



Motor & Equipment Manufacturers Association

Your First Call for Global Intelligence on the Motor Vehicle Supplier Industry

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202-393-6362 • Fax: 202-737-3742 • www.mema.org

July 21, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20004

OFFICE OF
EXECUTIVE SECRETARIAT

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Dear Secretary LaHood and Administrator Jackson:

The Motor & Equipment Manufacturers Association (MEMA) represents more than 700 companies that manufacture motor vehicle parts for use in the light vehicle and heavy-duty original equipment and aftermarket industries. Motor vehicle parts suppliers are the nation's largest manufacturing sector, directly employing 685,892 U.S. workers and contributing to more than 3.2 million jobs across the country. This industry is a leader in developing technologies critical to making today's vehicles safer and more fuel efficient and is investing in product development to help meet future consumer demand. Suppliers also manufacture the aftermarket products necessary to repair and maintain over 247 million cars and trucks on the road today.

Suppliers account for as much as 70 percent of the value-added in the manufacture of motor vehicles and over 30 percent of total automotive investment in research and development. The supplier industry continues to take on a greater role in the design, testing, and engineering of new vehicle parts and systems and on-going service requirements. The investment and manufacturing role of the supply base continues to grow as federal requirements and consumers demand cleaner, more fuel efficient, advanced vehicles.

As suppliers, the economic vitality of our members is closely interwoven with the ability of the vehicle manufacturers to manufacture and sell affordable passenger cars and trucks. Over the last few years, the entire industry has undergone tremendous restructuring to improve its global competitiveness, and we caution the agencies to proceed in a way that will not hinder future economic growth and job creation. Furthermore, future standards must allow the manufacturers and suppliers to package new vehicles in a manner that is affordable for consumers to purchase and maintain.

As you pursue the next round of standards, we also encourage you to continue building on the foundation created under the MY2012-2016 National Program standards, which consider our country's need for reducing fuel consumption by the motor vehicle sector while still preserving affordable choices for personal and commercial transportation needs. MEMA supports the preservation and continuation of a uniform National Program because it permits vehicle manufacturers and suppliers to allocate the required human and resources in the best manner to achieve the levels prescribed by the program. This, in turn, provides the best opportunity for the entire U.S. industry to continually innovate and to turn research activities into commercially viable manufacturing opportunities.



Automotive Aftermarket
Suppliers Association



Heavy Duty
Manufacturers Association



Motor & Equipment
Remanufacturers Association



Original Equipment
Suppliers Association

In developing national standards for MY2017-2025, MEMA urges you to:

- Develop standards that adequately reflect product development cycles, minimize manufacturing capital investment requirements and recognize the capital stock of the current U.S. manufacturing base. Long-term planning is an especially important factor in the motor vehicle industry as there are likely to be uncertainties in the product development cycle that could directly impact – positively or negatively – the commercial success of new products and the return on investment required to expand the U.S. manufacturing base.
- Provide for a mid-term review to evaluate the timelines and provisions of the standards.
- Consider all technology options available to achieve the overall objectives of reduced fuel consumption and emissions. Because there is a wide array of means by which attainable, discernible improvements can be made, it is important for any requirements to not only be attribute-based, but also technology-neutral. Since a true attribute-based system is not a “one-size-fits-all” approach, it encourages more innovation in various vehicle types to improve fuel economy and emissions in all vehicle classes. Unfairly favoring one or two types of technology over others also inhibits industry innovation options and limits consumer choice. Over time, complex combinations of vehicle technologies will be required to improve fuel efficiency and emission levels.
- Consider appropriate changes to the fuel economy evaluation cycle to more accurately match real-world driving conditions and increase technology options.
- Maintain the proper use of credits in the standards. Credits are an important tool and can be positively applied and provide the industry necessary options to achieve future standards. However, credits can also inadvertently influence technology “winners and losers” and, as such, should be carefully evaluated during MY2017-2025 standards development and the mid-term review.

In addition, we would welcome an opportunity to discuss with you the important role of vehicle inspections and aftermarket technology in assuring continued efficiencies in fuel consumption and emissions for the fleet of automobiles and light trucks currently on the road.

