days and collected 2,347 tires. The county feels they should have a handle on their used tires in one or two years.
Wichita	\$5,000	County sponsored a county wide cleanup and advertised to bring in waste tires. The county processed and disposed of 2,201 tires in a monofill.
Wyandotte	\$60,747	Funds used for citizen collection events plus enforcement and education. 7,320 tires were collected to be used at a TDF site.
Sedgwick/ Wichita	\$131,373	Funds used to continue the enforcement and education project administered by the Wichita-Sedgwick Community Health Department.

Appendix A

Fiscal Year 1995 Abatement Grants

<u>Grant County</u>	<u>Amount</u>	<u>Project Description</u>
Grant	\$116,677.50	47,673 tires at the local landfill were processed and monofilled.
Hodgeman	\$1,156.65	Cleanup of 768 tires at the county landfill. They were monofilled.
Morton	\$20,000.00	13,674 tires were processed and monofilled. Tires were located at the county landfill.
Rush	\$15,380.00	Abated all known waste tire accumulations in the county. Monofilled 11,326 tires.
Seward	\$150,000.00	Abated a 4 acre tire pile. Monofilled 31,477 tires from this site.
Stevens	\$111,750.00	Processed and disposed of 75,000 tires (monofilled) that were at the landfill. The county established a tipping fee at the landfill.
Wyandotte	\$45,000.00	Used grant to abate tire piles located by county personnel. 9,299 tires were abated by contract with Tire Energy Corp.
Sedgwick/ Wichita	\$992,325.00	Used grant to abate 1.5 million tires referred to as the West Street project by Mid-Continent Resource Recovery, Inc.

Fiscal Year 1995 Regional Base and Abatement Grants

<u>Grant County</u>	<u>Amount</u>	<u>Project Description</u>
Northwest Kansas	\$89,500	368,591 tires were processed by The Tire Recycler. These tire piles were located in 18 counties of Northwest Kansas.
See-Kan	\$137,424	190,773 tires were processed from 25 orphan tire pile locations and processed. Later the processed tires were contracted to be hauled to proper disposal sites.

Appendix A

Fiscal Year 1994 Base Grants

<u>Grant County</u>	<u>Amount</u>	<u>Project Description</u>
Gray	\$5,000	A processor monofilled more than 8,000 waste tires. Approximately \$3,000 in additional funds from the county was spent to complete this project.
Hamilton	\$5,000	The county instituted a charge system for waste tires being brought to the landfill in 1993. These funds were used to process the tires for disposal in a tire monofill. The county estimated that 20,000 tires were processed.
Lincoln	\$5,000	The county contracted with two processors to pick up more than 6,000 tires collected at the local landfill.
Marshall	\$5,000	The county offered free tire disposal to county residents. The county accepted more than 2,000 waste tires at the transfer station.
Mitchell	\$5,000	The county used the grant funds to slice and bury about 5,000 tires in the landfill.
Morris	\$5,000	The county initiated a three-phase approach to waste tire disposal consisting of ongoing public education, an 'amnesty day', and enforcement of waste tire laws.
Morton	\$5,000	The county used the grant to clean up a portion of a pile of more than 16,000 tires.
Ness	\$5,000	The county offered free collection and processing at the local landfill through ads in local newspapers. This project resulted in about 2,500 tires being processed and placed in the landfill.
Pottawatomie	\$6048	The county processed about 6,500 tires located at the landfill.
Rush	\$4,806.25	The county hired a transporter to pick up more than 4,000 tires collected at the county landfill. The county also provided educational materials regarding proper waste tire disposal, recycling, and environmental protection.
Scott	\$5,000	The county combined this base grant with an abatement grant to process about 13,000 tires at the landfill.

Appendix A

Fiscal Year 1994 Abatement Grants

<u>Grant County</u>	<u>Amount</u>	<u>Project Description</u>
Douglas	\$50,580	The county processed and buried approximately 200,000 tires on private property that were washing into a nearby creek.
Marion	\$9,250	The county processed and disposed of about 5,100 tires at the county landfill.
Rice	\$22,435	The county processed and removed about 38,000 tires collected from county residents at the landfill.
Scott	\$12,000	The county combined this abatement grant with the county's base grant to process about 13,000 tires at the landfill.

