

**BILL SUMMARY**  
2<sup>nd</sup> Session of the 54<sup>th</sup> Legislature

<b>Bill No.:</b>	<b>HB3102</b>
<b>Version:</b>	<b>CS</b>
<b>Request Number:</b>	<b>10187</b>
<b>Author:</b>	<b>Jackson</b>
<b>Date:</b>	<b>2/19/2014</b>
<b>Impact:</b>	<b>None</b>

**Research Analysis**

HB 3102 amends the distribution of the fees collected through the Used Tire Recycling Act by removing the allocation cap for capital investment reimbursements to used tire facilities or tire-derived fuel facilities.

Prepared By: Tricia Dameron

**Fiscal Analysis**

HB 3102 has been reviewed and determined to have no fiscal impact on state revenues. According to DEQ, HB 3102 (House committee sub version), which would amend the Oklahoma Used Tire Recycling Act, would have no impact on state general revenue or appropriations. It also would not affect the money allocated to the Department of Environmental Quality and the Oklahoma Tax Commission for general program administration.

However, the bill has the potential to reduce the amount of funding available for use by the DEQ to clean up illegal tire dumps. It is not possible to precisely project the reduction in cleanup funding, because it will vary from month to month depending on several variables, including the amount of revenue received into the Used Tire Recycling Indemnity Fund from tire fees and the level of used tire collection and processing by reimbursement-eligible used tire processors. In general, though, as the level of collection and processing approaches the monthly average for the past two years, the amount of money available for cleanup approaches or even reaches zero, depending on the fee revenue for that month. The bill therefore might slow the pace of tire dump cleanups.

Prepared By: Joshua Maxey

**Other Considerations**

None.