Thank you for your consideration of our views and we look forward to working with you on these issues.

Sincerely,



Robert E. McKenna
President and CEO



Correspondence Management System

Control Number: AX-11-001-2307

Printing Date: July 22, 2011 03:11:54



Citizen Information

Citizen/Originator: Segall, Craig Holt

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Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number:	AX-11-001-2307	Alternate Number:	N/A
Status:	Pending	Closed Date:	N/A
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Letter Date:	Jul 22, 2011	Received Date:	Jul 22, 2011
Addressee:	AD-Administrator	Addressee Org:	EPA
Contact Type:	EML (E-Mail)	Priority Code:	Normal
Signature:	DX-Direct Reply	Signature Date:	N/A
File Code:	404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.		
Subject:	DRF - Request for Public Hearings in Oil and Gas Clean Air Act Rulemaking		
Instructions:	DX-Respond directly to this citizen's questions, statements, or concerns		
Instruction Note:	N/A		
General Notes:	N/A		
CC:	OEAE - Office of External Affairs and Environmental Education OGC - Office of General Counsel -- Immediate Office		



Correspondence Management System

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Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 22, 2011	Aug 8, 2011	N/A
	Instruction: DX-Respond directly to this citizen's questions, statements, or concerns				
Gloria Hammond	OAR	OAR-OTAQ	Jul 22, 2011	Aug 4, 2011	N/A
	Instruction: OTAQ - Prepare response for the signature of Margo T. Oge, Director of the Office of Transportation and Air Quality (OTAQ).				

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History

Action By	Office	Action	Date
(b) (6) Personal Privacy	OEX	Assign OAR as lead office	Jul 22, 2011
Gloria Hammond	OAR	Sabrina Hamilton proxy for Gloria Hammond: Accepted the group assignment	Jul 22, 2011
Gloria Hammond	OAR	Sabrina Hamilton proxy for Gloria Hammond: Assign OAR-OTAQ as lead office	Jul 22, 2011

Comments

Commentator	Comment	Date
No Record Found.		

**Clean Air Task Force * Earthjustice * Environmental Defense Fund *
Natural Resources Defense Council * Sierra Club *
Western Environmental Law Center * WildEarth Guardians**

July 22, 2011

Lisa Jackson
Administrator
U.S. Environmental Protection Agency
Ariel Rios Building
1200 Pennsylvania Ave., NW
Washington, D.C. 20460

Re: Request for Public Hearings in Oil and Gas Clean Air Act Rulemaking

Dear Administrator Jackson:

We are writing to request that EPA hold public hearings for its proposed revisions to the New Source Performance Standards ("NSPS") and National Emissions Standards for Hazardous Air Pollutants ("NESHAP") for the oil and natural gas sector. The rules will benefit the thousands and thousands of people across the country who are now suffering from the industry's air pollution. EPA should make sure that their voices are clearly heard in this rulemaking.

As an initial matter, we thank you for taking urgently needed steps to safeguard public health and welfare from air pollution associated with oil and natural gas development through updates to the Clean Air Act's NSPS and NESHAP. We understand the EPA is on track to propose updates by the end of July and to finalize any revisions by the end of January 2012. As you know, there are tremendous opportunities to ensure that cost-effective emissions controls are utilized more broadly by the industry in order to ensure lasting protection of public health, welfare, and our economic prosperity.

We understand the EPA may be weighing options for public hearings in conjunction with the NSPS and NESHAP updates after any proposed rules are released in July, and that the locations may include Denver, Arlington, Texas, and Pittsburgh. We support the agency's efforts to hold public hearings in these cities given their proximity to major oil and gas producing areas. We trust that you will finalize these hearing dates and locations soon. We also urge you to investigate ways to enable participation by affected and concerned citizens who do not live near these cities and cannot afford to travel to them, as many other parts of the country face serious pollution threats from the oil and gas industry. Many of the affected populations are low income communities and communities of color, whose voices in the process are of special concern and value. For instance, tribal populations in Alaska are particularly affected by the oil and gas industry, and would face exceptional costs in traveling to the lower 48 states. EPA should consider, for example, offering video conferencing access to its hearings, and using social media to aid participation by as many members of the public as possible.

