

Agenda Item: 12.

Memo To: Programs, Projects and Operations Subcommittee

From: Jim Becic

Re: NDEQ Tire Recycling Grant Application

Date: 26 October, 2012

The Papio-Missouri River NRD has participated both financially and physically for a number of years in various recycling efforts within our district. Partnering with the Loess Hills RC&D, the Lower Elkhorn NRD, and the local hosting communities, these have proven to be extremely successful in keeping a variety of household hazardous waste materials, tires, pesticides, fertilizers, etc. out of our streams, rivers and groundwater.

The effectiveness of this recycling effort is demonstrated by the volume of materials received. This past year – over **462 tons** of tires were collected in this single day effort which should prove to be a state record!

While other materials are handled and disposed of in an environmentally acceptable manner at these recycling events, an annual grant application, specifically for the regional collection and disposal of tires, has been submitted to the Nebraska Department of Environmental Quality (NDEQ). Recently, it has been determined that the most effective funding approval method for the grant applications is to have an application submitted alternately by the Lower Elkhorn NRD or the Papio-Missouri River NRD. This year is the Papio-Missouri River NRD's turn to apply. It is the intent to continue this alternating grant application process with the Lower Elkhorn NRD taking the reins in calendar year 2014.

The grant applications must be submitted in the name of the NRD sponsoring the regional collection event and the next round of applications is due by 1 February, 2013 for a collection to be likely held in late September, 2013 (the NRD's FY-2014). The 2013 recycling event will be held at the Washington County Fairgrounds in Arlington, Nebraska.

If the grant is approved, the funding will essentially be an "in and out" accounting transaction with no cost to the District other than 'incidentals' such as printing of flyers, refreshments for volunteers, etc. If there is a shortfall in the grant funds requested or if there is a larger volume of tires collected than anticipated and this results in an increase in costs – it is anticipated that the NRDs will split these costs and budget for this scenario. Cost "overages" have never amounted to more than ten thousand dollars.

Therefore, it is the management's recommendation that the Programs, Projects and Operations Subcommittee recommend to the Board that the Papio-Missouri River NRD make a grant application to the Nebraska Department of Environmental Quality's Waste Reduction and Recycling Incentive Grants Program for the 2013 grant cycle for tire collection.

PMRNRD Proposed 2013 Scrap Tire Collection

BACKGROUND: Nebraska generates more than 1.5 million scrap tires each year. Proper scrap tire disposal is a problem because state regulations ban whole tire disposal in landfills, so tires are stockpiled, burned or illegally dumped. Tire piles provide an ideal habitat for mosquitoes and rodents, and pose a risk of fires which are notoriously difficult to extinguish. When burned, an average passenger car tire produces over 2 gallons of oil and emits benzene, styrene, hydrocarbons and butadiene, resulting in soil, air and water contamination. Illegal dumping pollutes road ditches, ravines, woods and empty lots.

Nebraskans pay a \$1.00 fee for every new tire purchased. This money goes to a fund administered by the Nebraska Department of Environmental Quality (NDEQ) which provides grants to locally manage scrap tire disposal. This management typically occurs through area scrap tire collection events. Tires are collected and hauled away by an NDEQ approved hauler for an NDEQ approved end use.

Since 2002, scrap tire collections in the PMRNRD service area have been organized through the joint efforts of the Nebraska Loess Hills Resource Conservation & Development (RC&D) Council, area NRDs, and the community hosting the collection. While these events have been extremely successful, collection volumes continue to increase, indicating a continuing need for scrap tire collections.

SUMMARY OF SCRAP TIRE COLLECTION DATA (RC&D Data from annual regional collection - Burt, Cuming, Dakota, Dodge, Thurston & Washington counties)

Year	Grant Applicant	NDEQ Award	Tons Collected	Collection Site	Comments
2002	LENRD	\$8,000	63	Oakland	
2004	LENRD	\$10,350	140	Oakland	
2005	LENRD	\$25,200	207	West Point	
2006	LENRD	\$25,848	255	West Point	
2007	LENRD	\$35,568	357	West Point	
2008	LENRD	\$44,188	384	West Point & Arlington (2 events)	
2009	P-MRNRD	\$44,439	0	Arlington	No collection due to hauler/NRCS issues
2010	LENRD	\$29,638	377	West Point	State Record single day event
2012	LENRD	\$20,537	462	West Point	Potential state record

Note: In 2011 NDEQ denied funding to applicants who received grants the previous year due to the large number of grant requests.

