

State Name	EPA Region	Fee Collected?	Funds Removed for Another State Program?	How is Fee Collected?	Fee Sunset Date	Fee Description	Prohibit Collection Of Other Fees?	Hauler Permit Required?	Storage Disposal Reg Or Permit Required?	Financial Assurance For Processor?	Financial Assurance For Haulers?	Whole Tires Allowed In Landfill?	Cut, Shredded Tires Allowed In Landfill?	Monofills Allowed?	Stockpile Clean Up Program Exist?	Active Clean Up Program?	Who is Eligible for Subsidies, Grants or Loans?	Grant Eligibility or other Information	Additional Comments
Alabama	Region IV	\$1.00	N	Retail point of sale		45% to 75% of the money collected by the tire fee is used to pay the costs of remediation, abatement, and removal. To pay the costs of enforcement and administration, up to 20% of the fund is used. To fund programs for enforcement of regulations, up to 10% of the fund is used. To pay tire retailers, up to 7% of the fund is used. To administer a program, up to 20% of the fund is used. The tire dealer may retain 5% of fees collected per each report timely filed to cover administrative costs.	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	State agencies, universities and local governments	A portion of Alabama's scrap tire fee goes to counties with agreements to remediate small roadside scrap tire piles as well as towards a marketing program that funds beneficial reuse projects, such as, mulch, playground cover, etc.	
Alaska	Region X	\$2.50/ passenger tire extra \$5.00/ studded tire	Y	Retail point of sale		The entire amount of money raised from the tire fee is sent to the general fund. A seller may retain 5% of the scrap tire fee up to \$600 per quarter to cover administrative costs. No scrap tire programs exist or are funded.	N	N	N	N	N	Y	Y	N	N	N			
Arizona	Region IX	2% or \$2.00 max	N	Point of sale		An amount not to exceed 5% of the fee revenue or \$250,000, whichever is less, may be used by the director of the Department of Environmental Quality for tire fire cleanup expenses if no other funds are available. Tire retailers may keep \$.10 per tire collected to cover administrative costs, and the DEQ may receive 3.5% of the funds for enforcement. The remainder of the money is distributed among the counties in this state in proportion to the number of motor vehicles registered in the county as of the preceding July 1. This money is used by the counties for the purposes of their respective waste tire programs.	N	Y	Y	Y	Y	N	Y	N	Y	Y			

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Arkansas	Region VI	\$2.00/ new passenger tire extra \$3.00 / new truck tire (>20" rim)	UNK	Collected when tire is removed from rim		The tire retailer may retain 5% of the fee to cover administrative costs.	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Regional solid waste management districts	There are numerous requirements including but not limited to: being a regional solid waste management district, having an approved tire plan on file with ADEQ, applying for funding biennially for an approved use of the funds, following county purchase procedures and public noticing app and bidding out services, district and/or contractors having required licenses and permits.	
California	Region IX	\$1.75	Y	Board of Equalization (BOE)		\$1.00 goes to CalRecycle and the other \$.75 goes to the Air Resources Board for pollution control and prevention. Retailers may retain 1.5% of the tire fee as reimbursement for any costs associated with the collection of the fee.	N	Y	Y	Y	Y	N	Y	Y	Y	Y	Processors, Local Governments, School Districts California Indian tribes	<a href="http://www.calrecycle.ca.gov/Tires/Grants/">http://www.calrecycle.ca.gov/Tires/Grants/</a>	
Colorado	Region VIII	\$1.25	N			Retailers keep 6% of collections and submit the remainder to the Department of Revenue, and the Department of Revenue keeps 4%. The remainder is allocated to the Department of Natural Resources, who distributes the funds as follows: up to 50% for program administration; up to 45% for grants; and up to 5% for educational materials and programs.	N	Y	Y	Y	N	N	N	Y	Y	Y	Processor or end user of waste tires counties, municipalities and/or schools and other state agencies	Clean-up grants are typically for counties, municipalities, recycling incentives while law and fire preventive grants are reserved for schools and other state agencies.  Created the Waste Tire Administrative Fund - sale on new tires for recycling, beneficial use, and management of waste tires. This creates a Waste Tire Management Grant Program.	
Connecticut	Region I		N			No state scrap tire fund or scrap tire program. A \$2.00/tire fee is imposed upon the retailer. While many tire retailers in Connecticut collect a tire recycling/disposal charge, these charges are not mandated, collected or managed by the state.	N	N	Y	Y	N	N	N	N	N	N			
Delaware	Region III	\$2.00	N	Point of retail tire sale		The \$2.00 fee is appropriated to the state and used in the removal of scrap tire piles. Costs are shared with scrap tire pile owners.	N	Y	Y	Y	N	N	Y	N	Y	Y	Counties, municipalities and community groups.	Financial Assurance for Scrap Tire Processors in Delaware determined by the number of scrap tires stored at the facility.	Financial Assurance for Scrap Tire Processors in Delaware determined by the number of scrap tires stored at the facility.