As organizations that represent millions of members across the country, many of whom are increasingly voicing to us their concerns over the air quality impacts of oil and gas development, we appreciate your time and attention to this letter and our request. We look forward to working with EPA to ensure that the final rules are as strong as possible. Thank you.

Sincerely,

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Correspondence Management System

Control Number: AX-11-001-2308

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Citizen Information

Citizen/Originator: Mayer, Matt

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Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2308

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 8, 2011

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Letter Date: Jul 22, 2011

Received Date: Jul 22, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: EML (E-Mail)

Priority Code: Normal

Signature: DX-Direct Reply

Signature Date: N/A

File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.

Subject: DRF - CAFE Standard

Instructions: DX-Respond directly to this citizen's questions, statements, or concerns

Instruction Note: N/A

General Notes: N/A

CC: OARM - OARM -- Immediate Office
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
OSBP - Office of Small Business Programs
R5 - Region 5 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 22, 2011	Aug 8, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

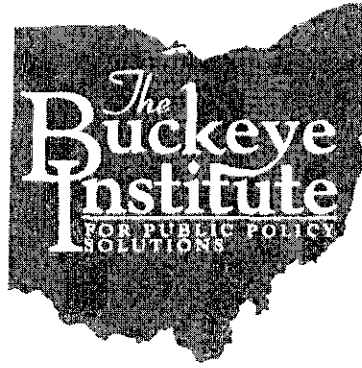
Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History



The Hon. Ray LaHood
Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

The Hon. Lisa Jackson
Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20004

Dear Secretary LaHood and Administrator Jackson,

I am writing because we are concerned about the potential negative economic impact to Ohio if the Obama Administration's fuel economy standards proposal is implemented. We ask that you consider its affects on economic activity, including the additional costs on businesses and consumers.

Many car companies have major operations in Ohio. The Center for Automotive Research, using data from the National Academy of Science, estimates that the new standards could result in as many as 260,000 lost jobs and could force vehicle prices up by nearly \$10,000 – a cost that will be borne by customers. Because Ohio has the second largest concentration of automobile-related jobs in America, our economy would receive a double hit that could result in increase costs to consumers and significant job losses.

In our fragile economy, it simply does not make sense to impose rules that will further impede activity. We ask that the administration seek a sensible regulatory policy that supports economic growth.

Sincerely,

Matt A. Mayer
President, Buckeye Institute for Public Policy Solutions
www.buckeyeinstitute.org



Correspondence Management System

Control Number: AX-11-001-2332

Printing Date: July 25, 2011 10:37:57



Citizen Information

Citizen/Originator: Sunstein, Cass R

Organization: Office of Management and Budget

Address: 725 17th Street, NW, Washington, DC 20503

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2332 **Alternate Number:** N/A
Status: For Your Information **Closed Date:** N/A
Due Date: N/A **# of Extensions:** 0
Letter Date: Jul 22, 2011 **Received Date:** Jul 25, 2011
Addressee: AD-Administrator **Addressee Org:** EPA
Contact Type: MEM (Memo) **Priority Code:** Normal
Signature: SNR-Signature Not Required **Signature Date:** N/A
File Code: 401_127_a General Correspondence Files Record copy
Subject: DRF - Executive Order 13579, "Regulation and Independent Regulatory Agencies"
Instructions: For Your Information -- No action required
Instruction Note: N/A
General Notes: N/A
CC: OARM - OARM -- Immediate Office
OCFO - OCFO -- Immediate Office
OEAE - Office of External Affairs and Environmental Education
ORD - Office of Research and Development -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
No Record Found.					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
(b) (6) Personal Privacy	OEX	OP	Jul 25, 2011

History

Action By	Office	Action	Date
(b) (6) Personal Privacy	OEX	Forward control to OP	Jul 25, 2011



ADMINISTRATOR
OFFICE OF
INFORMATION AND
REGULATORY
AFFAIRS

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

July 22, 2011

M-11-28

MEMORANDUM FOR THE HEADS OF INDEPENDENT REGULATORY AGENCIES

FROM: Cass R. Sunstein *CRS*
Administrator

SUBJECT: Executive Order 13579, "Regulation and Independent Regulatory Agencies"

Executive Order 13579 states that independent regulatory agencies, no less than executive agencies, should "protect public health, welfare, safety, and our environment while promoting economic growth, innovation, competitiveness, and job creation." It also states that independent regulatory agencies should follow the key principles of Executive Order 13563, designed to promote public participation, improve integration and innovation, promote flexibility and freedom of choice, and ensure scientific integrity. Finally, it asks independent regulatory agencies to produce plans for retrospective analysis of existing rules.

