

Waste Tire 2022 Rules Advisory Committee

Materials Management Program

May 31, 1 to 4 p.m.

Advisory committee roster

Name	Affiliation
Sandra Blalock	Automotive Recyclers
Darrell Fuller	Northwest Auto Trades Association
Mark Barteo	Schnitzer Steel Industries
Hank Doane	Institute of Scrap Recycling Industries
Chandos Mahon	Tire and Disposal Recycling
Larry Purdy	Oregon Department of Motor Vehicles
Chad Hawkins	Office of the Oregon State Fire Marshall
Chad Centola	Deschutes County Solid Waste
Jeff Bishop	Lane County Public Works
Mary Jaron Kelley	North Portland Neighborhood Services
Mary Peveto	Neighbors for Clean Air
Page Hopkins	Beyond Toxics

Agenda

Time	Topic
1 p.m.	Welcome and review agenda
1:10 p.m.	Response to advisory committee feedback and questions from April 29 meeting
1:40 p.m.	Review and feedback on draft Fiscal Impact Statement
2:20 p.m.	Break
2:30 p.m.	Answer questions about draft waste tire rules
3:30 p.m.	Next steps
3:35 p.m.	Public comment
3:45 p.m.	Closing statements by advisory committee members
4 p.m.	Adjourn meeting

Proposed changes related to Oregon Fire Code

- Updated storage pile dimensions for tires and tire-derived materials with requirements in Oregon Fire Code including:
 - Storage pile volume, area and height
 - Storage pile distances from buildings and lot lines
 - Separation distance between storage piles
- Included current site design requirements for fire vehicle access roads
- Removed reference to compliance with Oregon Fire Code

Environmental justice requirements

- HB 4077 is not in effect yet
- Comparing ORS 182.545 considerations against scope of Waste Tire 2022 rule changes

Covering tire-derived materials

- DEQ evaluates site design and operational plans to ensure public health and the safety of the environment
- DEQ may recommend/require a cover for tire processing for a site after reviewing plans and specifications

Storage site permit exemptions; tire-derived materials

Exemptions applied individually

- (b) A person who stores fewer than 200 cubic yards of tire-derived materials; (*ex. approx. pile dimensions: 5.5'x6'x6'*)
- (f) Storage of tire-derived materials packaged in closed plastic bags.

Proposed language included with permit exemptions

- *unless Department determines waste tire/tire-derived material storage site may adversely affect human health or environment*

Draft Fiscal Impact Statement

- Adjusting fees associated with:
 - Waste Tire Storage Site Permits
 - Waste Tire Carrier Permits
- Eliminating fees and permit types:
 - Beneficial Use Waste Tire Site Storage Permits
 - Combined Storage Site/Carrier Permits

Program funding

- Waste tires are administered alongside other solid waste permitting activities such as compost facility permits
- Waste tire permitting revenue contributes to the solid waste permitting fund
- Solid Waste Disposal Fee covers administration that is not covered directly by waste tire fees
- Solid Waste Disposal Fee was last increased in 2019

Proposed fee changes

	Current fees	Proposed fees	Net change
Waste Tire Storage Site Permit			
Application	\$250	\$250	\$ -
Permit renewal	\$125	Eliminated	\$(125)
Annual compliance	\$250	\$250	\$ -
Financial assurance	Based on cost to cleanup	Based on cost to cleanup	\$ -
Waste Tire Carrier Permit			
Application	\$25	\$25	\$ -
Annual compliance	\$175	\$200	\$25
Per vehicle compliance	\$25	Eliminated	\$(25)
Permit renewal	\$25	Eliminated	\$(25)
Financial assurance	\$5,000	\$5,000	\$ -
Per additional vehicle application	\$25	Eliminated	\$(25)
Annual compliance for short-term/leased vehicles	\$25	Eliminated	\$(25)

Proposed fee changes

Beneficial Use Waste Tire Storage Site Permit			
Application	\$100	Eliminated	
Permit renewal	\$50	Eliminated	
Annual compliance	\$50	Eliminated	
Financial assurance	Based on the cost to cleanup	Eliminated	
Combined Storage Site/Carrier Permit			
Application	\$250	Eliminated	
Annual compliance	\$250	Eliminated	
Renewal	\$125	Eliminated	
Per vehicle compliance	\$25	Eliminated	

Proposed fee changes

Other			
Replace WTC decal	\$10	Eliminated	\$(10)
WTC permit modification	\$15	Eliminated	\$(15)
Reinstate revoked WTC permit	\$100	Eliminated	\$(100)
Large truck WTC annual	\$375	Eliminated	\$(375)
WTSS permit modification	\$25	Eliminated	\$(25)
Reinstate revoked WTSS permit	\$150	Eliminated	\$(150)
Combo block passes	\$5	Eliminated	\$(5)

Estimated fiscal and economic impact

- Reduced fiscal and economic impact for the three permitted waste tire storage sites.
- Reduced fiscal and economic impact over time for the one beneficial use storage site in existence for converting to a Tier Two Beneficial Use Determination.
- Neutral or decreased fiscal and economic impact for the 10 waste tire carriers, depending on how many vehicles they use.
- Increased, neutral or decreased fiscal and economic impact for four permitted combined storage site/carrier operations, depending on how many vehicles they use.

