

SCRAP TIRE MANAGEMENT REPORT

FY 1995 - 96

PREPARED BY THE

**NORTH CAROLINA DEPARTMENT OF ENVIRONMENT, HEALTH,
AND NATURAL RESOURCES**

DIVISION OF SOLID WASTE MANAGEMENT

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1) EXECUTIVE SUMMARY AND RECOMMENDATIONS

Recommendations

1. DEHNR supports the recommendation of the Retail Merchants Association, the Tire Dealers Association, the County Commissioners Association and the Conservation Council/Sierra Club to the Environmental Review Commission to extend the sunset on the scrap tire disposal tax for another three years.

An important part of the extension is the continuation of the requirement that each county provide a site for free disposal of scrap tires generated in the normal course of business in North Carolina. When counties were allowed to charge for disposal, there was a direct increase in illegal dumping of scrap tires and many of the nuisance tire sites we are cleaning up today were created during the time when there were charges for scrap tire disposal.

2. DEHNR recommends that the existing distribution of 68% of the tire tax revenue to counties for scrap tire management programs, and 27% to the Scrap Tire Disposal Account (STDA) remain unchanged; however, DEHNR recommends that the distribution of funds within the STDA itself should be changed.

Most of the counties are currently receiving sufficient funds to cover the costs of their tire programs. Increasing the distribution to all would over-fund many county programs, continue inefficiencies and direct funds away from program areas that need the resources. Currently, 25% of the STDA is distributed to counties for grants to cover cost over-runs for scrap tire management. An increase of the grant distribution to counties from 25% to 50% of the STDA fund would provide sufficient funds to cover cost over-runs to counties for North Carolina scrap tires. This increase would also enable counties that are regional retail centers to meet current program needs.

3. DEHNR recommends that funds from the STDA be used to establish a position within the Solid Waste Section to provide the counties with regulatory assistance to establish programs to keep out-of-state tires from being presented for free disposal.

Currently out-of-state tires cost the state over \$1 million per year. A key problem is the lack of an out-of-state tire prevention program and poor gate control practices at tire sites. DEHNR recommends that a position be created to assist counties in the improvement of tire management programs and to work with local officials on reducing the incidence of out-of-state tires that are presented to local management programs. DEHNR further recommends that the position currently funded from the solid waste trust fund for the clean-up program be funded from the STDA to complete the cleanup program and work on cost recovery.

4. DEHNR recommends that 10% of the funds from STDA continue to be available to clean up nuisance tire sites.

Within the past 12 months 24 sites have been discovered with approximately 188,000 tires. The discovery of additional sites is anticipated. Further, some of the sites that were expected to be cleaned up by responsible parties may have to be funded from the STDA.

5. DEHNR recommends that up to 40% of the STDA be used to fund recycling market development for scrap tires.

Currently there are insufficient end-use markets for crumb rubber and TDF, the two markets for which there is most potential and that hold the most promise for being strong enough to become independent of state subsidies. Consumers of crumb rubber from scrap tires should be supported with market development grants to stimulate demand. These market development activities should be undertaken in cooperation between the Department of Commerce, the Division of Pollution Prevention and Environmental Assistance and the Division of Waste Management.

Executive Summary

The sixth annual Scrap Tire Management Report provides information on the management of scrap tires during FY 1995-96 in North Carolina. This report is based on information provided in waste management annual reports from counties and permitted tire processing facilities. Additional information is available by contacting the Solid Waste Section at 919-733-0692.

- While approximately 7.2 million scrap tires were generated by the citizens of North Carolina - about one per person - the state's 100 counties reported managing approximately 8.7 million scrap tires¹.
- Counties incurred an estimated \$1 million in expenses for out-of-state tires inappropriately disposed of as North Carolina tires.

¹Unless otherwise specified, references to numbers of tires are estimates based on the conversion factor of 100 tires per ton.

- About 9.2 million tires were managed by county disposal facilities and private recycling facilities in Fy 1995-96. In addition, about 1.4 million tires were removed from nuisance tire sites and disposed at recycling facilities.
- About 45 percent of the scrap tires disposed in North Carolina were diverted from landfills for various uses in FY 1995-96. Tires were primarily recycled as used tires or in civil engineering applications.
- If the tire disposal tax is reduced to 1 percent in 1997 the counties will incur a shortfall of about \$2.3 million, if current costs and volumes continue. Counties will need to charge tire haulers and disposers about \$27 per ton, which is about 27 cents per passenger tire and \$1.36 per truck tire. Resumption of county disposal fees will create an economic incentive for illegal tire dumping.
- The tire recycling rate has slowly increased the past six years, and significant improvements will require stronger market development. North Carolina has surplus quantities of recycled tire material due to weak demand.
- The average cost for scrap tire management reported by the counties was \$81 per ton, which is about 81 cents per passenger car tire and about \$4.00 per truck tire.
- The counties received \$5,818,752 in direct distribution of the tire tax proceeds. This covered about 83 percent of the reported total expenses of \$7,029,756.
- A total of about \$1.1 million was requested from the Scrap Tire Disposal Account by county governments that incurred deficits in their tire programs. About \$600,000 was available in the account and provided to counties. To adequately reimburse counties the Scrap Tire Disposal Account would need to increase the allocation for county deficits from 25% to about 50%.
- Distribution of the tire disposal tax proceeds to counties was based on county populations. Counties received from 29 percent to more than 150 percent of reported costs incurred from their individual scrap tire programs. About \$ 300,000 in surplus funds were received by twenty-nine counties.
- All high priority nuisance tire sites have been cleaned or are under contract. Funds for the cleanup program were made available when the General Assembly temporarily increased the tire disposal tax to 2 percent.

- More than 2.7 million tires at 168 nuisance tire sites have been cleaned up, and about 56 sites containing more than 1.2 million tires were under contract for cleanup as of December 1, 1996.
- The Solid Waste Section is also pursuing an aggressive cleanup program to address the large number of relatively small sites. This is a cooperative program with county governments, and inmate labor is used when possible.
- Illegal dumping of tires has been drastically reduced by the availability of free disposal in all counties. There have been only a few reports of new nuisance sites being developed since free disposal was required by statute in 1994.
- Nuisance tire sites which were established prior to 1994 continue to be discovered. In order to clean sites as they are discovered the Scrap Tire Disposal Account will need to provide continued, but reduced funding, for cleanups for the next few years.

2) INTRODUCTION

Detailed scrap tire management data were received from all North Carolina counties and permitted tire processing facilities for FY 1995-96. This was the sixth such annual reporting, which makes it possible to analyze trends in scrap tire management in North Carolina.

Scrap tires present unique disposal and environmental problems. Landfill disposal of whole scrap tires was banned in 1989 as part of the Scrap Tire Disposal Act. Whole tires cannot be landfilled satisfactorily because they use large amounts of space, cannot be compacted, and tend to "float" to the surface due to vibration and the presence of trapped gas.

Improper tire management poses serious threats to public health and the environment. A number of illegal dump sites were due to the lack of readily available disposal sites in some parts of the state and illegal activities.

The Scrap Tire Disposal Act required all 100 counties to provide at least one collection site. This ensured that all tire disposers have a readily available site to properly dispose tires.

However, illegal dumping of tires increased significantly in North Carolina after whole tires were banned from landfill disposal. This ban caused an increase in tire disposal costs due to the costs of tire shredding. Counties passed the increased costs on to tire haulers and disposers as higher disposal fees, creating an economic incentive for illegal dumping of tires.

By 1992 it was apparent that there had been a large increase in illegal tire dumping. Data provided by the counties documented that tire disposal fees were strongly correlated to tire stockpiling and dumping, since counties with higher fees reported fewer tires disposed. The Solid Waste Section developed an inventory of known dump sites.

To address these problems, major legislative changes were made in the scrap tire program with House Bill 83 in 1993. The scrap tire disposal tax was increased to 2 percent on October of 1993, and landfill disposal fees were prohibited on January 1, 1994 to discourage illegal tire dumping. Funds were provided to clean up tire sites. These changes are temporary and expire June 30, 1997. Increased problems with illegal tire disposal will probably occur if counties are allowed to resume charging disposal fees in 1997.

Public Health Hazards Associated With Tire Dumps The Asian Tiger Mosquito was introduced to North Carolina in illegal tire dumps. The rapid proliferation of illegal tire dumps is believed to have played a major role in the spread of the mosquito across North Carolina. The Asian Tiger Mosquito (*Aedes albopictus*) is an aggressive exotic species which competes with native North Carolina species. It is a container-breeder and thrives in tire dumps across the state.

A study of mosquito species at illegal tire sites was conducted by N.C. State University in 1993.² The mosquito was identified in 29 of 38 nuisance tire sites sampled. In some areas of North Carolina the mosquito is not just limited to tire sites, but is now permanently established and breeds in yards and woodlands.

Its potential range includes even the cooler mountainous regions of North Carolina, which have traditionally escaped nuisance problems with aggressive mosquito species.

Not only is the Asian Tiger Mosquito a nuisance for outdoor activity, it is capable

² 1994. Survey of Mosquitoes and Mosquito-Transmitted Viruses Associated with Tire Disposal Sites in North Carolina. NC State University, Department of Entomology.

of carrying the eastern equine encephalitis (EEE) virus.³ This deadly disease is currently present in bird populations in eastern North Carolina and is transmitted among birds by mosquitoes. It is not known if the Asian Tiger Mosquito can transmit infectious doses of the EEE virus to humans.

One death occurred due to mosquito-transmitted eastern equine encephalitis in October 1996 in Harnett County. Public health officials advised the public against camping trips to the coastal areas until cold weather reduced mosquito populations. It is not known if the disease was transmitted by mosquitoes breeding at a tire site.

This introduction and establishment of an exotic pest into North Carolina at nuisance tire sites shows that regulatory changes in tire management can have an unexpected adverse effect on the environment. Any future regulatory changes in the tire program must take in consideration the impact on tire dumping and avoid creating economic incentives for tire dumping.

Fire hazards Nuisance tire sites pose special fire risks because of the difficulty in cutting off the oxygen supply and extinguishing such fires. There is a substantial threat of tire fires at many sites, especially large sites. Tire fires produce hazardous air emissions and toxic liquid run-off. Recent Environmental Protection Agency (EPA) research on uncontrolled tire fires has identified cancer-causing agents in the smoke.

An EPA report⁴ states that large amounts of harmful organic compounds may be released at tire fires:

"Considering (a) the relatively high mutagenic potency of the particulate organics, (b) the high mutagenic emission factors, and (c) the presence of many mutagens/carcinogens, especially PAHs, in the effluent from the open burning of tires, such burns pose a **genuine environmental and health hazard**. Because of the frequent occurrence of unwanted combustion at tire piles, and the potential environmental and health risks posed by such combustion, prudence would suggest that such piles be reduced or eliminated in size and number."