The purpose of this Memorandum is to provide relevant guidance to independent agencies on Executive Order 13579. In doing so, this Memorandum builds on and adapts guidance issued to the heads of executive agencies and departments on February 2, 2011.¹ It is understood that this guidance is issued with full respect for the independence of the agencies to which it is addressed, and hence nothing said here is meant to be binding.

Key Principles

Section 1(a) of Executive Order 13579 emphasizes the importance of public participation and of careful analysis of consequences, including both costs and benefits. Analysis of costs and benefits, undertaken in advance, can be a helpful way of assessing alternatives and of ensuring that regulation is justified. Section 1(a) of Executive Order 13579 states: "To the extent permitted by law, [regulatory] decisions should be made only after consideration of their costs and benefits (both quantitative and qualitative)." Section 1(b) of Executive Order 13579 stresses the importance of protecting public health and welfare while also promoting economic growth and job creation.

¹ Memorandum for the Heads of Executive Departments and Agencies, and of Independent Regulatory Agencies, M-11-10, "Executive Order 13563, 'Improving Regulation and Regulatory Review'" (February 2, 2011), <http://www.whitehouse.gov/sites/default/files/omb/memoranda/2011/m11-10.pdf>.

We devote particular attention in this guidance to section (1)(c), which states that independent regulatory agencies should follow the central requirements of Executive Order 13563, listed in section (2) through (5) of that order.

Public Participation

Section 2 of Executive Order 13563 emphasizes the importance of public participation. It requires agencies to “afford the public a meaningful opportunity to comment through the Internet on any proposed regulation, with a comment period that should generally consist of not less than 60 days.” Section 2 aims to promote continuing efforts to use online technologies to facilitate greater participation in the rulemaking process, thus making that process simpler and more accessible—and less burdensome and costly—for all stakeholders.

Section 2 also calls for an “open exchange” of information among government officials, experts, stakeholders, and the public. In this context, “open exchange” refers to a process in which the views and information provided by participants are made public to the extent feasible, and before decisions are actually made. Section 2 thus seeks to increase participation in the regulatory process by allowing interested parties the opportunity to react to (and benefit from) the comments, arguments, and information of others provided during the rulemaking process itself. In this way, section 2 is designed to foster better and more informed agency decisions.

The goals of this provision are not met simply through the acceptance of electronic submission of rulemaking comments by interested parties who lack information about the arguments and information provided by other parties. A central purpose of public participation is to improve the content of rules, and open exchanges of information by interested parties can be helpful in that endeavor.

Section 2 of Executive Order 13563 also requires executive agencies (to the extent feasible and permitted by law) to give the public timely online access to the rulemaking docket on Regulations.gov, including relevant scientific and technical findings. Independent agencies should follow this provision. For proposed rules, independent agencies, no less than executive agencies, should include an opportunity for public comment on the rulemaking docket, including comment on relevant scientific and technical findings.²

Finally, section 2 directs executive agencies, where feasible and appropriate, to seek the views of those who are likely to be affected by rulemaking, even before issuing a notice of proposed rulemaking. Independent agencies should follow this provision, which particularly

² The requirement of Executive Order 13563 is consistent with Office of Information and Regulatory Affairs, Memorandum for the President’s Management Council, *Increasing Openness in the Rulemaking Process – Improving Electronic Dockets* (May 28, 2010), http://www.whitehouse.gov/sites/default/files/omb/assets/inforeg/edocket_final_5-28-2010.pdf, which states, “To the extent feasible, and consistent with applicable laws, regulations, and policies, agencies should make their electronic regulatory dockets on Regulations.gov consistent with their paper-based dockets. Both dockets should provide the public with access to all relevant materials. To the extent that they are part of a rulemaking, supporting materials (such as notices, significant guidances, environmental impact statements, regulatory impact analyses, and information collections) should be made available by agencies during the notice-and-comment period by being uploaded and posted as part of the electronic docket.”

emphasizes the importance of prior consultation with “those who are likely to benefit from and those who are potentially subject to such rulemaking.” One goal is to solicit ideas about alternatives, relevant costs and benefits (both quantitative and qualitative), and potential flexibilities. Independent agencies should promote that goal.

