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Collection/Record Group: Clinton Presidential Records
Subgroup/Office of Origin: Council on Environmental Quality
Series/Staff Member: Kathleen (Katie) McGinty
Subseries:

OA/ID Number: 4299
FolderID:

Folder Title:
Intermodel Surface Transportation Efficiency Act (ISTEA)-Crumb Rubber

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

JAN 26 1994

OFFICE OF
SOLID WASTE AND EMERGENCY
RESPONSE

Mr. Matthew G. Young
Recycling Coordinator
County of Chatham
P.O. Box 87
Pittsboro, North Carolina 27312

Dear Mr. Young:

Thank you for your letter of November 22, 1993, to Ms. McGinty of the White House Office on Environmental Policy, which was forwarded to my office for response. Thank you for expressing support for the Intermodal Surface Transportation Efficiency Act (ISTEA), which was passed in 1991.

The Environmental Protection Agency (EPA) has been working closely with the Federal Highway Administration (FHWA) to implement ISTEA, first by helping to write the Report to Congress on "The Use of Recycled Paving Material," and by providing support to states and others on the implementation of ISTEA.

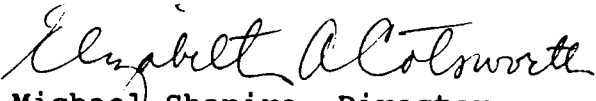
We are well aware of the successes of California, Arizona, and Florida with crumb-rubber modified (CRM) asphalt and are familiar with the long history that this material has had in Europe. As you mentioned in your letter, the Report to Congress showed that Congress' criteria for CRM asphalt in terms of performance, recyclability, and potential health effects were all met. ISTEA's requirements for states to use increasing amounts of CRM asphalt in roads became effective in October 1993. However, recently Congress passed a law that prohibits the Department of Transportation from spending funds to enforce the requirement that states utilize crumb rubber-modified asphalt. For more information on this, you may wish to contact Mr. Jim Sorenson of the FHWA at (202) 366-1333.



Recycled/Recyclable
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contains at least 50% recycled fiber

I appreciate you taking the time to express your support for ISTEA. Hopefully, through the combined efforts of States, Federal government, industry and public interest groups, the potential benefits of ISTEA can be fully realized.

Sincerely yours,


for Michael Shapiro, Director
Office of Solid Waste

THE WHITE HOUSE

WASHINGTON

January 3, 1994

Mr. Matt Young
Recycling Coordinator
County of Chatham
P.O. Box 87
Pittsboro, N.C. 27312

Dear Mr. Young:

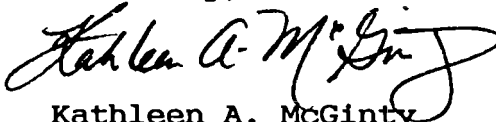
Thank you for contacting my office regarding your thoughts about the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. It was good to hear from you, and I apologize for the delay in responding.

I certainly appreciate learning your views about the use of crumb rubber modifier (CRM) in asphalt pavements, and I understand your concerns about the burden of scrap tires on our nation's already overflowing landfills. Along these lines, the President recently signed the Executive Order on Federal Acquisition, Recycling and Waste Prevention which contains a provision requiring federal agencies to implement the Environmental Protection Agency's (EPAs) procurement guidelines for retread tires.

With regard to your specific recommendations concerning the use of CRM in asphalt pavement, I have taken the liberty of sharing your letter with the EPA and the Federal Highway Administration for their review and appropriate response.

Again, thank you for sharing your thoughts with me.