PROGRAM PROPOSAL: Because of the need to properly manage scrap tire disposal in the PMRNRD and LENRD service area, it is proposed that an annual collection be rotated between a site in the PMRNRD service area and a site in the LENRD service area (West Point). Grant funding for the annual collection would be requested through NDEQ's Waste Reduction and Recycling Incentive Grants Program. The two NRDs would rotate as grant applicants based on the collection location. Because the grant applicant would change each year, funding could potentially be received even if NDEQ denies funding to applicants who received money the previous year.

It is proposed that PMRNRD serve as grant applicant for a 2013 scrap tire collection to be held in Washington County at the fairgrounds in Arlington. Partners in this collection would include the RC&D, LENRD, and the City of Arlington.

BENEFITS: Organizing a 2013 Scrap Tire Collection in Washington County facilitates proper disposal of scrap tires by residents and businesses in the PMRNRD service area. This opportunity protects the environment and eliminates potential risks to public health. Participation in solid waste management and pollution control is one of seven resource management needs set forth in PMRNRD's FY 2012 Long Range Implementation Plan. This program would provide an additional strategy to address this resource need.

Collection advertising and media releases provide an opportunity for PRMRND to promote its work and mission in the rural areas served by the NRD. Participants in scrap tire collections include businesses and rural and city dwellers who do not participate in the PMRNRD Conservation Assistance Program and may not be familiar with the PMRNRD name, purpose and projects.

FUNDING: Up to one hundred percent of the costs incurred by political subdivisions to clean up scrap tires for approved end-uses are eligible for grant funding. PMRNRD would apply for a Scrap Tire Collection Cleanup Site for Political Subdivisions Grant from NDEQ's Waste Reduction and Recycling Incentive Grants Program. The grant application would request funding to dispose of 500 tons of scrap tires. Costs eligible to be paid from grant funds include Hauler Costs, Advertising Costs (not to exceed \$1,000.00) and Labor Costs (maximum reimbursement amount \$11.00 per hour for up to two persons monitoring the sign-in log). The NDEQ Waste Reduction and Recycling Incentive Grant Program does not provide funds for administrative or operational costs.

PMRNRD COSTS:

Personnel: The activities of PMRNRD personnel organizing and assisting in the 2013 Scrap Tire Collection could be performed as PMRNRD duties during normal work hours. As such, PMRNRD would not incur additional personnel costs through overtime or additional employee hours (in the case of hourly or part-time employees).

Contractual: PMRNRD could receive reimbursement for up to one hundred percent of tire hauler costs through the NDEQ grant. The potential for PMRNRD to incur additional hauler costs could occur in two situations: 1) if NDEQ awards partial grant funding due to a large number of grant requests (PMRNRD could opt to cancel the collection or provide additional funding from its own budget and/or through funding from other partners; and/or, 2) the volume of scrap tires collected exceeds the estimated volume for which grant funding was received. In this situation the shortfall would have to be paid from PMRNRD and/or partner funds.

General: Incidental expenses for event signage, refreshments for event labor, photocopying of flyers and surveys. Incidental expenses typically do not exceed \$500.00.

PROGRAM TIMELINE:

December, 2012: Bids requested from NDEQ approved tire haulers in accordance with NDEQ bid requirements. Bid Requests to be prepared and processed by Deborah Ward, PMRNRD Program Assistant.

January, 2013: Bids to be reviewed by Terry Schumacher, Jim Becic, Justin Novak and Deborah Ward. Review will include analysis of services provided, cost, and best end use. Grant application to be prepared by Deborah Ward.

February 1, 2013: Due date for application for Scrap Tire Collection Cleanup Site for Political Subdivisions Grant.

May, 2013: Announcement of grant awards by NDEQ. Date for collection confirmed based on fairground schedule, hauler availability, and time needed to adequately promote event.

Summer, 2013: Event promotion by all partners involved. Coordination of volunteers, site needs reviewed and addressed, equipment needs reviewed and addressed, traffic pattern approved by local authorities, signage obtained, utility field representatives scheduled (if necessary). PMRNRD employees recruited to assist at collection.

2013 Scrap Tire Collection at the Washington County Fairgrounds, Arlington, NE.

Post-Collection Surveys processed and collection log prepared. Tire Haul off monitored. Contractor payment made. NDEQ grant report prepared by Program Assistant. Grant report reviewed and submitted. Final news releases prepared and submitted. PMRNRD receives reimbursement payment from NDEQ. Final reporting and grant closure.