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Florida	Region IV	\$1.00	Y	Retail of new tire		1% of the funds are allocated to Dept. of Revenue for collecting the fee while \$2 million is allocated to Dept. of Agriculture for mosquito control and small tire pile (under 1500) cleanup. The remainder of the funds is allocated to the Department of Environmental Protection for waste tire and solid waste management programs, including enforcement. The amount spent on administrative costs does not exceed 3% of the total revenues collected.	N	Y	Y	Y	N	N	Y	N	Y	Y	small counties with a population less than 100,000		
Georgia	Region IV	\$1.00	Y	Distributors		A tire management fee is imposed upon the distributor's sale of all new replacement tires in the state of \$1.00 per tire sold. The fee is not imposed on the sale of tires with a rim size less than 12", tires from any device moved exclusively by human power, or tires used exclusively for agricultural purposes, except farm truck tires. Fees collected are initially deposited into the general treasury and must be appropriated to the Solid Waste Trust Fund (SWTF). Funds appropriated are then available to fund the multiple purposes of the SWTF, including the management and cleanup of scrap tires.	N	Y	Y	Y	Y	N	N	N	Y	Y	Local Governments	Financial assurance required for scrap tire carriers is in the amount of \$5,000 if the carrier transports up to 500 scrap tires per month and \$10,000 if the scrap tire carrier transports more than 500 scrap tires per month. Very few scrap tire carriers in Georgia qualify to maintain financial assurance at the \$5,000 level. Local Government Reimbursement Program addresses Right-of-Way, Amnesty Event, and Dump Site grants. Program Guidelines are at <a href="https://epd.georgia.gov/scrap-and-used-tires">https://epd.georgia.gov/scrap-and-used-tires</a>	Financial assurance is required for scrap tire carriers is in the amount of \$5,000 if the carrier transports up to 500 scrap tires per month and \$10,000 if the scrap tire carrier transports more than 500 scrap tires per month. Very few scrap tire carriers in Georgia qualify to maintain financial assurance at the \$5,000 level.
Hawaii	Region IX		N			Tire retailers charge a recycling/disposal charge and add that to the purchase price of new tires. The charge is set by the tire retailer.	N	N	N	N	N	N	Y	N	N	N			
Idaho	Region X		UNK			No fee is collected by the state.	N	N	Y	N	N	N	Y	N	N	N			
Illinois	Region V	\$2.50	Y	Point of retail sale		38% goes to Illinois EPA for prevention and removal of scrap tires. 23% goes to Dept. of Commerce & Community Affairs for grants and loans to local gov. or private agencies to collect and process used & waste tires. 25% goes to Ill. Dept. of Public Health to prevent scrap tire waste disease. 2% goes to Dept. of Agriculture, 2% goes to Pollution control Board, 10% goes to Dept. of Natural Resources.	N	Y	Y	Y	N	N	N	N	Y	Y	local government or not-for-profit corporations	Statutes for grant program are still the same but is currently defunded. New legislation has been introduced to refund tire grant programs.	

