

Congress of the United States
Washington, DC 20515

May 8, 2012

The Honorable Barbara Boxer
United States Senate
112 Hart Senate Office Building
Washington, D.C. 20510

Dear Conferee,

As you work to develop a long-term, comprehensive transportation bill in the Conference Committee, we ask that you maintain the bipartisan-supported Coal Combustion Residuals program passed in the House Transportation Bill (H.R. 4348).

To highlight the relevance of why coal ash was added to H.R. 4348, let us first explain the composition of the concrete matrix used in our roads, bridges and other infrastructure. Concrete typically consists of the following:

- Portland cement
- coal ash
- sand
- gravel
- water

There is an irrefutable and beneficial relationship between concrete and coal ash. For over 80 years, coal ash has been a proven substitute for Portland cement and typically replaces up to 30% of the cement used to create concrete. In so doing, this substitution lowers the cost of concrete by 10-15%. Removing it from the mix would **drive up the cost** of concrete and lessen the availability of funds available for upgrading our roads, bridges and other infrastructure. Your Conference Committee has the ability to maximize the amount of roads paved and bridges built across America by continuing to allow coal ash to be included in the mix.

The U.S. Department of the Interior has agreed with industry leaders who have stated that **if coal ash is designated a hazardous waste it will no longer be used in concrete**. In support of the cost benefits, the Department of the Interior has stated that coal ash costs 20-to-50 percent less than the cost of Portland cement. Finally, the U.S. Department of Transportation has said that coal ash is a valuable byproduct used in highway facility construction and for a number of other infrastructure uses such as soil stabilization, structural fills, road-base, and snow and ice control.

And the environmental advantages of using coal ash are widespread. Utilizing coal ash in concrete has resulted in up to 25 million tons of greenhouse gases being reduced annually. Having one ton of coal ash used as a replacement for Portland cement reduces the equivalent of two months of an automobile's carbon dioxide emissions and saves enough energy to provide electricity to an average American home for 19 days. The financial benefits for coal ash annually contribute to over \$4.5 billion in energy savings,

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\$40 billion per year in water savings, \$240 million in emissions reduction, \$15 billion in non-GHG related air pollution reduction and \$2.5 billion in disposal cost savings.

The Coal Combustion Residuals program will also provide a new approach to Federal environmental regulation. The language uses the existing municipal solid waste program as the basis for regulating coal ash that is not beneficially recycled by establishing enforceable Federal standards, but leaving regulation and implementation to the states.

This effort continues to receive strong bipartisan support. The language has a cross-section of supporters including coal users, coal producers, coal-ash recyclers, business organizations, manufacturers, the United Mine Workers of America, governors, and state environmental officials. The latter considers this approach a model for future environmental regulation.

For over 30 years Congress has been dealing with this issue. It's time we put ideology behind us and work together. With each vote taken in the House on this issue, we have seen support become stronger. Even the EPA acknowledges that the use of coal ash is an important function in road building, and that coal ash leads to better road performance while offering important environmental benefits.

The language in H.R. 4348 dealing with coal ash has now passed the House on two separate occasions this Congress. The first vote (H.R. 2273) took place last October and passed overwhelmingly 267-144, with 37 Democrats supporting. The second time the language was brought to a vote it was passed by voice vote on the House floor as an amendment with no objections on April 18.

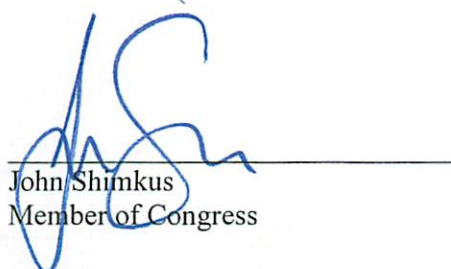
Please join us in supporting this cost saving provision of the bill. At stake are hundreds of thousands of jobs, and maximizing funds available for upgrading our highways, roads, bridges and infrastructure across America.

Thank you for considering our request.

Sincerely,


David B. McKinley, P.E.
Member of Congress


Gene Green
Member of Congress


John Shimkus
Member of Congress


Tim Holden
Member of Congress


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Hal Rogers
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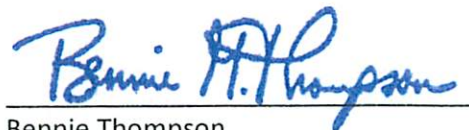
Andy Harris, MD.
Member of Congress



Ben Chandler
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Cynthia Lummis
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Bennie Thompson
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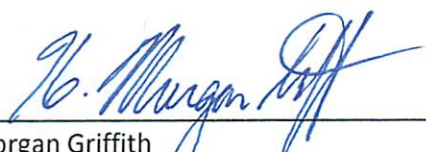
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Paul Gosar
Member of Congress