³ 1992. Isolation of eastern equine encephalitis virus from Aedes albopictus in Florida. Science 257:526.

⁴ Mutagenicity of Emissions from the Simulated Open Burning of Scrap Rubber Tires. July 1992. EPA Air and Energy Reserach Laboratory and Health Effects Research Laboratory, RTP, NC.

Tire fires in Surry, Stokes, Wayne, Halifax, and other North Carolina counties produced large amounts of emissions of incomplete combustion. Also, liquid runoff to surface waters has caused fish kills.

3) SCRAP TIRE GENERATION IN NORTH CAROLINA

The standard used by the EPA for estimating generation of scrap tires is one tire per person per year.⁵ Since the 1996 population of North Carolina was 7,194,238, it is estimated that an equal number of tires were generated during FY 1995-96.

This standard is representative of tire generation in North Carolina, based on comparisons with tire sales and tax collections in the state (see FY 1991-92 and FY 1992-93 Scrap Tire Management reports).

For purposes of this report, data are reported in automobile tire equivalents, unless indicated otherwise, which is about 20 pounds per tire or 100 tires per ton.

4) VOLUME OF TIRES DISPOSED IN NORTH CAROLINA

All counties are required to provide facilities for disposal of scrap tires and to report on scrap tire management programs. A summary of this data is presented in the Appendix, Table 1.

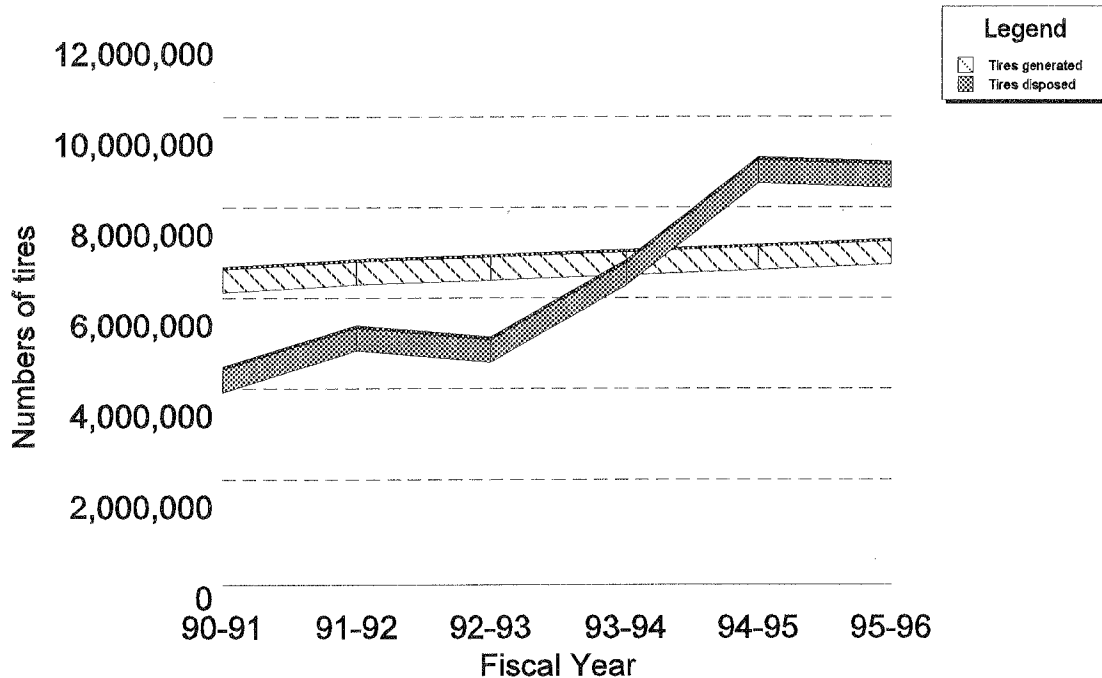
Approximately 9.2 million tires, which is 128 percent of the estimated total tires generated, were disposed in FY 1995-96. These tires were managed by county disposal facilities or private recycling facilities. Approximately 9.3 million tires were disposed in 1994-95 and 7.6 million tires in FY 1993-94.

The counties reported that they managed about 8.7 million tires of which about 8.2 million were shipped to five private facilities, and about 500,000 tires were disposed in local landfills or shipped to out-of-state recyclers.

The five processing and recycling firms reported that in addition to receiving 8.2 million tires from county tire programs, they received about 500,000 directly from disposers who chose not to participate in the county tire programs. These may be individuals involved in privately funded cleanups not on state records, tire dealers who choose not to participate in a county program, or those who are not aware of the tire program.

⁵ Markets for Scrap Tires. 1991. US EPA, Office of Solid Waste. EPA/530-SW-90-074A. Washington, DC.

Numbers of tires generated compared with numbers of tires disposed.



The numbers of tires disposed in North Carolina can be summarized as follows:

- 8.7 million tires - Managed by the 100 counties (about 8.2 million shipped to five recyclers and about 0.5 million disposed by other means)
- 0.5 million tires - Tires taken directly to recycling firms (not managed by counties)
- 9.2 million tires - Total

In addition to the 9.2 million tires brought to county and private collection sites, approximately 1.4 million tires were cleaned up from nuisance tire sites.

The increased number of disposed tires over the past six years reflects the success of the tire program. The program has been more firmly implemented as awareness of the regulations and cooperation of affected parties has increased.

However, the sudden increase in numbers of disposed tires after 1994 highlights a problem with illegal disposal of out-of-state tires at county collection sites. The Solid Waste Section estimates that counties spend about \$1,000,000 per year to manage out-of-state tires which are fraudulently disposed as North Carolina tires.

This estimate is based on the cost of disposal in counties that receive volumes of tires greater than 120 percent of county population. It is assumed that some counties are regional retail centers and would receive a volume of tires up to 120 percent of county population. However, volumes of tires in excess of 120% are assumed to be out-of-state tires.

Thirty-seven counties reported receiving a volume of tires that exceeded 120% of county populations (see map).

The map illustrates that it is unlikely that all counties receiving these large volumes of tires are regional tire centers. There are likely large numbers of out-of-state tires being disposed in a number of counties. The figure also shows that nineteen counties received a volume of tires that was 101-119% of county populations.

Haulers in Virginia have complained about competing with North Carolina haulers who haul tires from Virginia tire dealers to North Carolina county collection sites. Since the haulers fraudulently obtain free disposal they can underbid Virginia tire haulers who must pay disposal costs at Virginia facilities.

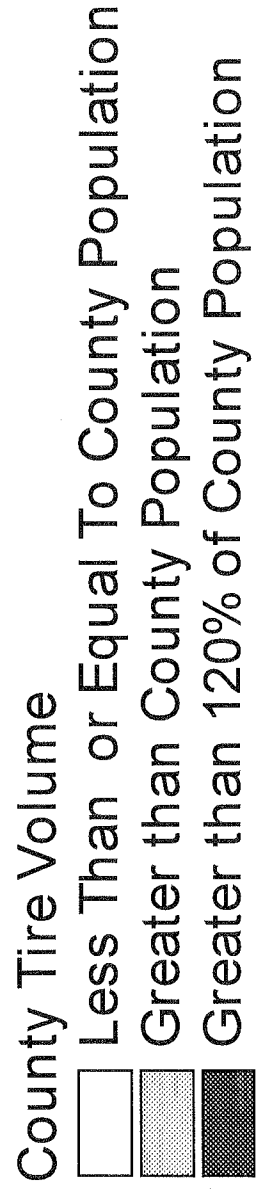
The Solid Waste Section provides assistance to counties to aid in avoiding fraudulent disposal of out-of-state tires. Assistance to counties has consisted of visiting county collection sites, reviewing the scrap tire programs, reviewing certifications, and making suggestions for improvement. Efforts made to avoid abuse is a factor in eligibility for grants from the Scrap Tire Disposal Account to cover cost over-runs.

It is important that counties avoid abuse by implementing policies such as:

- Improving screening of tire loads by requiring complete scrap tire certifications. These forms provide details on the origin of each load;
- Visiting generators to discuss tire program requirements; and
- Making spot checks of loads by calling to verify the origin and size of loads brought by haulers.

The Solid Waste Section has assisted a number of counties in avoiding out-of-state tires. Rockingham, Iredell, Duplin, and Buncombe counties have reported significant reductions in tire volumes and costs after aggressively screening for out-of-state tires.

County Tire Volumes, FY 1995-96



5) TIRE RECYCLING

The numbers of tires the tire recycling facilities received from North Carolina counties and from cleanup programs can be summarized as follows:

<u>Facility</u>	<u>Counties Served</u>	<u>Tires Received</u>
US Tire Recycling, LP	37	3,806,600
Central Carolina Tire Recycling	41	3,826,800
TIRES, Inc	39	1,779,767
Envirotire Recycling	2	283,200
Tire Disposal Service	8	905,900
	Total	10,602,267

North Carolina recycling firms diverted from landfills approximately 4.8 million scrap tires or about 45 percent of the total 10.6 million scrap tires. In FY 1994-95, the recycling firms diverted approximately 4.2 million or 37 percent of the total tires disposed. In FY 1993-94, the recycling firms diverted approximately 3 million or 41 percent of the total tires disposed. These tires were used as tire-derived fuel (TDF), asphalt, used tires, retreading, agricultural products, civil engineering products, crumb rubber, and miscellaneous products.

Recycled tire materials are readily available in North Carolina since there is a large number of tire recyclers in the state. However, markets for these materials have not been strong the past six years and have improved only slightly. This includes about 1.4 million tires removed from nuisance tire sites and about 9.2 million tires managed by county disposal facilities or private recycling facilities.

Tire Reuse, Re-manufacturing, and Retreading - 7 percent of North Carolina Tires - Approximately 718,354 scrap tires were diverted from landfills by North Carolina recycling firms for reuse, retreading, or re-manufacturing. Many of these tires had high tread remaining and were sold on the used tire market. This figure does not include the large number of tires that were sold directly as used tires or casings, and were not discarded as scrap tires originally. US Tire Recycling, LP ships tires to the Achievor Tire Company in Chicago, Illinois, which is the largest tire re-manufacturer in the United States.

Tire-derived fuel (TDF) - 6 Percent of North Carolina Tires - Approximately 692,600 tires or approximately 6 percent of the scrap tires disposed in North Carolina were used as tire-derived fuel. About 692,600 tires were shredded and shipped by TIRES, Inc. and US Tire to out-of-state markets.