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Indiana	Region V	\$0.25	UNK	Point of purchase		Retailers can collect a fee for each new tire sold, but they must pay 99% of those fees to the State Department of Revenue when the State Gross Retail Tax is due. Revenues are distributed to the Waste Tire Management Fund. The department may use not more than thirty-five percent (35%) of the money deposited in the fund each year for: the removal and disposal of waste tires from sites operating the waste tire education program. The department may use the remaining money deposited in the fund each year to provide grants and loans to entities involved in waste tire management activities and pay the expenses of administering the programs.	N	Y	Y	N	Y	N	Y	N	N	N		Grants up to \$10,000 were awarded to solid waste management districts for tire collection.	
Iowa	Region VII		UNK			No fee is collected by the state, and there is no tire program.	N	Y	Y	Y	Y	N	N	N	Y	N	End Users		All registered scrap tire haulers must have a \$150,000 bond
Kansas	Region VII	\$0.25	Y	New tire dealer		100 % goes to state. This fund is used for program management, personnel, emergency pile cleanup, and grants. The Kansas Department of Health and Environment allocates some funding towards waste tire grants and the Orphaned Waste Tire Program.	N	Y	Y	Y	Y	N	Y	Y	N	N	Local Governments Public and Private K-12 schools	For the purpose of purchasing waste tire products for playgrounds. Eligible projects include no less than 50% waste tire material by weight, unless composed of other recycled material.	
Kentucky	Region IV	\$2.00	Y	At the new tire retailer level	July 1st, 2024	Retailers will pay the State 95% of their fees and may keep 5% of the handling fee; the State allocates these to the waste tire management fund. The fund is used to conduct waste tire collection events, provide annual funding directly to counties for waste tire management, award crumb rubber and rubber-modified asphalt grants, facilitate market development for the use of waste tires, and to clean up waste tires at mismanaged sites.	N	Y	Y	Y	Y	N	Y	Y	Y	Y	Local Governments Schools, Parks	The amount is determined annually based upon estimated costs to complete clean-ups and run drop off program. Up to \$500,000 in grant funding will be available for local road projects that utilize rubber-modified asphalt manufactured from waste tires; Grant funding up to \$4,000 is available to counties to help pay for the disposal or recycling of waste tires; up to \$500,000 in grant funding is available for landscaping mulch projects, walking trails, pour-in-place playgrounds, sidewalks or other surfaces, horse trailer or stall mats, tree wells or other projects that utilize recycled Kentucky waste tires.	

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Louisiana	Region VI	\$1.25/retreaded or replaced tire, \$2.25/passenger tire, \$5.00/medium truck tire, \$10.00/off-road tire	Y	Point of purchase and/or replacement of recall and adjustment tires		\$1.25/retreaded tire; \$5/truck; \$10/off-road. Funds are used for reimbursement to processors upon sale of the tire-derived products.	N	Y	Y	Y	Y	N	Y	N	N	N		Standard Permitted Processors	
Maine	Region I	\$1.00	N	Retail sale		This fee is allocated towards stockpile abatement maintenance cost for "orphaned landfills," disposal of various wastes abandoned, and portions of Department staff salaries to perform various solid waste functions. This fee is allocated to the Solid Waste Fund, but the state does not have a Scrap Tire Program per say.	N	Y	Y	N	N	N	Y	N	Y	N			
Maryland	Region III	\$0.80	Y	First sale of new tire in MD		Fees go into Used Tire Cleanup & Recycling Fund. Fund is used for administration of program, including licensing, enforcement, inspections. Fund is also used for cleanups (cost recovery is pursued for most cleanups) and projects to promote the use of recycled tire products. Also funds things such as scrap tire licensing activities, stockpile cleanups, enforcement/compliance, remedial actions, and for the development and distribution of public information concerning scrap tire issues.	N	Y	Y	N	N	N	N	N	Y	Y	Processors	Extensive grant application requirements are specified in scrap tire statute.	
Massachusetts	Region I		N			No scrap tire fee or fund exists.	N	N	N	N	N	N	Y	N	N	N			