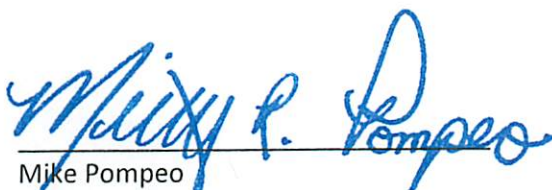
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Morgan Griffith
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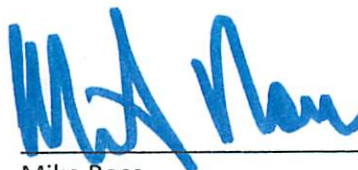
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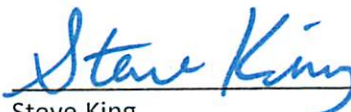
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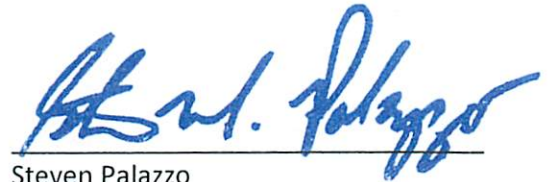
Jim Jordan
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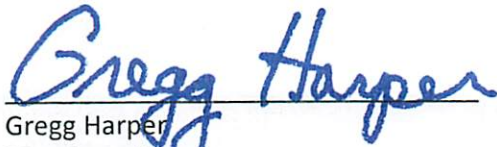
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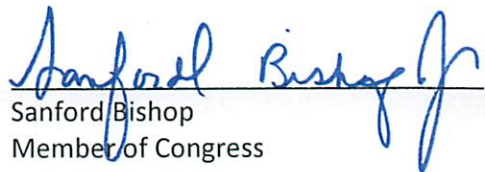
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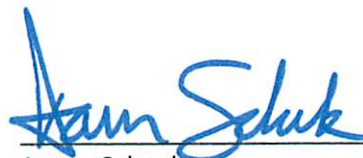
Sue Myrick
Member of Congress



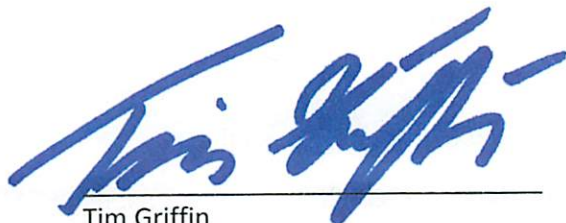
Bill Cassidy
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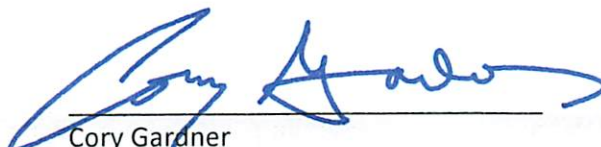
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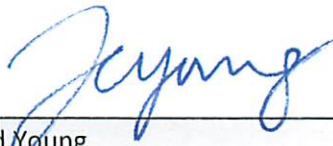


John Sullivan
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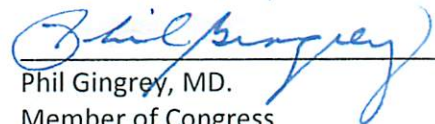
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John Barrow
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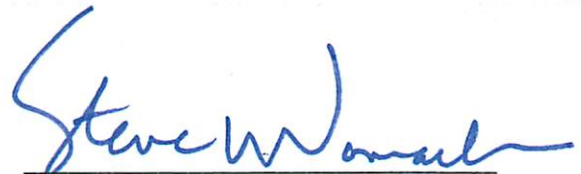
Richard Nugent
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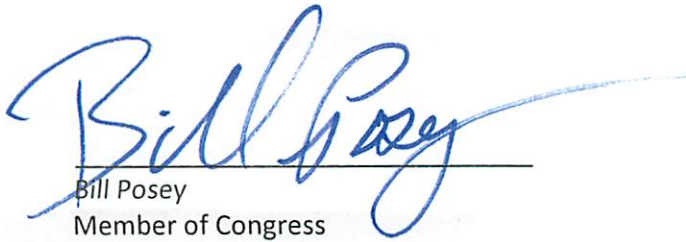


Sandy Adams
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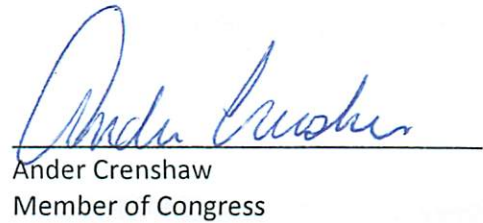


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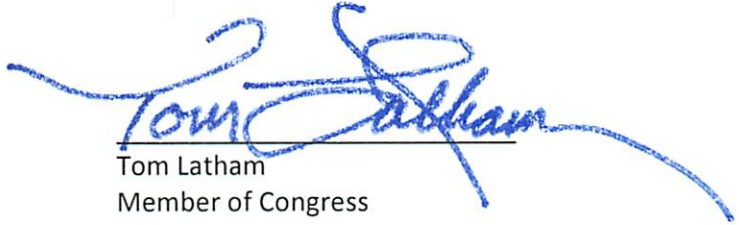


Cliff Stearns
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Phil Roe, M.D.
Member of Congress



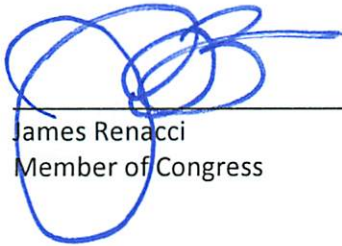
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