There are currently no users of TDF in North Carolina. Markets need to be relatively close to avoid high shipping costs. Production capacity of TDF in North Carolina greatly exceeds demand.

Crumb Rubber - 5 Percent of North Carolina Tires - About 531,000 tires were processed into crumb rubber and related products by TIRES, Inc. and EnviroTire in FY 1995-96.

According to North Carolina tire recyclers, supply of crumb rubber exceeds demand nationally, and production capacity of existing plants is approximately two times larger than existing markets. Crumb rubber 40-mesh may become a commodity and may eventually have value as a substitute for plastics and other polymers in manufacturing products in the plastics industry.

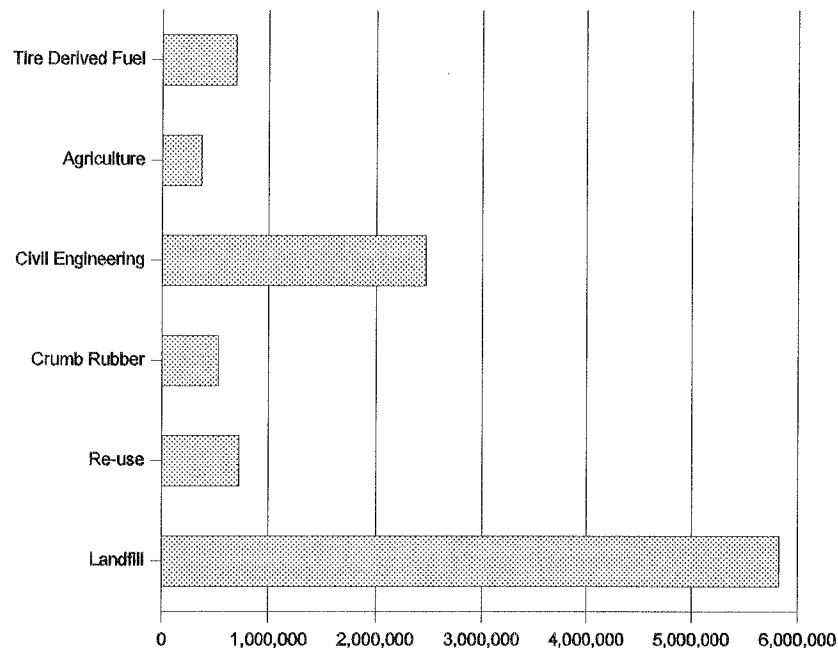
Agricultural and Miscellaneous Products - 3 Percent of North Carolina Tires Central Carolina sold about 371,000 tires for agricultural and other miscellaneous applications. Agricultural products include livestock bedding mats. Other miscellaneous items include mats, solid rubber wheels, barricades, and loading dock stops.

Civil Engineering Applications - 22 Percent of North Carolina Tires - TIRES, Inc. and US Tire shredded and sold 2,465,800 tires for civil engineering applications. This includes tire chips for construction of road beds and embankments. The tire chips used are 1 inch to 6 inches, and do not require the more expensive processing required to produce 10-to-40 mesh crumb rubber. This also includes tire chips for construction of septic tank drainfields in South Carolina.

Landfill Disposal - 55 Percent of North Carolina Tires - Approximately 5.8 million tires were landfilled or stockpiled. US Tire and Central Carolina operate tire monofills. Both facilities shred tires prior to landfilling and can recover or "mine" the landfilled tires for future recycling markets.

The tire monofills provide an essential service to the 100 counties by providing a low cost disposal option for tires that cannot be economically recycled. If landfilling of tires were banned counties would incur significant cost increases. If counties were allowed to pass such costs on to tire haulers and disposers, tire dumping would again endanger the environment and public health.

END USES OF 10.6 MILLION TIRES DISPOSED IN NC IN FY 1995-96



6) COUNTY COSTS OF TIRE DISPOSAL

The counties reported spending a total of \$7,029,756 for scrap tire disposal. (Appendix, Table 1) A total of \$6,398,405 was provided to counties through direct distribution or grants.

Costs per tire for disposal The reported costs for scrap tire disposal (Appendix, Table 2) varied greatly and ranged from 41 cents to \$2.84 per tire. Reported costs seemed excessive in some counties, and may have included large amounts of administrative costs.

Tire disposal costs charged by recyclers are very competitive in North Carolina. Recyclers in North Carolina report that their contracts with counties typically charge 60 - 70 cents per tire, which includes transportation and trailer rental costs. Counties which are not near recycling facilities may pay as much as 70 - 90 cents per tire.

Some of the fluctuation among counties is probably due to errors in recordkeeping and reporting by the counties. Some counties are inefficient in their management of tires. For example, counties which allow citizens to dispose tires in "green boxes" incur labor costs for recovering the tires and loading into a trailer.

During the past five years the reported costs per tire have fluctuated. The average reported costs were:

<u>Fiscal year</u>	<u>Average cost per tire</u>
1990-91	\$0.87
1991-92	\$0.88
1992-93	\$0.89
1993-94	\$0.78
1994-95	\$0.72
1995-96	\$0.81

The average tire disposal cost in FY 1995-96 was 81 cents per tire. The number of county programs totaled 97 since there are two regional programs which include Chowan, Perquimans, and Gates counties and Mitchell and Yancey counties.

Types of tires received at county tire collection sites Counties reported receiving tires in three size categories in the following percentages: 89.4 percent passenger car tires, 8 percent truck tires, and 2.5 percent off-road tires (large tires from tractors and other large off-road equipment).

Some counties have expressed concern about the tax rate being lower on truck tires than on passenger car tires, since larger tires are more expensive to dispose. An analysis of revenue and costs of disposal was presented in the FY 1994-95 report. It showed that disposal costs for passenger car tires are less than tax revenues collected from the sale of new replacement tires. Disposal costs for truck tires and off-road tires exceed tax revenues collected from the sale of new replacement tires.

Deficits Expected When Tax is Reduced to 1 percent in 1997 The tire disposal tax will be reduced to 1 percent for passenger tires in July 1997. Estimated collected funds will be reduced to \$ 5,267,387.36 of which \$4,620,774.18 will be distributed to cover county tire disposal expenses. The remaining \$ 646,613.19 will be designated to the Solid Waste Trust Fund (\$513,419.35 or 10 percent) and the Revenue Department (\$133,193.83 or about 3 percent).

Assuming that the current disposal cost of \$7 million incurred by the counties remains the same, there will be a deficit of about \$2,379,225.82. To obtain these funds for disposing 87,000 tons of tires, counties will need to charge about \$27 per ton. This would be about 27 cents per passenger tire, \$1.36 per truck tire, and \$5.47 per 500-pound off-road tire.

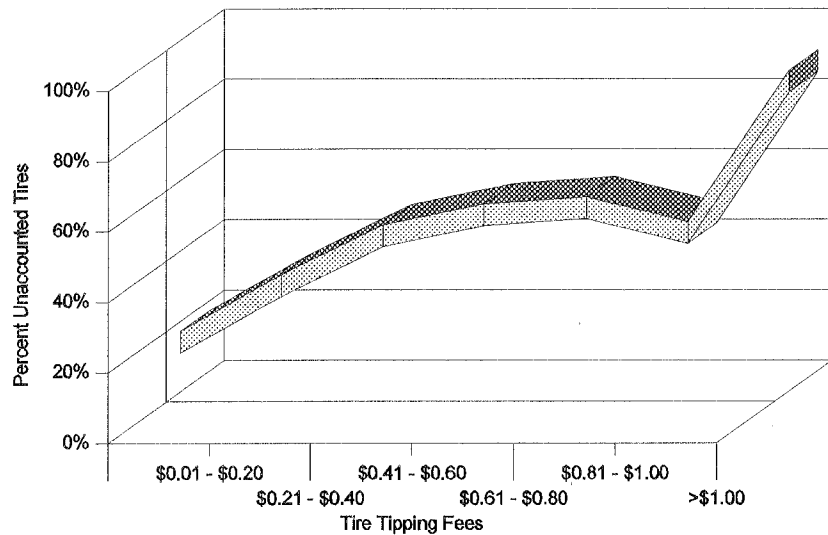
The collection of tipping fees caused various problems prior to the availability of free disposal in 1994. Many counties experienced problems with illegal tire dumping. Few new dump sites have been reported since free tipping became available.

Another problem prior to 1994 was that counties charged different disposal fees, and disposers "shopped" for the lowest fees.

Counties complained that tire disposers hauled tires to counties charging the lowest fees, which caused increased tire volumes in those counties and the need to increase disposal fees. When counties raised disposal fees, there were drastic reductions in tire volume and increased illegal dumping in those counties.

Prior to 1994, there was a great deal of fluctuation in tire volume received based entirely on disposal fees. Free disposal eliminated this problem since it gave counties a uniform policy.

Percentage of unaccounted tires in counties with tire disposal fees



7) TIRE DISPOSAL TAX REVENUE DISTRIBUTION

The state's 2 percent tire disposal tax revenue was distributed to the counties on a per capita basis. This subsidized the counties for tire disposal costs, but did not cover total expenses in many counties. The counties received \$5,818,752.68 which was 3 percent more than in the previous year.

The grants awarded by county for the two periods are presented in Tables 4 and 5 in the appendix. Information on the account and funds used for nuisance tire cleanup is reported separately.

Counties incur deficits in their tire programs for various reasons. Tax revenues are distributed on a per capita basis and do not take into account special situations and circumstances.

In order to adequately cover county deficits the Scrap Tire Disposal Account would need to increase the allocation for county deficits from 25% to about 50%.

9) NUISANCE TIRE SITE CLEANUPS

The Solid Waste Section is working toward completion of a program established to clean up nuisance tire sites in the state. By spring 1997, more than 90 percent of the estimated 4.6 million tires at 260 known nuisance tire sites in North Carolina will be cleaned up. These nuisance tire sites are ranked for cleanup priority based on potential risks to the environment and public health.

The current laws and regulations regarding the Nuisance Tire Site Cleanup Program were revised on June 1, 1993. The Nuisance Tire Site Cleanup Program is funded by the Scrap Tire Disposal Account. This funding is represented in the following table.

TOTAL FUNDS AVAILABLE DECEMBER 1, 1996				\$4,951,807.26
Program Projects/Contracts	45 Month Estimated Total Budget	Funds Collected To Date	Funds Allocated To Projects	Funds Expended
8 State Contract Sites	\$2,800,000.00	\$2,800,000.00	\$1,144,409.76	\$1,655,590.24
Small sites	\$3,331,807.26	\$2,151,807.26	\$351,288.02	\$1,017,606.11
TOTALS	\$6,131,807.26	\$4,951,807.26	\$1,495,697.78	\$2,673,196.35

The Solid Waste Section has coordinated with landowners and state and local officials to clean up more than 2.7 million nuisance tires from 168 known sites across the state.