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Michigan	Region V	\$1.50 per vehicle title transfer	N	Secretary of State's Office		The \$1.50 fee is collected on vehicle title certificate transfers by the Secretary of State's Office. Funds are used for stockpile abatement programs and grants (clean-up grants and market development grants).	N	Y	Y	Y	N	N	Y	Y	Y	Y	Available to anyone since grants are awarded based on program criteria.	Criteria is available on our web page at the following link: <a href="http://www.michigan.gov/deq/0,1607,7-135-3312_4122---,00.html">http://www.michigan.gov/deq/0,1607,7-135-3312_4122---,00.html</a> . In 2018, clean-up grants awarded totaled \$1,203,553.	
Minnesota	Region V		N			No scrap tire fee or fund exists.	N	Y	Y	Y	N	N	N	N	N	N			
Mississippi	Region IV	\$1.00 or \$2.00 based on size	Y	Wholesaler		\$1.00 for tires with diameters up to 24 inches, and \$2.00 for tires with diameters larger than 24 inches 5% is retained by the wholesaler and another 5% is retained by the Dept. of Revenue 60% goes to local government programs for Grants to counties, municipalities or regional solid waste management authorities for operation of small quantity generator collection sites, for clean-up of tire dumps, for employment of enforcement officers, and for purchase of products derived from Mississippi waste tires. 15% is allocated for Waste tire recycling and incentive grants, 5% is allocated for the Waste tire abatement program, and 20% is allocated for administrative purposes.	Y	Y	Y	Y	N	N	Y	Y	Y	Y	Processors, End Users, Local Governments	Local Government Waste Tire Collection and Clean up Grants -providing waste tire collection sites for small quantity waste tire generators & for use in clean up of unauthorized tire dumps. Waste Tire Recycling Grants- use waste tire in end use product or fuel. Must demonstrate they are helping solve waste tire problems and must use 75% MS tires. Waste tire Recycling Grants- for research and demonstration projects directly related to solving solid waste from scrap tire problems Supplemental Solid Waste Enforcement grants available to local governments to aid in solid waste enforcement programs and assume some oversight over waste tire management in their jurisdiction.	

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Missouri	Region VII	\$0.50	Y	Sales at retail	Jan. 1st, 2025	Revenues generated from the scrap tire fee are deposited into the Scrap Tire Subaccount of the Solid Waste Tire Fund. These funds are then made available as follows: 50% for tire site clean-ups, 45% for grants for market development, up to 5% on educational programs and curriculum on solid waste management, and any funds remaining are allocated towards tire clean-ups. Tires that are not subject to the tire fee include used tires, recapped tires, and tires for farm implement machinery, manufactured homes, cotton trailers, and bicycles.	N	Y	Y	Y	N	N	Y	N	Y	Y	Public & Private schools, park districts, nonprofit day care centers, other nonprofit entities and governmental organizations other than state agencies are eligible to submit applications.		
Montana	Region VIII		N			No scrap tire fee or fund exists.	N	Y	Y	N	N	Y	Y	Y	N	N			
Nebraska	Region VII	\$1.00	UNK	At the retailer		Fee is on each new tire purchased in the State goes towards the waste reduction and recycling incentive fund, where \$1.5 million is set aside for scrap tire projects.	N	Y	N	Y	Y	N	N	N	Y	Y	Political Subdivisions	100% of costs of tire clean ups - 25% retail cost of tire-derived products - 50% of the cost of crumb rubber with a preference given to crumb rubber made from Nebraska Scrap Tires \$20/ton reimbursement for scrap tire processing, manufacturing, and civil engineering uses 50% cost of equipment cost to collect, transport, & process scrap tires	
Nevada	Region IX	\$1.00	N			The State does not have a management program outside of permitting tire management facilities.	N	Y	Y	Y	N	Y	Y	Y	Y	N			The financial assurance requirement is dependent on the number of tires the processor is permitted to have on site.
New Hampshire	Region I		N			Towns may charge for tire disposal.	N	N	Y	Y	N	N	Y	Y	N	N			
New Jersey	Region II	\$1.50	Y	Retail sale		Funds collected are to be used by the NJDOT for snow removal by the NJDEP and for scrap tire stockpile cleanup.	N	N	Y	N	N	Y	Y	Y	N	N	Counties	Funds have been diverted from this program to the General Treasury, but when the program was funded the grants went to counties for clean up.	

