

OFFICE OF FISCAL ANALYSIS

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sHB-6486

AN ACT CONCERNING EXTENDED PRODUCER RESPONSIBILITY
FOR TIRES.

AMENDMENT

LCO No.: 8589

File Copy No.: 529

House Calendar No.: 325

OFA Fiscal Note

See Fiscal Note Details

The amendment strikes the underlying bill and its associated fiscal impact.

Section 1 of the amendment requires, no later than February 1, 2024, the Department of Energy and Environmental Protection (DEEP) to submit a report to the General Assembly to identify and evaluate beneficial end uses for discarded tires. This has no fiscal impact since DEEP has expertise for this purpose.

Section 2 requires DEEP, by January 1, 2024, to establish a tire hauler license of anyone who performs commercial hauling of discarded tires and allows DEEP to establish a reasonable fee for such license. This is expected to result in a revenue gain to DEEP, beginning in FY 24, and annually thereafter.

Section 3 appropriates up to \$1,000,000 annually to DEEP, beginning in FY 24, to establish a Tire Amnesty Grant Fund and administer a program to support tire waste reduction strategies, including a Tire Amnesty Grant Program. This would result in costs to DEEP, starting in FY 24 and annually thereafter of at least \$1 million for these purposes. It also requires DEEP to administer a grant program to provide a grant-in-aid to any municipality approved for the grant-in-aid by DEEP costs

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associated with management of discarded tires. As such, any costs to municipalities for disposing of discarded tires would be recouped by these grants-in-aid in FY 24 and FY 25.

Section 4 requires, as of January 1, 2024, every tire retailer to display certain information on its website and in print, an informational fact sheet. This has no fiscal impact since there are no fines associated with violations of the provision.

Section 5 requires the Environment Committee to convene a working group to study methods for municipal management of discarded tires and funding mechanisms for management and tire disposal. This has no fiscal impact since the legislature has resources for this purpose.

Section 6, which provides a definition of recycling, is not anticipated to result in a fiscal impact in FY 24 or FY 25.

Section 7 requires the Department of Transportation (DOT) to undertake the requisite laboratory testing and pilot program utilization of tire-derived asphalt on primary state roadways and submit a report by January 1, 2025. This results in a potential cost to DOT depending on the scope of the pilot program described in the bill.

The preceding Fiscal Impact statement is prepared for the benefit of the members of the General Assembly, solely for the purposes of information, summarization and explanation and does not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.