Statement of cost compliance

- Not affected:
 - State agencies
 - Local governments
 - Public
- Unable to quantify impact:
 - Large businesses
 - Small businesses
- No additional resources:
 - Small business administration, equipment, supplies or labor
- No effect on housing

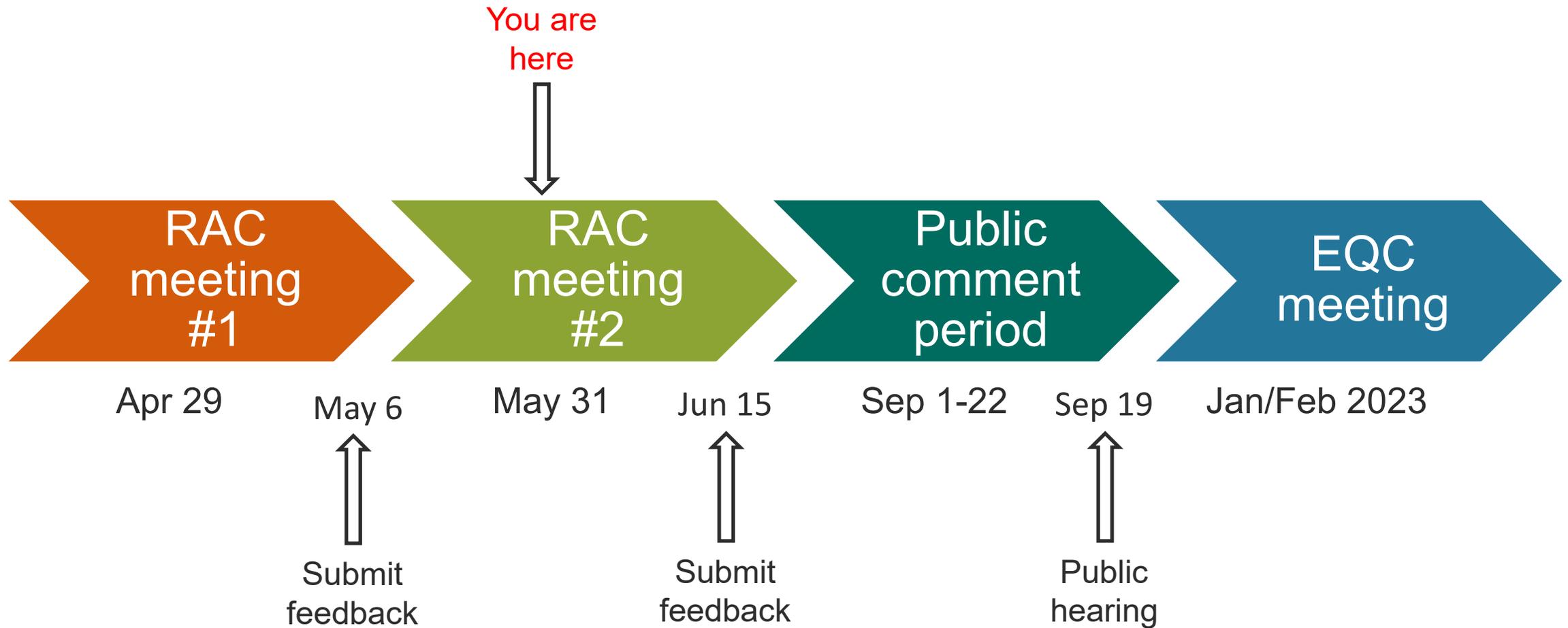
Questions for Rules Advisory Committee

- Will the rule have a fiscal impact?
- What will the extent of that impact be?
- Will it have a significant impact on small businesses?
- What can DEQ do to reduce any adverse impact on small businesses?

Break

Questions about draft rules

Next steps



Public comment

Closing thoughts from committee members

Questions

Rulemaking contact:

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Oregon.gov/deq/rulemaking/Pages/WasteTire2022.aspx