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New Mexico	Region VI	\$1.50	Y	Annual vehicle registrations		\$0.50 of the fee goes to NM DOT Highway Infrastructure Fund and is not used for tires, and \$1.00 of the fee goes into the Recycling and Illegal Dumping Fund. 2/3 of that fund is used for the tire program, and 1/3 for non tire recycling clean up. A portion of Recycling and Illegal Dumping Fund is used for administration of the illegal dumping, recycling and tire programs. The remainder is used for grants that are awarded annually to public entities, such as Cities, Counties and Pueblos.	N	Y	Y	Y	Y	Y	Y	Y	Y	N	Counties, municipalities, cooperative associations, Indian nations, pueblos, tribes, and land grant communities.	#1 priority = cleaning up illegal dumps and stockpiles; supporting sustainable programs is another. At the present time, the tire grant review committee is working on a ranking system and setting priorities. NMED tire grants come from automobile registrations.	
New York	Region II	\$2.50	Y	At retail sale of new tires or new vehicle	Dec. 31st, 2025	The tire seller is allowed to keep \$0.25 and must remit the other \$2.25 to the State.	N	Y	Y	Y	N	N	N	N	Y	Y			As described throughout the various sections of this survey, there are two primary agencies involved in tire recycling in New York State. The Dept. of Environmental Conservation has regulatory responsibility, including abatement of stockpiles and Empire State Development works on scrap tire market development.  In 2007 the Dept. of Environmental Conservation and Empire State Development jointly received an Environmental Quality Award from U.S. EPA Region 2 in recognition of both agencies' achievements in reducing its stockpiles and improving tire recycling market conditions. For more information go to <a href="http://yosemite.epa.gov/opa/advpress.nsf/cafbebb41895f4a9852572a000657b5c/66e3e5f260e9aca9852572c9005eef8a!OpenDocument">http://yosemite.epa.gov/opa/advpress.nsf/cafbebb41895f4a9852572a000657b5c/66e3e5f260e9aca9852572c9005eef8a!OpenDocument</a> .



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North Carolina	Region IV	1% on or 2% based on size	Y	at tire retailer on new tires		If the tire is < 20 inches, the fee is 2% of the price. 20 inches or larger, the fee is 1% of the price. Each quarter 30% of the net tax proceeds is credited to the General Fund and the remaining 70% of the net tax proceeds is distributed among the counties on a per capita basis. The Session Law allocated \$420,000 to the Department to be used for the scrap tire disposal account fund. The monies allocated each fiscal year since have remained the same. Of the \$420,000 allocated each fiscal year to be used for the scrap tire disposal account fund, \$200,000 each grant cycle (April – September and October - March) is used; totaling \$400,000. The remaining \$20,000 is used for scrap tire cleanups and/or put towards the scrap tire disposal account fund grants.	N	Y	Y	Y	N	N	Y	Y	Y	Y	County Governments	Due to legislation, grants to businesses can only be given by the Div.of Env.Asst. and Cust.Serv.but recycling grant budget cuts have affected the the Tire Recycling Market Development grant program. For the scrap tire disposal account fund grant period - October 2018 through March 2019, grant requests totaled \$778,547. The grant amount awarded to individual qualifying counties was ~ 1/4 to 1/3 of what was requested, totaling \$233,000.	
North Dakota	Region VIII		N			There is no scrap tire program in the state, only clean-up efforts as needed. Generators of solid waste, including scrap tires, are responsible for the storage, transportation, disposal, recycling and reuse of waste materials.	N	Y	Y	N	N	Y	Y	Y	N	N			
Ohio	Region V	\$1.00	Y	At the wholesale dealer	June 30th, 2024	50% of the \$1.00 fee is credited to the scrap tire management fund, while the remaining 50% is credited to the soil and water conservation district assistance fund. The fee is \$2.50 for rims 19.5 inches or less, \$3.50 for rims greater than 19.5 inches, and \$1.00 for motorcycle tires. Larger fees up to \$16/tire on supersingle, Ag and Big Ag tire, depending on type and size. 28% of the \$2.50 fee is allocated to the DEQ (Mobile and Area Sources of Air Emissions), 2.25% to the OTC, 5.75% to the DEQ (Administration), and the remaining balance goes towards tire dump remediation and market development.	N	Y	Y	Y	N	N	Y	Y	Y	Y	Processors, End Users, Local Governments	(1) Burning of scrap tires/tire-derived fuel in Ohio EPA-approved facilities (2) Beneficial use of scrap tires in civil engineering and other applications (3) Recycling of scrap tires into high-value new finished products ODNR web site for scrap tire grants is: <a href="http://www.dnr.state.oh.us/Home/Grants/2008ScrapTireGrant/tabid/19436/Default.asp">http://www.dnr.state.oh.us/Home/Grants/2008ScrapTireGrant/tabid/19436/Default.asp</a>	Tires that can not be processed at a scrap tire recovery facility may be disposed in a landfill or a scrap tire monofill.