In addition to the 168 sites that are cleared of tires, 57 other known nuisance tires sites are undergoing cleanup through various state and local actions, and over more than 500,000 tires have already been removed. Of the remaining 35 known sites, 19 are under enforcement action.

	Number sites	Total Known Tires	Percent Total	Cleared Tires
Total	260	4,601,753	100.00	N/A
Cleaned Up	168	2,712,347	58.94	2,712,347
Contracted for Cleanup	46	1,600,756	34.79	488,706
Other Ongoing Cleanups	11	134,400	2.92	26,700
Remaining	35	154,250	3.35	N/A

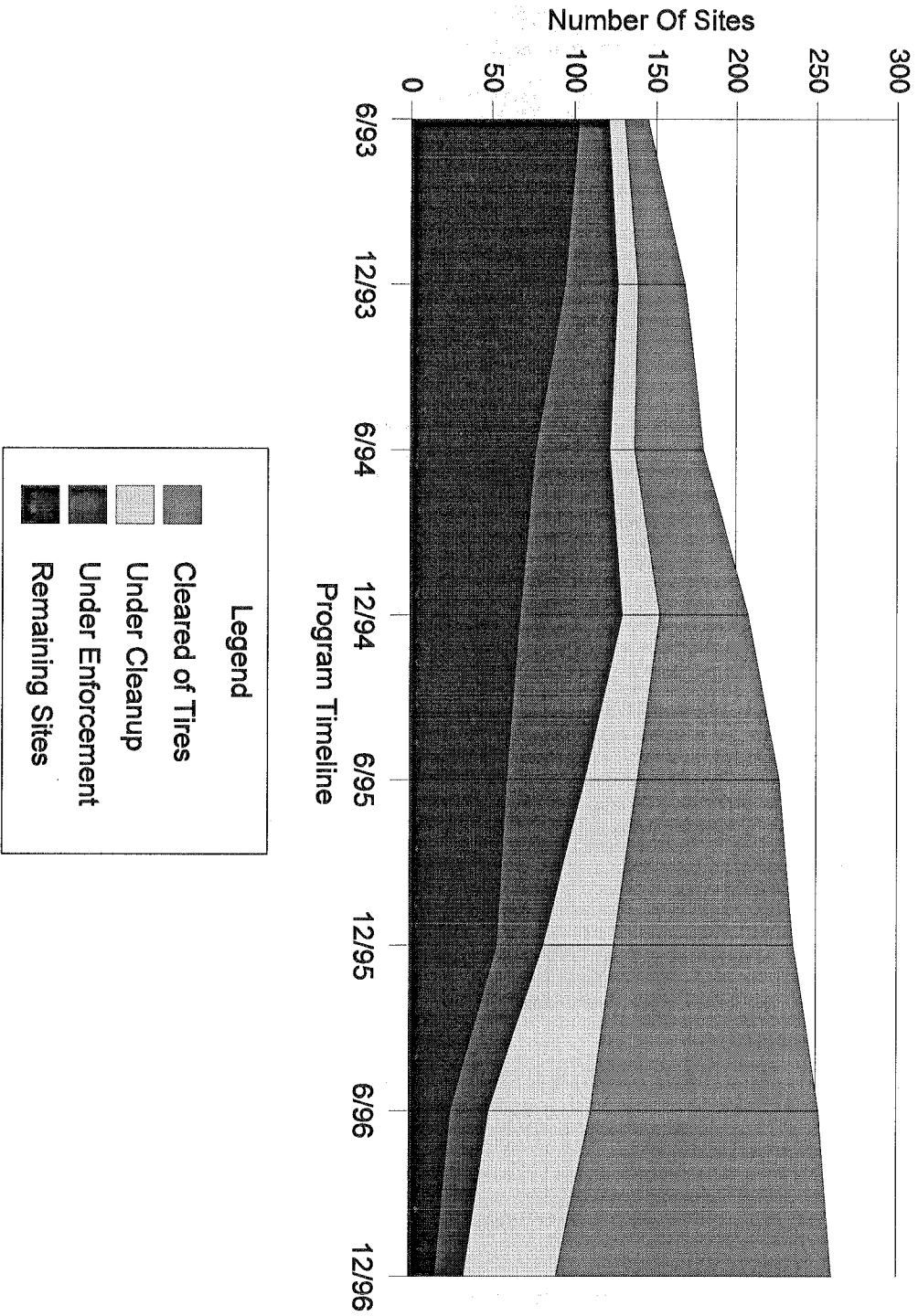
The eight highest priority sites in North Carolina, each having more than 100,000 tires, are under state contract for cleanup. The contracts require the nuisance tires to be recycled into reusable products like crumb rubber, civil engineering materials, tire-derived fuel, as well as for reuse as used tires and recapped tires.

These eight sites represent about 57 percent of the known nuisance tires found in the state and are located in Richmond, Pender, Greene, Brunswick, Chatham, Iredell and two sites in Harnett counties. The status of these sites are shown in the following table.

SITE #	COUNTY	REMAINING TIRES	STATUS	CLEARED TIRES	FINISH DATE
90	PENDER	0	DONE	538,730	JUNE 1995
133	RICHMOND	0	DONE	561,211	JUNE 1996
160	BRUNSWICK	0	DONE	64,197	FEBRUARY 1996
101	GREENE	300,000	ONGOING	318,073	MARCH 1997
129	HARNETT	0	DONE	166,263	OCTOBER 1996
118	IREDELL	121,500	ONGOING	48,544	JANUARY 1997
130	HARNETT	100,000	REBID-8/96	0	JANUARY 1997
137	CHATHAM	400,000	REBID-8/96	0	MARCH 1997

Funding for payment to tire cleanup contractors was first available on February 15, 1994. The state awarded the first cleanup contract in November 1994 for the two largest nuisance tire sites in Richmond and Pender counties. Contracts for the remaining six highest priority sites were awarded in 1995. All eight of these highest priority nuisance tire sites are scheduled to be cleared of tires by January 1997.

NUISANCE TIRE SITES IN N. C.



The effort to clean up smaller high priority nuisance tire sites of between 10,000 and 90,000 tires each, is also underway at 42 nuisance tire sites in 34 counties at this time. These cleanup actions use each county's current generation scrap tire contractor for recycling the tires, and more than half of the cleanups are using minimum security inmate labor under an agreement between the Solid Waste Section, the county, and the North Carolina Division of Prisons. Inmates have assisted in removing more than 500,000 tires. Inmates load the tires onto contractor-supplied trucks, and the Solid Waste Section uses funds from the Scrap Tire Disposal Account to pay for processing of the tires.

As the Nuisance Tire Site Cleanup Program has progressed, and more funds for cleanup became available, counties were asked to locate any and all collection points of scrap tires for removal using cleanup funds. This "good news" program has been well received and has allowed more than half of the counties in the state to rid themselves of all of their nuisance tire sites, big and small. So far, 15 counties have cleaned up around 60 sites of over 75,000 nuisance tires since the section began this project in November 1995. Additionally, 11 smaller sites being cleared by responsible parties are expected to be completed by early 1997.

There have been 24 new nuisance tire sites discovered in the last 12 months. These sites collectively contained more than 188,000 nuisance tires. Already, 12 of these newly discovered sites have been cleared of more than 155,000 tires. Since the Nuisance Tire Site Cleanup Program was initiated on June 1, 1993, there have been 105 new sites discovered, which brings the overall current total of known tire sites to 260.

TABLE 1. COUNTY REPORTS OF TIRE DISPOSAL ACTIVITIES IN FY 1995-96.

COUNTY	2% TAX REVENUE	NUMBER TIRES DISPOSED	TOTAL EXPENSES	NET SURPLUS OR NET LOSS		MEANS OF TIRE DISPOSAL
ALAMANCE	\$93,625.94	145,407	\$96,534.13	(\$2,908.19)		LUMBERTON
ALEXANDER	\$24,420.83	24,962	\$25,393.55	(\$972.72)		TIRES, INC
ALLEGHANY	\$7,915.42	6,266	\$7,500.00	\$415.42		US TIRE
ANSON	\$19,775.36	139,214	No data	\$19,775.36		TIRE DISPOSAL
ASHE	\$18,881.68	29,993	\$29,399.70	(\$10,518.02)		TIRES, INC
AVERY	\$12,412.63	No data	\$13,000.00	(\$587.37)		No data
BEAUFORT	\$35,612.79	74,600	\$75,054.00	(\$39,441.21)		CENTRAL CAROLINA
BERTIE	\$16,883.47	0	\$0.00	\$16,883.47		E.CAROLINA ENVIRON
BLADEN	\$24,279.98	31,317	\$38,790.20	(\$14,510.22)		CENTRAL CAROLINA
BRUNSWICK	\$48,199.19	91,388	\$65,606.14	(\$17,406.95)		CENTRAL CAROLINA
BUNCOMBE	\$153,045.09	211,173	\$196,708.42	(\$41,181.33)		BFI
BURKE	\$65,601.58	134,088	\$89,838.96	(\$24,237.38)		US TIRE
CABARRUS	\$88,309.99	92,690	\$51,851.95	\$36,458.04		US TIRE
CALDWELL	\$60,192.58	72,955	\$59,205.50	\$987.08		US TIRE
CAMDEN	\$5,124.01	3,771	\$183.70	\$4,940.31		RESOURCE PRODUCTS INC
CARTERET	\$46,639.18	39,633	\$45,429.94	\$1,209.24		CRSWMA/CENTRAL CAROLINA
CASWELL	\$17,478.97	9,288	\$23,186.00	(\$5,707.03)		BT SANITATION
CATAWBA	\$102,062.73	250,791	\$170,305.83	(\$68,243.10)		US TIRE/TIRES INC
CHATHAM	\$34,560.15	42,876	\$35,236.00	(\$675.85)		CENTRAL CAROLINA
CHEROKEE	\$17,669.25	13,200	\$14,000.00	\$3,669.25		US TIRE
CLAY	\$6,230.19	6,372	\$7,330.00	(\$1,099.81)		WASTE RECOVERY
CLEVELAND	\$72,289.74	106,745	\$105,795.82	(\$33,506.08)		US TIRE
COLUMBUS	\$42,006.88	69,400	\$49,273.00	(\$7,266.12)		CENTRAL CAROLINA
CRAVEN	\$69,525.52	71,651	\$82,600.00	(\$13,074.48)		CENTRAL CAROLINA
CUMBERLAND	\$240,385.63	230,868	\$164,510.00	\$75,875.63		CENTRAL CAROLINA
CURRITUCK	\$12,686.08	10,966	\$12,327.42	\$358.66		WEEMS, VA
DARE	\$20,430.16	23,928	\$17,297.50	\$3,132.66		COUNTY LANDFILL
DAVIDSON	\$111,031.61	165,707	\$129,629.11	(\$18,597.50)		TIRES INC
DAVIE	\$24,163.02	26,186	\$16,759.01	\$7,404.01		TIRES INC
DUPLIN	\$34,585.68	48,138	\$41,804.89	(\$7,219.21)		CENTRAL CAROLINA
DURHAM	\$157,441.80	177,015	\$158,888.00	(\$1,311.95)		CENTRAL CAROLINA
EDGECOMBE	\$46,431.62	48,596	\$50,000.00	(\$3,568.94)		CENTRAL CAROLINA
FORSYTH	\$227,473.06	591,192	\$387,000.00	(\$159,526.94)		TIRES INC
FRANKLIN	\$33,290.04	30,300	\$36,275.00	(\$2,984.96)		WASTE RECOVERY/US TIRE
GASTON	\$146,531.55	108,903	\$127,149.80	\$19,381.75		US TIRE
GRAHAM	\$6,111.58	4,891	\$6,187.50	(\$75.92)		WASTE RECOVERY

TABLE 1. COUNTY REPORTS OF TIRE DISPOSAL ACTIVITIES IN FY 1995-96.

