

- 1) Meet with Board Members and convey our concerns about the use of the Tire Fund (from the fee on the sale of new tires) for programs that don't divert tires from landfills.
- 2) Change the rules when staff wanted to use the Tire Fund to clean up sites that didn't contain old tires.
- 4) Objected when the state wanted to use Tire Fund money to clean up illegal tire piles in Mexico. Tire Fund money is only supposed to be used in California.
- 5) Supported the reduction of the \$1.75 tire fee to \$0.50 in 2015.
- 6) Raised concerns about waste tires bypassing California tire recyclers and going to the ports of Oakland, Los Angeles, and Long Beach, bound for transit to polluting Chinese energy plants.

With the California Air Resources Board, we were able to do the following:

- 1) Work with a coalition, including Les Schwab Tire Centers and the Rubber Manufacturers Association, to help change the regulations that the Air Resources Board was developing that would require Auto Service Providers (including tire dealers) to "check and inflate" tires whenever a customer came in for service.
- 2) When the regulations came out last fall, our coalition began working with a state legislator to author a bill changing the "check and inflate" requirements for tire dealers. old scrap tires into new, useful, diversified products.

Here are the major issues we are looking at:

- Keep documents for one year (rather than 3)
- Take out the criminalizing issue. A ticket should suffice, not jail (potentially, as the regulation currently reads).
- Make the gauge + or - 4 psi (currently it is + or - 2 psi)
- Require 5 psi low to inflate (currently it is 1 psi)
- Allow the customer to verbally decline the check and inflate (now it has to be written on the invoice).

More on this bill as the bill develops.

With the California Energy Commission, we were able to do the following:

- 1) Testify at a hearing of the Commission when they met to discuss regulations to encourage customers to buy fuel-efficient tires. Our main concern is that the Commission doesn't try to mandate or limit what type of passenger or light truck tires a dealer can sell.

In almost all cases, we were successful with the Legislature and the state agencies in getting our points across, and successful in resolving issues to our benefit. But it wasn't easy and with the constant turnover in legislators due to term limits, it will continue to be a challenge to educate the "newbies" about our priorities. Surprisingly, we believe that CalRecycle, which manages the state's Tire Fund and its tire programs, has set some positive goals that we can work with:

Continues on page 16