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Oklahoma	Region VI	\$2.90 or \$5.50 or more based on size	N	Any place that sells tires including vehicle sales-wholesalers and retailers		\$2.90 for rim 19.5 or less \$5.50 for rim greater than 19.5, \$1.00 for motorcycle tires. Larger fees up to \$16/tire on supersingle, Ag and Big Ag tire, depending on type and size. Funds used for reimbursement of collection and processing tires. Funds also used to subsidies end users of tire-derived products.	Y	N	Y	Y	N	N	Y	N	Y	Y			State payments to processors for collection and transportation at \$53/ton, for processing at \$54/ton, for crumb rubber or TDF at \$29/ton, and for capital investment \$20/ton.
Oregon	Region X		UNK			No scrap tire fee or fund exists.	N	Y	Y	N	Y	N	Y	Y	N	N			
Pennsylvania	Region III	\$1.00	Y	Point of retail sale		\$50 permit fee for waste tire haulers funds the state's Waste Tire Fund.	N	Y	Y	Y	N	N	Y	N	Y	Y	Awarded to qualified contractors through a competitive bidding process.	Grant money is restricted to fund the clean-up of existing, listed "Priority Sites" (10,000 or more tires).	
Rhode Island	Region I	\$5.00	Y	Per tire whole sale		Each person shall deposit \$5 at retailer and get refund \$5 when he brings used tire within 14 days by RIGL. \$50 for tire recycling facility and \$25 for renewal. No less than ninety percent (90%) of all funds shall be used for the cleanup, recycling and disposal of tires in existing tire piles and for the overall investigation of, and design of remedial actions for properties of economic concern. No more than ten percent (10%) of all funds shall be used to assist cities and towns with the collection and proper disposal of waste tires in their respective communities. The tax shall be separately stated and collected upon the sale by the hard-to-dispose material wholesalers to a hard-to-dispose material retailer.	N	N	Y	Y	N	Y	Y	Y	N	N			
South Carolina	Region IV	\$2.00	Y	Point of purchase, new tire retailer		Of this \$2, \$.06 is allocated to the retailer, \$.50 to the state to run the tire program, and \$.44 towards grants to counties to run tire program. The additional \$1 stays with the retailer if they contract for the recycling of the old tire, or to the county if the county accepts the tire free and contracts for the recycling.	N	Y	Y	Y	Y	N	Y	N	Y	Y	County Governments limited amounts for cities	Priorities: 1. stockpile remediation 2. current generation reimbursements 3. public education 4. other direct costs (training, facilities, equipment)	Financial assurance requirement is \$3 per tire allowed on-site under the permit.

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South Dakota	Region VIII	\$0.25	Y	Vehicle registration at the county level		\$0.25 per tire not to exceed one dollar per vehicle. This money is put into a grant fund in order to clean up waste tire piles. Fee generates about \$1,000,000 per year. The fees go towards solid waste projects, recycling projects, and waste tire collections/cleanups.	N	N	Y	Y	N	N	Y	Y	N	N	companies, corporations, counties, cooperatives, municipalities, regional or state-wide planning agencies, federally recognized Indian tribes, districts that have the authority to construct or operate solid waste, waste tire, or recycling facilities.	The DENR in the past years has received allocations dedicated to waste tire and other solid waste clean-ups and has used those to do several large scale tire clean-up and collection events. At this time there are no dedicated allocations anticipated.	
Tennessee	Region IV	\$1.35	N	Tire Dealer		This fee applies to all sales of new tires for use on motor vehicles. Tire dealer keeps \$0.10. The Counties are reimbursed \$1.00 per tire for waste tires received from dealers that result from new tire sales.	N	N	N	Y	N	N	Y	Y	Y	Y	Counties	Grants assist with collecting and finding beneficial end uses for waste tires.	
Texas	Region VI		N			Tire shops can charge customers a disposal fee, but the state does not receive these funds. Currently, there is no dedicated funding for the scrap tire management program. There is no application fee for obtaining a scrap tire registration. Scrap tire management activities operate under a free-market system. Tire dealers set their own fees to cover their administrative and tire disposition costs.	N	Y	Y	N	N	N	Y	N	N	N			None