COUNTY	2% TAX REVENUE	NUMBER TIRES DISPOSED	TOTAL EXPENSES	NET SURPLUS OR NET LOSS	MEANS OF TIRE DISPOSAL
GRANVILLE	\$33,341.11	38,583	\$28,544.02	\$4,797.09	CENTRAL CAROLINA
GREENE	\$13,504.80	24,906	\$17,129.60	(\$3,624.80)	CENTRAL CAROLINA
GUILFORD	\$301,108.65	536,333	\$366,384.45	(\$65,275.80)	TIRES INC
HALIFAX	\$47,099.61	31,746	\$39,524.00	\$7,575.61	US TIRE
HARNETT	\$61,638.11	81,995	\$56,445.47	\$5,192.64	CENTRAL CAROLINA
HAYWOOD	\$40,401.56	45,323	\$58,029.00	(\$17,627.44)	WASTE RECOVERY
HENDERSON	\$61,853.91	80,100	\$86,854.00	(\$25,000.09)	TIRES INC
HERTFORD	\$18,474.79	18,573	\$30,625.00	(\$12,150.21)	CENTRAL CAROLINA
HOKE	\$21,924.30	27,485	\$0.00	\$21,924.30	CENTRAL CAROLINA
HYDE	\$4,340.71	5,081	\$4,966.68	(\$625.97)	CENTRAL CAROLINA
IREDELL	\$83,013.85	133,600	\$94,698.95	(\$11,685.10)	US TIRE
JACKSON	\$23,403.60	19,547	\$21,986.75	\$1,418.10	WASTE RECOVERY
JOHNSTON	\$75,408.13	115,988	\$95,110.00	(\$19,701.87)	CENT CAROLINA/US TIRE
JONES	\$7,823.16	30,090	\$19,859.40	(\$12,036.24)	CENTRAL CAROLINA
LEE	\$36,915.00	41,779	\$39,424.26	(\$2,509.26)	CENTRAL CAROLINA
LENOIR	\$48,344.98	82,002	\$49,375.62	(\$1,030.64)	CENTRAL CAROLINA
LINCOLN	\$45,087.39	97,200	\$55,000.00	(\$9,912.61)	CENTRAL CAROLINA
MACON	\$20,979.55	30,300	\$36,275.00	(\$15,295.45)	ENVIROTIRE, KINGS MTN
MADISON	\$14,494.85	15,246	\$24,400.00	(\$9,905.15)	US TIRE
MARTIN	\$21,463.04	62,606	\$46,328.25	(\$24,865.21)	CENTRAL CAROLINA
MCDOWELL	\$30,250.72	41,811	\$37,851.50	(\$7,600.78)	US TIRE
MECKLENBURG	\$462,259.43	741,215	\$594,745.00	(\$132,485.57)	TIRE DISPOSAL SERVICE
MITCHELL	\$11,908.54	24,016	\$22,023.75	(\$10,115.21)	TIRES, INC
MONTGOMERY	\$19,507.66	34,463	\$22,056.32	(\$2,548.66)	CENTRAL CAROLINA
MOORE	\$53,512.66	42,677	\$46,045.47	\$7,467.19	CENTRAL CAROLINA
NASH	\$68,189.53	94,417	\$87,750.00	(\$19,560.47)	TIRES INC
NEW HANOVER	\$111,169.98	237,640	\$196,799.00	(\$85,229.02)	ENVIROTIRE
NORTHAMPTON	\$16,976.55	11,970	\$11,250.00	\$5,726.55	US TIRE
ONSLow	\$121,197.28	156,066	\$111,523.62	\$9,673.66	CENTRAL CAROLINA
ORANGE	\$86,211.30	91,644	\$106,166.00	(\$19,954.70)	US TIRE
PAMLICO	\$9,701.95	8,153	\$9,637.00	\$64.95	CRSWMA
PASQUOTANK	\$27,417.31	58,513	\$47,571.10	(\$20,153.79)	RESOURCE PRODUCTS INC
PENDER	\$27,665.24	32,596	\$44,170.00	(\$16,504.76)	CENTRAL CAROLINA
PE/CH/GA*	\$28,244.26	39,408	\$31,061.38	(\$2,817.12)	RESOURCE PRODUCTS
PERSON	\$25,807.05	33,270	\$24,149.00	\$1,658.05	CENTRAL CAROLINA
PITT	\$95,617.55	167,400	\$113,662.68	(\$18,045.13)	CENTRAL CAROLINA

TABLE 1. COUNTY REPORTS OF TIRE DISPOSAL ACTIVITIES IN FY 1995-96.

COUNTY	2% TAX REVENUE	NUMBER TIRES DISPOSED	TOTAL EXPENSES	NET SURPLUS OR NET LOSS		MEANS OF TIRE DISPOSAL
				NET SURPLUS	OR NET LOSS	
POLK	\$12,742.91	17,977	\$17,258.00	(\$4,515.09)		US TIRE
RANDOLPH	\$93,013.12	157,700	\$102,351.17	(\$9,338.05)		CENTRAL CAROLINA
RICHMOND	\$37,098.67	12,736	\$36,238.00	\$860.67		CENTRAL CAROLINA
ROCKINGHAM	\$90,500.95	86,744	\$227,494.17	(\$136,993.22)		CENTRAL CAROLINA
ROBESON	\$72,212.31	180,000	\$74,000.00	(\$1,787.69)		ROBESON CO LANDFILL
ROWAN	\$96,253.42	124,100	\$150,108.00	(\$53,176.58)		TIRES INC/US TIRE
RUTHERFORD	\$48,289.80	44,703	\$65,586.28	(\$17,296.48)		US TIRE
SAMPSON	\$41,074.50	98,169	\$40,986.95	\$577.15		CENTRAL CAROLINA
SCOTLAND	\$28,523.49	49,500	\$31,077.00	(\$2,553.51)		CENTRAL CAROLINA
STANLY	\$44,253.01	82,314	\$62,382.50	(\$18,129.49)		US TIRE
STOKES	\$33,071.78	51,962	\$37,031.83	(\$3,960.05)		TIRES INC
SURRY	\$53,001.16	98,000	\$72,684.00	(\$19,682.84)		SURRY CO LANDFILL
SWAIN	\$9,475.44	11,326	\$17,226.00	(\$7,750.56)		WASTE RECOVERY
TRANSYLVANIA	\$22,272.71	25,682	\$20,043.16	\$2,229.55		US TIRE
TYRRELL	\$3,141.47	6,256	\$5,317.60	(\$2,176.13)		CENTRAL CAROLINA
UNION	\$77,714.39	131,450	\$105,213.60	(\$27,499.21)		Tire Disposal Service
VANCE	\$32,857.62	51,590	\$33,533.50	(\$675.88)		CENTRAL CAROLINA
WAKE	\$409,013.68	588,838	\$478,320.00	(\$69,306.32)		CENTRAL CAROLINA
WARREN	\$14,715.60	29,300	\$21,592.46	(\$6,876.86)		No data
WASHINGTON	\$11,428.34	28,943	No data	\$11,428.34		CENTRAL CAROLINA
WATAUGA	\$32,422.73	32,489	\$19,930.20	\$12,492.53		US TIRE
WAYNE	\$89,847.79	105,285	\$87,750.00	\$2,097.79		CENTRAL CAROLINA
WILKES	\$50,455.22	92,537	\$77,081.00	(\$26,625.78)		US TIRE
WILSON	\$55,567.70	64,842	\$97,533.00	(\$31,154.30)		CENTRAL CAROLINA
YADKIN	\$27,074.68	23,596	\$20,677.46	\$6,397.22		TIRES, INC
YANCEY	\$13,167.10	20,015	\$20,866.95	(\$7,699.85)		US TIRE
TOTALS	\$5,818,752.68	8,684,266	\$7,029,756.17	(\$1,196,007.95)		
AVERAGES	\$5,675,341.00	88,615	\$71,732.00	(\$12,204.00)		

TABLE 2. EXPENSES INCURRED BY NORTH CAROLINA COUNTIES FOR TIRE DISPOSAL IN 1991 - 1996.