Integration and Innovation

Section 3 of Executive Order 13563 calls for “[g]reater coordination across agencies” in order to produce simplification and harmonization of rules. Section 3 thus instructs executive agencies (1) to consider the combined effects of their regulations (together with those of other agencies) on particular sectors and industries and (2) to promote coordination across agencies and harmonization of regulatory requirements. Section 3 emphasizes the crucial importance of simplifying and harmonizing regulations. It acknowledges that, at times, regulated entities might be subject to requirements that, even if individually justified, may have cumulative effects imposing undue, unduly complex, or inconsistent burdens. Section 3 is designed to reduce burdens, redundancy, and conflict, and at the same time to promote predictability, certainty, and innovation. Independent agencies should promote these important goals.

Efforts at harmonization might occur within agencies, as efforts are made to coordinate various rules. Such efforts might also occur across agencies, as agencies work together to simplify rules and make them more predictable. In particular, executive agencies and independent agencies should try to ensure, to the extent permitted by law, that their own efforts are well-coordinated and do not promote confusion, uncertainty, or excessive cost. In some contexts, executive and independent agencies have overlapping responsibilities, and clarity and predictability can be promoted, and unnecessary costs avoided, through coordination and harmonization. Such efforts can also help to promote innovation.

Flexible Regulatory Tools

Section 4 of Executive Order 13563 states that “. . . each agency shall identify and consider regulatory approaches that reduce burdens and maintain flexibility and freedom of choice for the public.” Such approaches include “warnings, appropriate default rules, and disclosure requirements, including provision of information to the public about risks in a form that is clear and intelligible.” Independent agencies should follow this provision.

Section 4 acknowledges the importance of considering flexible approaches and alternatives to mandates, prohibitions, and command-and-control regulation. It emphasizes the potential value of approaches that improve the operation of free markets or that maintain and promote flexibility and freedom of choice (for example, by ensuring informed decisions, by choosing sensible default rules, by selecting performance standards rather than design standards, and by using tradable permits rather than rigid commands). It directs executive agencies to consider the use of tools that can promote regulatory goals through actions that are often less expensive and more effective than mandates and outright prohibitions.

Independent agencies should seriously consider such tools as well. When properly used, these tools may promote innovation and growth as well as competition among regulated entities.

Science

Section 5 of Executive Order 13563 refers to the President's Memorandum for the Heads of Executive Departments and Agencies, "Scientific Integrity" (March 9, 2009), and implementing guidance. It emphasizes that each agency shall "ensure the objectivity of any scientific and technological information used to support the agency's regulatory actions."

In implementing guidance, the President's Science Adviser stated, "Science, and public trust in science, thrives in an environment that shields scientific data and analyses from inappropriate political influence; political officials should not suppress or alter scientific or technological findings."³ Section 5 of Executive Order 13563 extends the President's Memorandum and implementing guidance to the context of regulatory actions. Independent agencies should follow this important provision as well.

Retrospective Analysis of Existing Rules

Section 2 of Executive Order 13579 emphasizes the importance of retrospective analysis of rules. It contains a "look back" provision: "Within 120 days of the date of this order, each independent regulatory agency should develop and release to the public a plan, consistent with law and reflecting its resources and regulatory priorities and processes, under which the agency will periodically review its existing significant regulations to determine whether any such regulations should be modified, streamlined, expanded, or repealed so as to make the agency's regulatory program more effective or less burdensome in achieving the regulatory objectives."

