

# Environment Committee JOINT FAVORABLE REPORT

**Bill No:** HB-5157 / [Bill Status](#) / [Public Hearing Testimony](#)

**Title:** AN ACT CONCERNING THE TIRE STEWARDSHIP PROGRAM.

**Vote Date:** 3/4/2026

**Vote Action:** Joint Favorable Substitute

**PH Date:** 2/20/2026

**File No.:**

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## **SPONSORS OF BILL:**

Environment Committee

## **Co-sponsors:**

Rep. Joseph P. Gresko, 121<sup>st</sup> Dist.

Rep. Nicholas Menapace, 37<sup>th</sup> Dist.

Rep. Fred Gee, 12<sup>th</sup> Dist.

Rep. Steven Winter, 94<sup>th</sup> Dist.

Rep. Patricia A. Dillon, 92<sup>nd</sup> Dist.

## **REASONS FOR BILL:**

To give retailers extended time before being mandated to participate in the Extended Producer Responsibility tire stewardship program.

## **SUBSTITUTE LANGUAGE (IF APPLICABLE):**

The language affirmatively requires that retailers join a tire stewardship organization as of July 1, 2027

## **RESPONSE FROM ADMINISTRATION/AGENCY:**

### **Katie Dykes, Commissioner, DEEP**

DEEP has supported past efforts to increase participation by retailers in the tire stewardship program. They know that a primary reason for illegal tire dumping is the desire to avoid disposal fees. Extended Producer Responsibility eliminates an end of life or disposal fee. Under current Connecticut law, retailers may participate in tire stewardship organizations but are not mandated to do so. DEEP understands that some retailers may object to participating, citing increased costs if fees are assessed at point of sale to finance the program. This proposed change should not have a significant cost impact on consumers, since the fee at sale will replace the fee already charged for discard. DEEP states that they would welcome the opportunity to sit down with all stakeholders to find common ground on retail participations but DEEP supports additional or mandatory retail participation.

## **NATURE AND SOURCES OF SUPPORT:**

### **Tim Phelan, President, Connecticut Retail Network**

The tire retailers support HB5157 which would delay until 2027 requiring retail participation. The extended time will allow for details to be worked out, to establish a comprehensive system that is transparent for consumers, that is fair and equitable for retailers, that uses correct and appropriate data, and that does not lead to unintended consequences at various junctures in the system.

### **Jennifer A. Heaton-Jones, Executive Director, Housatonic Resources Recovery Authority**

HRRA supports the proposed language in HB5157, with modification. Retailers are a critical part of Connecticut 's tire collection and disposal infrastructure, and their participation is essential to the success of any extended producer responsibility system. So it needs to be all tire retailers in Connecticut participating in the program. If consumers discover that disposal is free at municipal transfer stations, they may choose to take tires home rather than leaving them with the retailer. Overwhelming municipal facilities and undercutting both efficiency and environmental goals. To ensure the program operates as the Legislature intended, HRRA recommends amending HB5157 to advance the effective date to October 2026, rather than July 2027. An earlier implementation date will support a fair rollout and prevent unnecessary strain on municipalities while ensuring accountability across the entire tire management system.

### **Jesse Schofield, Executive Director, Connecticut Tire Stewardship**

Connecticut Tire Stewardship wanted to share what they believe is necessary to ensure a successful extended producer responsibility program for tires in Connecticut. The program was designed to create a coherent, statewide system in which end-of-life tires are collected, recycled, and returned to productive use. Without a strong and widespread retail presence, the full benefits of the system cannot be realized. Consumers expect to recycle used tires where they purchase or replace them, making retailers the most intuitive access point in any statewide recycling system. As retailer participation expands, the program will become easier to use for residents, more evenly available across communities, and better aligned with how tires already move through the marketplace. To fulfill the legislature's intent and deliver real environmental community benefits, Connecticut's tire recycling program must include broad retailer participation.

### **David Greenstein, Liberty Lakin Tire Recycling**

Liberty Lakin Tire Recycling's testimony states if the intent is to pause and ensure the framework aligns with measurable data and operational reality, then they support the effort. As implementation discussions have begun, significant structural issues have surfaced. The supply chain for new tire sales and end of life collection is complex. Manufacturers, distributors, centralized warehouses, multi-state retailers, collection systems, and processors all operate in an integrated framework. Early implementation has already revealed confusion around fee application, treatment of distribution centers, and reporting obligations.

### **Mike Barbaro, President, Town Fair Tires**

Town Fair Tires supports HB 5157 they believe that time is needed to allow tire retailers and tire recyclers to work with the Tire Stewardship Group to develop a program that works for the State, Tire Retailers, Tire Recyclers and their customers.

There are 5 points of concern with the current program that Town Fair Tires would like to briefly outline.

Point 1: · The Stewardship Program intent was to put the responsibility of tire disposal onto the manufacturer or distributor. This will not happen as currently formatted. The Manufacturer/ Distributor is passing the tire fee onto the Tire Retailer (TFT), and the tire retailer will not absorb a \$2.00 or \$3.00 increase per tire so this will be passed onto the retail customer. Clearly not what this program was intended to do.

Point 2: · The Collection of the tire fee as tires enter the State is grossly miscalculated. The CSO is estimating CT tire sales using North America tire sales. These numbers are nowhere near accurate. Prix Tire, who is a Distributor of TFT, was given an estimate of 750 passenger and LT tires sold in CT, during the 4th quarter of 2025. TFT sold 16,000 Prix Tires in the 4th quarter. This estimating method will not work.

Point 3: · Distributors are passing along the tire fee to TFT on every tire shipped into our warehouse. TFT selling tires in 7 different states. The tire fee should only apply to tires sold in CT

Point 4: · The collection of the tire fee as tires entire the State will be nearly impossible for the CSO to manage. · Not every tire enters the State of CT from the Manufacturer or Distributor. Some tire retailers have stores in CT, but their warehouse is in another state. How does the CSO capture these sales? · Car Dealers have buying programs with distributors outside of CT. · Tire Retailers buy tires online. · To accurately account for tires sold in CT, the tire fee needs to be collected when the tire is sold. This will also keep everyone who sells tires on a level playing field, with no competitive advantage.

Point 5: · Tire Retailers should be allowed to select their own Tire Recycling company. TFT has been doing business with Liberty Tire for over 40 years. Liberty Tire picked up 3,165, 960 tires from TFT in 2025. Some stores require pick up multiple times a week. They know our business and our stores are never overrun with tires.

### **Connor Yakaitis, Deputy Director, CT League of Conservation Voters**

Ct League of Conservation Voters supports tire EPR but that you amend HB 5157 to close the loophole that allows retailers to avoid participating in the program and mandate that tire retailers join the EPR stewardship program as required by wholesalers.

### **Betsy Gara, Executive Director, COST**

COST supports HB 5157 which close the loophole in the law that makes participation of tire retailers mandatory to keep these products out of the waste stream.

### **Susan Eastwood, Sierra Club Connecticut**

The Sierra Club Connecticut supports HB 5157 in closing the loophole on making in mandatory for tire retailers to participate in the EPR stewardship program but also, they believe the bill should add language to specify environmentally responsible practices for recycling and reuse of tires, or at least specify unacceptable methods.

**NATURE AND SOURCES OF OPPOSITION:  
Nyles Kelley and Guy Gleysteen both Oppose HB 5157**

**Reported by: Judy Ganswindt**

**Date: March 9,2026**