COUNTY	FY 1991-92		FY 1992-93		FY 1993-94		FY 1994-95		FY 1995-96	
	TOTAL COSTS	COST PER TIRE	TOTAL COSTS	COST PER TIRE	TOTAL COSTS	COST PER TIRE	TOTAL COSTS	COST PER TIRE	TOTAL COSTS	COST PER TIRE
ALAMANCE	\$83,442.00	\$0.75	\$113,220.00	\$1.01	\$123,599.00	\$0.96	\$145,500.00	\$0.95	\$96,534.13	\$0.66
ALEXANDER	\$13,905.80	\$0.97	\$19,722.55	\$1.07	\$18,646.47	\$0.95	\$19,761.01	\$0.93	\$25,393.55	\$1.02
ALLEGHANY	\$5,096.25	\$0.99	\$5,893.60	\$0.96	\$7,041.80	\$0.81	\$7,910.00	\$0.90	\$7,500.00	\$1.20
ANSON	\$17,047.60	\$1.27	\$16,674.50	\$0.81	\$26,490.85	\$1.08	\$24,197.94	\$1.96	No data	No data
ASHE	\$10,361.75	\$0.63	\$15,523.00	\$0.30	\$15,611.50	\$0.60	\$21,558.97	\$0.71	\$29,399.70	\$0.98
AVERY	\$9,462.65	\$0.95	\$10,820.00	\$1.46	No data	\$1.00	\$12,165.00	\$0.83	\$13,000.00	No data
BEAUFORT	\$51,895.00	\$1.57	\$56,542.00	\$0.89	\$64,933.00	\$0.56	\$65,000.00	\$0.30	\$75,054.00	\$1.01
BERTIE	\$7,729.65	\$12.88	\$13,227.62	\$18.90	\$11,838.00	No data	\$0.00	\$0.00	No data	No data
BLADEN	\$33,000.00	\$0.51	\$19,548.44	\$0.64	\$30,028.25	\$0.57	\$11,844.30	\$0.30	\$38,790.20	\$1.24
BRUNSWICK	\$31,015.82	\$0.09	\$37,452.00	\$0.65	\$57,202.90	\$0.97	\$59,716.35	\$0.83	\$65,606.14	\$0.72
BUNCOMBE	\$137,517.60	\$0.52	\$134,317.00	\$0.60	\$121,330.00	\$0.49	\$170,768.42	\$0.71	\$196,708.42	\$0.93
BURKE	\$79,000.00	\$1.05	\$51,000.00	\$1.28	\$65,000.00	\$0.98	\$63,944.00	\$0.84	\$89,838.96	\$0.67
CABARRUS	\$66,707.78	\$1.49	\$51,419.62	\$0.42	\$63,658.57	\$0.76	\$70,591.36	\$0.42	\$51,851.95	\$0.56
CALDWELL	\$43,050.00	\$0.81	\$46,604.50	\$0.43	\$54,676.06	\$0.71	\$56,055.74	\$0.76	\$59,205.50	\$0.81
CAMDEN	\$2,838.00	\$1.18	\$2,713.00	\$0.77	\$2,978.25	\$0.88	\$4,144.00	\$1.27	\$183.70	\$0.05
CARTERET	\$28,155.00	\$0.69	\$28,593.00	\$1.28	\$37,820.00	\$1.61	\$11,900.00	\$0.32	\$45,429.94	\$1.15
CASWELL	\$7,179.60	\$1.11	\$12,465.00	\$0.63	\$18,878.34	\$0.99	\$17,752.00	\$1.30	\$23,186.00	\$2.50
CATAWBA	\$111,381.00	\$0.69	\$112,514.00	\$0.82	\$164,683.00	\$0.72	\$144,022.00	\$0.74	\$170,305.83	\$0.68
CHATHAM	\$34,091.00	\$1.43	\$30,703.00	\$1.42	\$28,067.43	\$0.78	\$31,827.83	\$0.91	\$35,236.00	\$0.82
CHEROKEE	\$27,750.00	\$1.85	\$13,230.00	\$1.38	\$16,725.00	\$1.05	\$10,375.00	\$1.30	\$14,000.00	\$1.06
CLAY	\$3,584.00	\$0.85	\$3,014.00	\$1.02	\$5,279.00	\$1.31	\$6,663.25	\$1.33	\$7,330.00	\$1.15
CLEVELAND	\$79,163.93	\$1.32	\$99,127.59	\$1.04	\$101,972.38	\$0.98	\$100,099.29	\$0.85	\$105,795.82	\$0.99
COLUMBUS	No data	\$0.00	\$33,609.70	\$0.56	\$26,885.00	\$0.67	\$52,728.00	\$0.82	\$49,273.00	\$0.71
CRAVEN	\$56,652.00	\$1.68	\$70,550.00	\$1.50	\$60,350.00	\$1.71	\$90,950.00	\$1.17	\$82,600.00	\$1.15
CUMBERLAND	\$366,825.00	\$2.77	\$184,722.00	\$1.21	\$150,188.00	\$0.74	\$221,981.00	\$0.81	\$164,510.00	\$0.71
CURRITUCK	\$5,034.00	\$1.65	\$11,964.64	\$2.19	\$14,750.82	\$1.61	\$12,210.78	\$0.18	\$12,327.42	\$1.12
DARE	\$29,592.50	\$1.33	\$20,880.85	\$0.87	\$21,940.00	\$1.07	\$15,725.00	\$0.74	\$17,297.50	\$0.72
DAVIDSON	\$103,815.70	\$0.86	\$81,653.72	\$0.83	\$73,000.00	\$0.60	\$114,607.45	\$0.69	\$129,629.11	\$0.78
DAVIE	\$24,272.30	\$1.31	\$22,600.30	\$2.68	\$11,947.37	\$0.47	\$38,969.71	\$2.40	\$16,759.01	\$0.64
DUPLIN	\$67,762.28	\$0.91	\$32,195.73	\$1.77	\$63,413.96	\$0.75	\$48,100.23	\$0.88	\$41,804.89	\$0.87
DURHAM	\$131,762.00	\$1.01	\$130,505.63	\$0.92	\$114,663.37	\$0.74	\$110,969.84	\$0.84	\$158,888.00	\$0.90
EDGECOMBE	\$31,959.00	\$0.33	\$31,000.00	\$0.71	\$44,773.00	\$0.55	\$51,500.00	\$1.01	\$50,000.56	\$1.03
FORSYTH	\$242,592.00	\$0.53	\$163,949.13	\$0.46	\$219,890.76	No data	\$337,574.00	\$0.53	\$387,000.00	\$0.65
FRANKLIN	\$13,071.88	\$0.55	\$24,989.70	\$0.68	\$38,027.05	\$0.90	\$34,293.08	\$0.79	\$36,275.00	\$1.20
GASTON	\$101,017.96	\$1.18	\$122,892.00	\$1.25	\$134,478.60	\$0.78	\$153,777.30	\$0.80	\$127,149.80	\$1.17
GRAHAM	\$6,160.00	\$1.42	\$8,085.00	\$1.13	\$9,832.00	\$1.52	\$19,100.00	\$2.71	\$6,187.50	\$1.27
GRANVILLE	\$36,977.97	\$1.48	\$25,623.00	\$0.75	\$45,950.98	\$1.51	\$24,002.64	\$0.72	\$28,544.02	\$0.74
GREENE	\$15,131.68	\$1.69	\$15,949.65	\$0.32	\$14,249.40	\$0.94	\$11,711.40	\$0.57	\$17,129.60	\$0.69
GUILFORD	\$157,123.47	\$0.50	\$313,825.19	\$0.80	\$273,294.95	No data	\$359,011.36	\$0.65	\$366,384.45	\$0.68

TABLE 2. EXPENSES INCURRED BY NORTH CAROLINA COUNTIES FOR TIRE DISPOSAL IN 1991 - 1996.

COUNTY	FY 1991-92		FY 1992-93		FY 1993-94		FY 1994-95		FY 1995-96	
	TOTAL COSTS	COST PER TIRE	TOTAL COSTS	COST PER TIRE	TOTAL COSTS	COST PER TIRE	TOTAL COSTS	COST PER TIRE	TOTAL COSTS	COST PER TIRE
HALIFAX	\$6,037.55	\$1.68	\$28,225.00	\$1.52	\$44,760.00	\$0.93	\$43,152.35	\$3.50	\$39,524.00	\$1.25
HARNETT	\$37,550.00	\$5.24	\$41,810.00	\$4.40	\$46,060.76	\$0.92	\$58,318.82	\$0.69	\$56,445.47	\$0.69
HAYWOOD	\$40,747.80	\$1.41	\$49,504.57	\$1.24	\$58,039.25	\$1.23	\$61,170.00	\$1.25	\$58,029.00	\$1.28
HENDERSON	\$37,280.00	\$1.49	\$51,363.29	\$0.75	\$70,109.37	\$1.03	\$87,220.00	\$1.03	\$86,854.00	\$1.08
HERTFORD	\$15,725.50	\$3.24	\$20,700.00	\$1.32	\$21,175.00	\$1.25	\$26,250.00	\$1.55	\$30,625.00	\$1.65
HOKE	\$19,206.16	\$1.14	\$13,635.04	\$0.74	\$0.00	No data	\$11,637.00	\$0.70	\$0.00	\$0.00
HYDE	\$4,876.00	\$1.63	\$5,628.00	\$1.73	\$4,335.08	\$1.45	\$7,980.86	\$0.95	\$4,966.68	\$0.98
IREDELL	\$94,086.00	\$0.85	\$129,450.00	\$1.46	\$95,345.00	\$0.77	\$98,774.91	\$0.71	\$94,698.95	\$0.71
JACKSON	\$12,759.30	\$1.60	\$11,033.75	\$1.51	\$22,137.00	\$1.33	\$14,530.75	\$1.31	\$21,986.75	\$1.12
JOHNSTON	\$66,941.02	\$1.41	\$95,329.54	\$0.76	\$78,847.74	\$0.75	\$80,868.00	\$0.68	\$95,110.00	\$0.82
JONES	\$18,000.00	\$0.74	\$8,000.00	\$0.98	\$12,539.00	\$0.57	\$20,899.00	\$0.63	\$19,859.40	\$0.66
LEE	\$22,467.98	\$2.30	\$20,887.61	\$3.72	\$23,774.00	\$0.94	\$29,000.00	\$0.55	\$39,424.26	\$0.94
LENOIR	\$41,014.70	\$1.51	\$46,995.00	\$0.62	\$49,260.00	\$0.59	\$25,715.40	\$0.60	\$49,375.62	\$0.60
LINCOLN	\$52,000.00	\$0.82	\$57,000.00	\$2.07	\$60,000.00	\$0.88	\$55,000.00	\$0.97	\$55,000.00	\$0.57
MACON	\$14,093.00	\$1.17	\$24,318.00	\$1.30	\$36,409.00	\$1.57	\$39,539.00	\$1.34	\$36,275.00	\$1.20
MADISON	\$12,511.05	\$1.20	\$26,739.17	\$1.23	\$22,849.72	\$1.70	\$24,556.70	\$1.20	\$24,400.00	\$1.60
MARTIN	\$19,236.00	\$0.96	\$26,478.00	\$0.99	\$18,656.14	\$0.74	\$26,952.00	\$0.74	\$46,328.25	\$0.74
MCDOWELL	\$24,195.15	\$0.92	\$23,478.00	\$0.84	\$23,511.14	\$0.75	\$36,574.00	\$0.08	\$37,851.50	\$0.91
MECKLENBURG	\$187,623.02	\$0.61	\$222,925.00	\$0.69	\$309,095.00	\$0.72	\$427,442.00	\$0.78	\$594,745.00	\$0.80
MITCHELL	\$14,130.15	\$0.91	\$14,003.00	\$0.78	\$17,550.00	\$0.81	\$19,595.11	\$0.87	\$22,023.75	\$0.92
MONTGOMERY	\$21,468.71	\$1.08	\$17,555.80	\$0.63	\$18,283.52	\$0.64	\$20,773.76	\$0.64	\$22,056.32	\$0.64
MOORE	\$42,810.00	\$4.02	\$46,130.00	\$6.33	\$32,608.58	\$4.08	\$24,366.23	\$0.63	\$46,045.47	\$1.08
NASH	\$9,544.00	\$0.69	\$45,868.88	\$0.84	\$52,857.00	\$0.79	\$66,236.25	\$0.86	\$87,750.00	\$0.93
NEW HANOVER	\$109,472.52	\$0.88	\$153,242.54	\$0.82	\$194,510.25	\$0.83	\$172,000.00	\$0.82	\$196,799.00	\$0.83
NORTHAMPTON	\$10,500.00	\$8.76	\$11,375.00	\$0.93	\$16,050.00	\$1.57	\$12,550.00	\$1.37	\$11,250.00	\$0.94
ONSLOW	\$137,264.65	\$0.93	\$65,592.64	\$0.91	\$114,504.00	\$0.90	\$97,040.66	\$0.60	\$111,523.62	\$0.71
ORANGE	\$82,252.00	\$1.11	\$43,100.00	\$1.61	\$69,815.00	\$0.92	\$117,183.00	\$0.77	\$106,166.00	\$1.16
PAMLICO	No data	\$0.00	\$13,545.79	\$18.51	\$8,607.60	\$1.44	\$6,000.00	\$0.74	\$9,637.00	\$1.18
PASQUOTANK	\$29,927.50	\$0.77	\$48,097.80	\$1.32	\$52,515.00	\$1.42	\$37,342.50	\$1.19	\$47,571.10	\$0.81
PENDER	\$17,670.00	\$2.04	\$14,535.00	\$0.86	\$25,265.00	\$1.15	\$41,084.60	\$1.12	\$44,170.00	\$1.36
PE/CH/GA*	\$12,744.00	\$5.95	\$24,877.67	\$2.44	\$33,314.00	No data	\$48,792.00	\$3.35	\$31,061.38	\$0.79
PERSON	\$25,655.49	\$0.74	\$23,551.16	\$0.85	\$21,805.00	\$0.70	\$26,743.88	\$0.84	\$24,149.00	\$0.73
PITT	\$70,000.00	\$0.57	\$70,000.00	\$0.47	\$70,000.00	\$0.41	\$136,901.00	\$0.87	\$113,662.68	\$0.68
POLK	\$8,979.60	\$0.70	\$8,732.90	\$0.88	\$9,804.38	\$1.14	\$0.00	\$0.00	\$17,258.00	\$0.96
RANDOLPH	\$77,896.00	\$0.64	\$76,703.96	\$0.72	\$79,327.12	No data	\$100,755.22	\$0.68	\$102,351.17	\$0.65
RICHMOND	\$47,286.91	\$1.44	\$48,380.00	\$1.25	\$54,436.88	No data	\$69,431.00	\$0.76	\$36,238.00	\$2.85
ROCKINGHAM	\$39,254.30	\$1.78	\$57,036.70	\$2.18	\$107,249.47	\$0.89	\$246,492.00	\$0.97	\$227,494.17	\$2.62
ROBESON	\$76,237.00	\$3.61	\$83,269.00	\$1.33	\$93,517.60	\$2.12	\$91,270.00	\$1.17	\$74,000.00	\$0.41
ROWAN	\$65,376.00	\$0.94	\$68,507.00	\$1.18	\$104,143.03	\$0.82	\$88,009.00	\$0.85	\$150,108.00	\$1.21