Fiscal Year 1994 Regional Base and Abatement Grants

<u>Grant Region</u>	<u>Amount</u>	<u>Project Description</u>
Lake Region	\$60,747.46	The Region held "tire amnesty weeks" and collected 163,184 tires that were processed for proper disposal.
Lake Region	\$37,766	The Region recycled or disposed of existing tires at landfills in the six counties represented by the region. The program also had an education and law enforcement component.
Northwest Kansas	\$98,002	The Region offered an amnesty program that collected approximately 100,000 waste tires in 18 counties in Northwest Kansas and established a regional tire management program.
SCKEDD	\$142,759	Ten counties consolidated their base grants and purchased equipment to collect, transport, and deliver waste tires to a tire processing facility in Wichita. This is a continuing project from previous years.
See-Kan	135,690	Nine counties joined together and purchased equipment to establish a comprehensive regional waste tire collection, transportation, abatement, and disposal system. The primary sites identified were cleaned up, the operation has been closed down, equipment sold and the private sector is now available to handle waste tires in the region.

Appendix A

Fiscal Year 1993 Base Grants

<u>Grant County</u>	<u>Amount</u>	<u>Project Description</u>
Finney	\$12,401	The county contracted with a waste tire collector and processor to clean up an existing stockpile of an estimated 30,000 tires at the county landfill.
Ford	\$10,299	The county developed a program to dispose of approximately 40,000 tires stockpiled at the landfill and the 2,500 to 3,500 tires brought to the landfill each year.
Hamilton	\$5,000	The county contracted with a tire transporter and processor to dispose of an existing tire pile at the landfill.
Jewell	\$5,000	The county identified waste tire piles, worked with tire dealers on education and publicity, subsidized the cost of disposing of waste tires, and enforced waste tire laws through the sheriff's office.
Kiowa	\$5,000	The county contracted with a waste tire hauler and processor to remove approximately 1,500 tires from the landfill.
Lane	\$5,000	The county contracted with a tire processing facility to remove and process about 2,700 tires stockpiled at the county landfill.
Leavenworth	\$24,139	The county developed a four-phase program which included a voluntary 'amnesty day' for county residents, assistance in disposing of waste tire piles in the county, clean up of illegal waste tire disposal sites, and ongoing education and waste tire management.
Lincoln	\$5,000	The county contracted with a processor to dispose of an existing tire pile and also held 'amnesty days' for county residents before instituting a fee for tires disposed at the landfill.
Meade	\$5,000	The county processed an existing tire pile at the landfill.
Morton	\$5,000	The county contracted with a processor to dispose of a stockpile of about 3,000 tires at the landfill, and to dispose of the waste tires received at the landfill during the course of the project.
Pottawatomie	\$6,048	The county contracted with a processor to cut approximately 18,000 tires for disposal in the local landfill.
Pratt	\$5,000	The county contracted with a tire transporter and processor to eliminate the existing tire pile at the county landfill, and purchased two trailers to store waste tires collected in the future.
Sedgwick	\$151,373	The county established a comprehensive enforcement and education program to identify tire generators, enforce tire laws, and monitor the clean up of the State's largest waste tire pile.
Seward	\$7,029	Seward County contracted for the disposal of waste tires collected at the landfill, identified existing waste tire sites, developed a comprehensive education program, instituted an enforcement program, and developed a recycling program.

Fiscal Year 1993 Regional Base and Abatement Grants

<u>Grant Region</u>	<u>Amount</u>	<u>Project Description</u>
Lake Region	\$37,766	Lake Region recycled or disposed of existing tires at landfills in the six counties represented by the region. The program also had an education and law enforcement component.
Northwest Kansas	\$98,002	The Region offered an amnesty program that collected approximately 100,000 waste tires in 18 counties in Northwest Kansas, and established a regional tire management program.
SCKEDD	\$107,759	Ten counties consolidated their base grants to collect, transport, and deliver waste tires to a tire processing facility in Wichita. SCKEDD purchased some of the equipment being utilized in Wichita and purchased trailers for participating counties to hold waste tires at their collection areas.
See-Kan RC&D	\$212,283	Nine counties joined together to establish a comprehensive regional waste tire collection, transportation, abatement and disposal system and purchased processing equipment. Base grant total \$72,283 and \$140,000 for abatement.
Wichita-Sedgwick County	\$200,000	The city and county contracted to clean up the 'million tire' pile in Wichita.

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