Sincerely,



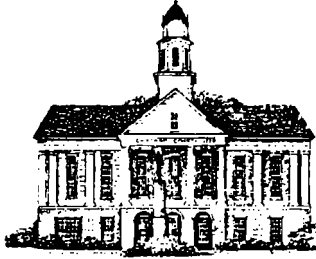
Kathleen A. McGinty
Director, White House Office on
Environmental Policy

KAM/avl

COUNTY OF CHATHAM

PUBLIC WORKS DEPARTMENT

- Buildings and Grounds
- Recycling
- Solid Waste
- Utilities (Water/Sewer)



POST OFFICE BOX 87
PITTSBORO, N. C. 27312

ORGANIZED 1770

707 SQUARE MILES

MATTHEW G. YOUNG
RECYCLING COORDINATOR

(919) 542-8239

(919) 542-8238

Illegal Dumping:

(919) 542-8223

FAX

(919) 542-8272

November 22, 1993

Ms. Kathleen A. McGinty
Deputy Assistant to President & Director
Office on Environmental Policy
Old Executive Office Building Room 360
17th and Pennsylvania Ave., NW
Washington, DC 20501

Dear Ms. McGinty:

I am writing to urge you to support Section 1038 of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Section 1038 encourages greater use of crumb rubber modifiers (CRM) in asphalt pavement. A provision within Section 1038 requires states to use minimum amounts of asphalt pavement containing crumb rubber from scrap tires for Federally funded highway projects beginning in 1994.

Technologies which incorporate CRM in asphalt pavements have been used in nearly all climates and road conditions for up to twenty years. The FHWA and the US EPA reported to Congress in June 1993, that based on evidence accumulated to date, there are no significant performance, emissions, or recyclability problems with crumb rubber modifier technologies.

Scrap tires are a very serious solid waste problem in Chatham County, North Carolina, as well as the rest of the United States. Each year the U.S. discards over 250 million scrap tires, adding to the 3 billion tires that currently litter our countryside. Used tire piles are a natural habitat for rodents and disease carrying insects. When these tire piles catch fire, as several have, the irreversible damage to our atmosphere is devastating. Crumb rubber modifier asphalt pavements are a high value end use for recycled scrap tires.

To date, the North Carolina lobby against using crumb rubber in asphalt paving has ensured the failure of this legislation passing. There is no reason why we need to continue extracting and degrading precious natural resources for virgin paving materials when we have this resource in scrap tires clogging our landfills and landscape. I respectfully request that you support Section 1038. This technology not only improves asphalt as a highway pavement, but provides a market for some of the millions of tires now clogging landfills across our country.

Thank you for your attention to this matter.

Sincerely,

Matt Young

Chatham County Recycling Coordinator



This paper is made from recycled waste.

**U.S. ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460**

Executive Secretariat

Date 24 Jan 94

MEMORANDUM FOR Kathleen Mc Ginty

FROM: Rosemary Carroll 260-4504

ACTION

- ☐ FYI
- ☐ For Your Signature
- ☐ As we discussed
- ☐ Please see me/call me

COMMENTS



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

JAN 18 1994

OFFICE OF
SOLID WASTE AND EMERGENCY
RESPONSE

Mr. L.S. Carter, Director
Cumberland County Solid
Waste Management
698 Ann Street
Fayetteville, North Carolina 28301

Dear Mr. Carter:

Thank you for your letter of October 26, 1993, to Ms. McGinty of the White House Office on Environmental Policy, which was forwarded to my office for response. Thank you for expressing support for the Intermodal Surface Transportation Efficiency Act (ISTEA), which was passed in 1991.

The Environmental Protection Agency (EPA) has been working closely with the Federal Highway Administration (FHWA) to implement ISTEA, first through helping to write the Report to Congress on **"The Use of Recycled Paving Material"** and more recently through providing support to States and others on the implementation of ISTEA.

We are well aware of the successes of California, Arizona, and Florida with crumb-rubber modified (CRM) asphalt and are familiar with the long history that this material has had in Europe. As you mentioned in your letter, the Report to Congress showed that Congress' criteria for CRM asphalt in terms of performance, recyclability, and potential health effects were all met, therefore ISTEA's requirements for States to use increasing amounts of CRM asphalt in roads became effective in October 1993. However, you should also be aware that Congress recently passed a provision that prohibits the U.S. Department of Transportation from spending money in fiscal year 1994 to enforce the requirement to utilize rubberized asphalt on highways. For more information on D.O.T.'s plans, I suggest you contact Jim Sorenson at (202) 366-1333.