TABLE 2. EXPENSES INCURRED BY NORTH CAROLINA COUNTIES FOR TIRE DISPOSAL IN 1991 - 1996.

COUNTY	FY 1991-92		FY 1992-93		FY 1993-94		FY 1994-95		FY 1995-96	
	TOTAL COSTS	COST PER TIRE	TOTAL COSTS	COST PER TIRE	TOTAL COSTS	COST PER TIRE	TOTAL COSTS	COST PER TIRE	TOTAL COSTS	COST PER TIRE
RUTHERFORD	\$45,767.62	\$1.52	\$45,768.38	\$1.24	\$51,151.00	\$0.95	\$45,568.00	\$1.41	\$65,586.28	\$1.47
SAMPSON	\$9,410.99	\$9.79	\$0.00	\$0.00	\$25,210.25	\$0.99	\$75,458.17	\$0.97	\$40,986.95	\$0.42
SCOTLAND	\$25,115.00	\$1.41	\$17,100.00	\$0.95	\$12,752.46	No data	\$31,576.00	\$0.54	\$31,077.00	\$0.63
STANLY	No data	No data	\$30,151.00	\$0.42	\$41,037.90	\$0.47	\$41,640.00	\$0.51	\$62,382.50	\$0.76
STOKES	\$12,968.00	\$0.87	\$20,168.90	\$0.64	\$27,664.42	\$0.67	\$77,449.58	\$2.04	\$37,031.83	\$0.71
SURRY	\$33,483.00	\$0.37	\$31,610.80	\$0.40	\$31,328.80	\$0.44	\$38,798.55	\$0.34	\$72,684.00	\$0.74
SWAIN	\$8,170.00	\$1.00	\$8,835.50	\$0.76	\$13,345.00	\$1.25	\$18,000.00	\$1.35	\$17,226.00	\$1.52
TRANSYLVANIA	\$10,240.00	\$2.84	\$11,469.60	\$0.90	\$14,433.90	\$0.62	\$17,885.00	\$0.86	\$20,043.16	\$0.78
TYRRELL	\$4,511.30	\$1.73	\$2,264.60	\$1.36	No data	\$0.00	\$2,254.50	\$1.33	\$5,317.60	\$0.85
UNION	\$82,267.00	\$1.21	\$50,102.00	\$1.51	\$60,903.99	\$0.94	\$97,761.40	\$0.96	\$105,213.60	\$0.80
VANCE	\$36,487.74	\$1.75	\$25,892.13	\$1.12	No data	\$0.00	\$32,612.45	\$0.76	\$33,533.50	\$0.65
WAKE	\$459,725.00	\$1.74	\$207,572.00	\$1.63	\$370,619.00	\$0.81	\$497,874.00	\$1.02	\$478,320.00	\$0.81
WARREN	\$13,833.00	\$1.07	\$17,671.00	\$3.42	No data	\$0.00	\$16,181.00	\$0.94	\$21,592.46	\$0.74
WASHINGTON	\$15,762.50	\$0.86	\$16,660.00	\$1.66	\$18,500.00	\$0.90	\$20,312.00	\$0.51	No data	No data
WATAUGA	\$19,725.26	\$1.12	\$22,815.35	\$0.98	\$34,691.11	\$1.14	\$31,723.49	\$0.94	\$19,930.20	\$0.61
WAYNE	\$95,447.40	\$1.19	\$106,088.25	\$0.86	\$83,592.00	\$0.82	\$88,752.00	\$0.54	\$87,750.00	\$0.83
WILKES	\$29,188.37	\$1.87	\$29,013.00	\$1.77	\$46,092.00	\$1.36	\$67,368.80	\$1.26	\$77,081.00	\$0.83
WILSON	\$47,842.50	\$0.20	\$38,272.50	\$0.50	\$44,101.80	\$0.60	\$73,106.60	\$0.26	\$97,533.00	\$1.50
YADKIN	\$38,572.33	\$1.58	\$22,321.77	\$1.14	\$19,179.91	\$1.49	\$31,925.20	\$1.81	\$20,677.46	\$0.88
YANCEY	\$15,640.85	\$0.97	\$16,009.55	\$1.05	\$18,256.25	\$0.68	\$10,503.84	\$0.59	\$20,866.95	\$1.04
TOTALS	\$4,902,101.09		\$4,746,711.80		\$5,440,021.48		\$6,667,905.83		\$7,029,756.73	
AVERAGES	\$50,021.44	\$0.88	\$48,435.83	\$0.89	\$55,510.42	\$0.78	\$68,039.86	\$0.72	\$73,997.44	\$0.81

**TABLE 3. PERCENTAGE OF COUNTY TIRE PROGRAM EXPENSES MET BY THE 2% STATE
TIRE DISPOSAL TAX REVENUE RECEIVED JULY 1995 - JUNE 1996.**