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Utah	Region VIII	\$1.00	N	Tire retailers and new vehicle dealerships		The fee is used toward: partial reimbursement of the costs of processing, recycling, or disposing of waste tires; partial reimbursement of the transportation costs from the clean up of waste tire piles; payment of administrative costs of local health departments, tire dealers, tax commission, and DEQ. The recycling fee collected is deposited into a restricted account to be used for partial reimbursement to recyclers and reimbursement to counties and municipalities for costs associated with the removal of waste tires in a landfill or an abandoned waste tire pile.	N	N	Y	Y	Y	Y	Y	Y	Y	N	Reimbursements for Recyclers and city/municipality pile cleanups	\$50/ton used for energy recovery or product creation in Utah, \$65/ton crumb rubber, \$20/ton chipped tire for beneficial use. 60% Tire Fund/40% county/landfill- split of costs for cleanup of abandoned tire piles and landfills( operated by state or local govt) from a bid process.  Our program has added official application documents to standardize the process in requesting for waste tires to be removed from government owned landfills and transfer stations and abandoned tire piles. There are also new application documents to apply for reimbursements. The Division has also been making more of an effort in communicating with the local health departments to ensure they are aware of their roll in approving reimbursements and labeling a waste tire pile as abandoned.	Landfilling of tire is allowed when received at the disposal facility 4 at a time. Landfilling of shredded tires is allowed when in a monofill and disposed so the tire shreds would be clean and available for recycling.
Vermont	Region I		N			No state scrap tire fee or fund exists. Retailers will accept scrap tires for a fee of \$3 to \$5.	N	Y	Y	Y	N	N	N	N	N	N			
Virginia	Region III	\$0.50	N	Tire retailer		Retailer keeps 5% if they pay in a timely manner. The funds are used for Virginia's End User Reimbursement Program as well as long term improvement of tire recycling and clean up of tire dumping.	N	Y	Y	N	N	N	Y	N	Y	N	End Users	The End User Reimbursement program pays up to \$22.50 per ton for documented Virginia-generated waste tires used as TDF, CE and Ground Rubber. The state pays up to \$100 per ton for tires from piles.	The extra money from the fee increase from \$.50 to \$1.00 in 2008 is solely for tire pile cleanups.
Washington	Region X	\$1.00	Y	Tire retailer		This fee goes towards the Waste Tire Removal account, where funds go to scrap tire cleanup efforts and DOT road maintenance. The tire dealer retains 10 cents. 90 cents is remitted to the state. Every biannium, money in excess of 1 million is transfered out of the waste tire removal account to Washington State Department of Transportation fo road maintenance. Effectively, the Washington State department of Ecology gets 1 million dollars every biennium for Waste tire cleanups.	N	Y	Y	Y	Y	N	Y	Y	Y	N	The State does fund a limited number of scrap tire removals per year	The state accepts requests for assistance from local governments or other non-profits for tire removal assistance. There is approximately \$500,000 per year available for the State Tire Program.	Financial assurance is required for storage of 800+ passenger tires (or combined weight of 8 tons of mixed of tire types). Value of Financial Assurance determined based on cost to cleanup maximum number of tires stored.

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West Virginia	Region III	\$10/vehicle title transfer	Y	Manchin Fund collected by DMV vehicle titles		The \$1.50 fee is collected on vehicle title transfers. All proceeds from the fund go to the Waste Tire Cleanup Fund. 0.5% goes towards the tax commissioner for administrative purposes, 3% goes towards the waste tire management fund, 5% is used by Division of Environmental Protection for administrative fees, and the remainder shall be used to eradicate all illegal waste tire piles and to establish and manage a tire collection program. The division may expend a maximum of 5% of such funds for the establishment and management of a tire collection program.	N	Y	N	N	N	N	N	Y	Y	N			
Wisconsin	Region V		N			State scrap tire program funded by WI state general fund.	N	Y	Y	Y	N	N	N	N	N	N			
Wyoming	Region VIII		N			No scrap tire fee or fund exists.	N	N	Y	Y	N	Y	Y	Y	N	N			