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I appreciate you taking the time to express your support for ISTEA. Hopefully through the combined efforts of States, Federal government, industry and public interest groups, the potential benefits of ISTEA can be fully realized.

Sincerely yours,

A handwritten signature in cursive script, reading "Elizabeth Altsworth".

for Michael Shapiro, Director
Office of Solid Waste

A handwritten signature in cursive script, reading "for Michael Shapiro".

THE WHITE HOUSE
WASHINGTON

December 17, 1993

Mr. L. S. Carter
Director
Cumberland County Solid
Waste Management
698 Ann Street
Fayetteville, N.C. 28301

Dear Mr. Carter:

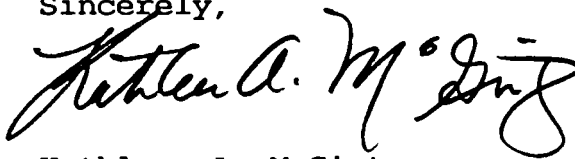
Thank you for contacting me regarding your thoughts about the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. It was good to hear from you, and I apologize for the delay in responding.

I certainly appreciate learning your views about the use of crumb rubber modifier (CRM) in asphalt pavements. I understand your concerns about the burden of scrap tires on our nation's already overflowing landfills. Along these lines, the President recently signed the Executive Order on Federal Acquisition, Recycling and Waste Prevention contains a provision requiring federal agencies to implement the Environmental Protection Agency's (EPAs) procurement guidelines for retread tires.

With regard to your specific recommendations concerning the use of CRM in asphalt pavement, I have taken the liberty of sharing your letter with the EPA and the Federal Highway Administration for their review and appropriate response.

Again, thank you for sharing your thoughts with me.

Sincerely,



Kathleen A. McGinty
Director, White House Office on
Environmental Policy

KAM/avl

1113 410:17

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CUMBERLAND COUNTY SOLID WASTE MANAGEMENT
698 ANN STREET
FAYETTEVILLE, NC 28301
919 483-4897

October 26, 1993

The Honorable Kathleen A. McGinty
Deputy Assistant to President & Director
Office on Environmental Policy
Room 360
17th and Pennsylvania Ave., NW
Washington, DC 20501

Dear Ms McGinty:

I am writing to urge you to support Section 1038 of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Section 1038 encourages greater use of crumb rubber modifiers (CRM) in asphalt pavements. A provision within Section 1038 requires states to use minimum amounts of asphalt pavements containing crumb rubber from scrap tires in federally funded highway projects beginning in 1994.

Technologies which incorporate CRM in asphalt pavements have been used extensively in nearly all climate and road conditions, for up to twenty years. The FHWA and the USEPA reported to Congress in June, 1993, that based on evidence accumulated to date, there are no significant performance, emissions or recyclability problems with crumb rubber modifiers technologies.

Scrap tires are a very serious solid waste problem in the United States. Each year the U.S. discards over 250 million scrap tires, adding to the 3 billion tires that currently litter our countryside. Used tire piles are a natural habitat for rodents and disease carrying insects. When these piles catch fire, as several have, the irreversible damage to our atmosphere is devastating. Crumb Rubber modified asphalt pavements are a high value end use for recycled scrap tires.

I respectfully request that you support Section 1038. This technology not only improves asphalt as a highway pavement, but provides a market for some of the millions of tires that are clogging landfills across the county.

This County has expended over two million dollars in public funds to process scrap tires for landfill disposal during the past seven years. The Section 1038 action certainly provides a much more acceptable method for resolving this problem.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "L. S. Carter", with a long horizontal flourish extending to the right.

L. S. Carter
Director

LSC:ar