COUNTY	SHARE OF 2% TAX RECEIVED	COST OF THE PROGRAM	PERCENT- AGE OF COSTS COVERED	COUNTY	SHARE OF 2% TAX RECEIVED	COST OF THE PROGRAM	PERCENT- AGE OF COSTS COVERED
ALAMANCE	\$93,625.94	\$96,534.13	97%	HALIFAX	\$47,099.61	\$39,524.00	119%
ALEXANDER	\$24,420.83	\$25,393.55	96%	HARNETT	\$61,638.11	\$56,445.47	109%
ALLEGHENY	\$7,915.42	\$7,500.00	106%	HAYWOOD	\$40,401.56	\$58,029.00	70%
ANSON	\$19,775.36	No data	No data	HENDERSON	\$61,853.91	\$86,854.00	71%
ASHE	\$18,881.68	\$29,399.70	64%	HERTFORD	\$18,474.79	\$30,625.00	60%
AVERY	\$12,412.63	\$13,000.00	95%	HOKE	\$21,924.30	No data	No data
BEAUFORT	\$35,612.79	\$123,886.00	29%	HYDE	\$4,340.71	\$4,966.68	87%
BERTIE	\$16,883.47	No data	No data	REDELL	\$83,013.85	\$94,698.95	88%
BLADEN	\$24,279.98	\$38,790.20	63%	JACKSON	\$23,403.60	\$21,986.75	106%
BRUNSWICK	\$48,199.19	\$65,606.14	73%	JOHNSTON	\$75,408.13	\$95,110.00	79%
BUNCOMBE	\$153,045.09	\$196,708.42	78%	JONES	\$7,823.16	\$19,859.40	39%
BURKE	\$65,601.58	\$89,838.96	73%	LEE	\$36,915.00	\$52,539.56	70%
CABARRUS	\$88,309.99	\$51,851.95	170%	LENOIR	\$48,344.98	\$49,375.62	98%
CALDWELL	\$60,192.58	\$59,205.50	102%	LINCOLN	\$45,087.39	\$55,000.00	82%
CAMDEN	\$5,124.01	\$183.70	No data	MACON	\$20,979.55	\$36,275.00	58%
CARTERET	\$46,639.18	\$106,028.74	44%	MADISON	\$14,494.85	\$24,400.00	59%
CASWELL	\$17,478.97	\$23,186.00	75%	MARTIN	\$21,463.04	\$46,328.25	46%
CATAWBA	\$102,062.73	\$170,305.83	60%	MCDOWELL	\$30,250.72	\$39,672.46	76%
CHATHAM	\$34,560.15	\$35,236.00	98%	MECKLENBURG	\$462,259.43	\$594,745.00	78%
CHEROKEE	\$17,669.25	\$14,000.00	126%	MITCHELL	\$11,908.54	\$22,023.75	54%
CLAY	\$6,230.19	\$7,330.00	85%	MONTGOMERY	\$19,507.66	\$22,056.32	88%
CLEVELAND	\$72,289.74	\$127,135.22	57%	MOORE	\$53,512.66	\$46,545.47	115%
COLUMBUS	\$42,006.88	\$49,273.00	85%	NASH	\$68,189.53	\$87,750.00	78%
CRAVEN	\$69,525.52	\$82,600.00	84%	NEW HANOVER	\$111,169.98	\$201,099.00	55%
CUMBERLAND	\$240,385.63	\$164,510.00	146%	NORTHAMPTON	\$16,976.55	\$11,250.00	151%
CURRITUCK	\$12,686.08	\$12,327.42	103%	ONSLOW	\$121,197.28	\$111,523.62	109%
DARE	\$20,430.16	\$17,297.50	118%	ORANGE	\$86,211.30	\$106,166.00	81%
DAVIDSON	\$111,031.61	\$129,629.11	86%	PAMLICO	\$9,701.95	\$9,637.00	101%
DAVIE	\$24,163.02	\$16,759.01	144%	PASQUOTANK	\$27,417.31	\$47,571.10	58%
DUPLIN	\$34,585.68	\$42,058.79	82%	PENDER	\$27,665.24	\$44,170.00	63%
DURHAM	\$157,441.80	\$158,888.00	99%	PE/CH/GA*	\$28,244.26	\$31,061.38	91%
EDGECOMBE	\$46,431.62	\$50,000.56	93%	PERSON	\$25,807.05	\$24,149.00	107%
FORSYTH	\$227,473.06	\$387,000.00	59%	PITT	\$95,617.55	\$113,662.68	84%
FRANKLIN	\$33,290.04	\$36,275.00	92%	POLK	\$12,742.91	\$17,258.00	74%
GASTON	\$146,531.55	\$132,149.80	111%	RANDOLPH	\$93,013.12	\$108,771.92	86%
GRAHAM	\$6,111.58	\$6,187.50	99%	RICHMOND	\$37,098.67	\$36,238.00	102%
GRANVILLE	\$33,341.11	\$28,544.02	117%	ROCKINGHAM	\$90,500.95	\$237,883.12	38%
GREENE	\$13,504.80	\$17,129.60	79%	ROBESON	\$72,212.31	\$74,000.00	98%
GUILFORD	\$301,108.65	\$366,384.45	82%	ROWAN	\$96,253.42	\$150,108.00	64%
				RUTHERFORD	\$48,289.80	\$65,586.28	74%

TABLE 3. PERCENTAGE OF COUNTY TIRE PROGRAM EXPENSES MET BY THE 2% STATE TIRE DISPOSAL TAX REVENUE RECEIVED JULY 1995 - JUNE 1996.							
COUNTY	SHARE OF 2% TAX RECEIVED	COST OF THE PROGRAM	PERCENT- AGE OF COSTS COVERED	COUNTY	SHARE OF 2% TAX RECEIVED	COST OF THE PROGRAM	PERCENT- AGE OF COSTS COVERED
SAMPSON	\$41,074.50	\$40,986.95	100%	WARREN	\$14,715.60	\$21,592.46	68%
SCOTLAND	\$28,523.49	\$31,077.00	92%	WASHINGTON	\$11,428.34	\$14,514.00	79%
STANLY	\$44,253.01	\$62,382.50	71%	WATAUGA	\$32,422.73	\$19,930.20	163%
STOKES	\$33,071.78	\$37,031.83	89%	WAYNE	\$89,847.79	\$87,750.00	102%
SURRY	\$53,001.16	\$72,684.00	73%	WILKES	\$50,455.22	\$77,081.00	65%
SWAIN	\$9,475.44	\$17,226.00	55%	WILSON	\$55,567.70	\$97,533.00	57%
TRANSYLVANIA	\$22,272.71	\$20,043.16	111%	YADKIN	\$27,074.68	\$20,677.46	131%
TYRRELL	\$3,141.47	\$5,317.60	59%	YANCY	\$13,167.10	\$20,866.95	63%
UNION	\$77,714.39	\$105,213.60	74%				
VANCE	\$32,857.62	\$33,533.50	98%				
WAKE	\$409,013.68	\$478,320.00	86%	TOTALS	\$5,818,752.68	\$7,029,756.73	83%

TABLE 4. GRANT REQUESTS AND AWARDS FROM THE SCRAP TIRE DISPOSAL ACCOUNT TO REIMBURSE COUNTIES FOR LOSSES INCURRED IN APRIL - SEPT 1995.

COUNTY	PERCENT OF REQUEST AWARDED	ACTUAL AWARD	REQUEST
ALAMANCE	62%	\$4,138.59	\$6,654.35
ALLEGHENY	41%	\$741.19	\$1,806.54
ASHE	50%	\$774.55	\$1,549.88
BUNCOMBE	61%	\$20,815.73	\$34,333.73
CASWELL	49%	\$1,369.64	\$2,823.30
CATAWBA	37%	\$15,127.66	\$40,459.04
CHATHAM	40%	\$438.13	\$1,100.76
CLAY	50%	\$813.83	\$1,636.21
CLEVELAND	43%	\$7,134.05	\$16,489.41
COLUMBUS	48%	\$4,654.52	\$9,756.86
CRAVEN	35%	\$8,091.14	\$23,405.77
CURRITUCK	43%	\$2,018.97	\$4,652.87
DUPLIN	72%	\$1,281.93	\$1,775.71
FORSYTH	49%	\$66,230.24	\$134,205.60
GRAHAM	55%	\$2,305.24	\$4,167.76
GUILFORD	50%	\$9,626.69	\$19,392.02
HAYWOOD	47%	\$5,494.83	\$11,650.56
HERTFORD	59%	\$3,917.87	\$6,590.03
JONES	52%	\$4,389.75	\$8,446.38
MACON	48%	\$1,894.71	\$3,936.51
MCDOWELL	47%	\$873.21	\$1,856.32
MECKLENBURG	37%	\$24,599.70	\$65,758.70
MITCHELL	52%	\$2,486.89	\$4,764.36
MONTGOMERY	47%	\$1,047.59	\$2,232.89
NASH	40%	\$5,555.82	\$13,968.36
NEW HANOVER	67%	\$19,105.66	\$28,382.01
ORANGE	38%	\$381.65	\$994.50
PASQUOTANK	58%	\$321.38	\$552.15
PE/CH/GA	52%	\$5,415.41	\$10,374.48
ROWAN	58%	\$18,774.73	\$32,115.50
RICHMOND	64%	\$3,999.55	\$6,297.49
ROCKINGHAM	41%	\$43,761.34	\$105,701.00
SAMPSON	32%	\$5,749.20	\$17,882.61
SWAIN	54%	\$1,974.17	\$3,635.02
UNION	41%	\$1,405.53	\$3,468.56
WASHINGTON	62%	\$6,179.53	\$10,040.51
WAYNE	48%	\$1,414.02	\$2,941.00
WILKES	43%	\$5,624.66	\$13,157.06
WILSON	41%	\$2,141.42	\$5,186.24
YADKIN	44%	\$167.90	\$379.23
TOTALS		\$312,238.63	\$664,521.28

*PE/CH/GA = Perquimans/Chowan/Gates regional facility

TABLE 5. GRANT REQUESTS AND AWARDS FROM THE SCRAP TIRE DISPOSAL ACCOUNT TO REIMBURSE COUNTIES FOR LOSSES INCURRED IN OCT 1995 - MARCH 1996.

COUNTY	PERCENT OF REQUEST AWARDED	ACTUAL AWARD	REQUEST
ALEXANDER	52%	\$1,613.73	\$3,113.44
ALLEGHENY	57%	\$215.94	\$378.40
ASHE	59%	\$3,189.32	\$5,415.39
BRUNSWICK	62%	\$3,224.57	\$5,214.40
BUNCOMBE	65%	\$14,263.23	\$22,073.61
BURKE	55%	\$6,138.33	\$11,084.13
CATAWBA	66%	\$16,732.99	\$25,300.45
CHATHAM	49%	\$1,672.76	\$3,442.68
CLEVELAND	52%	\$8,569.78	\$16,448.55
CURRITUCK	52%	\$3,070.68	\$5,911.04
DAVIDSON	51%	\$254.96	\$500.41
DUPLIN	69%	\$142.62	\$206.06
FORSYTH	50%	\$33,110.79	\$66,511.56
GRAHAM	65%	\$3,445.53	\$5,311.98
GREENE	54%	\$791.10	\$1,459.94
GUILFORD	52%	\$10,281.58	\$19,637.13
HERTFORD	69%	\$3,741.26	\$5,386.94
JONES	61%	\$2,618.43	\$4,275.36
MACON	58%	\$2,879.75	\$4,945.54
MADISON	67%	\$907.96	\$1,345.59
MCDOWELL	56%	\$1,333.47	\$2,376.52
MECKLENBURG	47%	\$30,947.36	\$65,243.34
MITCHELL	61%	\$1,909.80	\$3,148.39
NASH	48%	\$2,074.56	\$4,319.58
NEW HANOVER	65%	\$16,569.27	\$25,412.92
PASQUOTANK	64%	\$4,657.56	\$7,270.72
PENDER	55%	\$901.76	\$1,627.38
PE/CH/GA	58%	\$4,693.89	\$8,056.37
ROCKINGHAM	78%	\$61,805.41	\$79,535.25
SAMPSON	44%	\$1,366.86	\$3,126.72
SWAIN	63%	\$885.75	\$1,402.59
UNION	50%	\$7,079.13	\$14,044.11
WATAUGA	58%	\$510.65	\$877.29
WILKES	52%	\$6,747.42	\$12,916.68
WILSON	50%	\$7,719.90	\$15,483.75
YANCEY	63%	\$1,345.78	\$2,138.60
TOTALS		\$267,413.84	\$454,942.81

*PE/CH/GA = Perquimans/Chowan/Gates regional facility