Executive Order 13579 recognizes the importance of maintaining a consistent culture of retrospective review and analysis, drawing on the principle in Executive Order 13563 that our regulatory system "must measure, and seek to improve, the actual results of regulatory requirements." Before a rule has been tested, it is difficult to be certain of its consequences, including its costs and benefits. During the process of retrospective analysis, the principles applicable to the issuance of rules remain relevant, and should help to orient agency thinking.

Agency plans should not, of course, call into question the value of longstanding agency rules simply because they are longstanding. Many important rules have been in place for some time. The aim is instead to create a defined method and schedule for identifying certain significant rules that are obsolete, unnecessary, redundant, unjustified, excessively burdensome, or counterproductive. Agencies should explore how best to evaluate regulations in order to expand on those that work (and thus to fill possible gaps) and to modify, improve, or repeal those that do not. Candidates for reconsideration include rules that new technologies or unanticipated circumstances have overtaken. Rules or requirements that impose significant reporting or paperwork burdens may also be good candidates for reconsideration; perhaps electronic

³ John Holdren, Memorandum for the Heads of Agencies and Departments, *Scientific Integrity* (December 17, 2010), <http://www.whitehouse.gov/sites/default/files/microsites/ostp/scientific-integrity-memo-12172010.pdf>.

reporting, use of prepopulated forms, or less frequent reporting would be desirable. Agency review processes should facilitate the identification of rules that warrant repeal or modification.

While systematic review should focus on the elimination of rules that are no longer justified or necessary, such review should also consider strengthening, complementing, or modernizing rules where necessary or appropriate—including, if relevant, undertaking new rulemaking. Retrospective review may reveal that an existing rule is needed but has not operated as well as expected, and that a stronger, expanded, or somewhat different approach is justified. In formulating its plan for retrospective review, each agency should exercise its discretion to develop a plan tailored to its specific mission, resources, organizational structure, and rulemaking history and volume.

While each agency should set its own priorities, all plans might address the following topics:

- **Public participation.** Consistent with the general commitment to public participation, independent agencies should solicit the views of the public on how best to promote retrospective analysis of rules. Even before plans are written, for example, the public might be asked to provide comments on how such plans might be devised and to help identify those rules that might be modified, streamlined, expanded, or repealed. Consistent with existing guidance on the Paperwork Reduction Act (PRA), agencies may consider general efforts to obtain public feedback, including town hall meetings and online equivalents, to be exempt from PRA requirements.⁴ Agencies may want to reach out to stakeholders to ensure that diverse views are considered. Because knowledge of the effects of rules is widely dispersed in society, and because members of the public are likely to have useful information and perspectives, agencies should consider developing mechanisms to promote public consultation about existing rules on a continuing basis.
- **Prioritization.** The plan should specify factors that the agency will consider and the process that the agency will use in setting priorities and in selecting rules for review. To the extent feasible, the plan should also include an initial list of candidate rules for review over the next two years, with clear timelines and deadlines.
- **Analysis of costs and benefits and of potential savings.** Agencies may well find it useful to engage in a retrospective analysis of the costs and benefits (both quantitative and qualitative) of regulations chosen for review. Such analyses can inform judgments about whether to modify, expand, streamline, or repeal such regulations, and can also provide valuable insight on the strengths and weaknesses of pre-regulatory assessments, which can be used to enhance the agency's analytic capability. In particular, it is

⁴ For further explanation of the applicability of the Paperwork Reduction Act, please see Office of Information and Regulatory Affairs, Memorandum for the Heads of Executive Departments and Agencies, and Independent Regulatory Agencies, *Information Collection under the Paperwork Reduction Act* (April 7, 2010), http://www.whitehouse.gov/sites/default/files/omb/assets/inforeg/PRAPrimer_04072010.pdf and Office of Information and Regulatory Affairs, Memorandum for the Heads of Executive Departments and Agencies, and Independent Regulatory Agencies, *Social Media, Web-Based Interactive Technologies, and the Paperwork Reduction Act* (April 7, 2010), http://www.whitehouse.gov/sites/default/files/omb/assets/inforeg/SocialMediaGuidance_04072010.pdf.

important to obtain a clear and concrete sense, to the extent feasible, of the potential savings of reforms in terms of monetary amounts or burden hours. Agencies should attempt to identify and quantify those savings, and should prioritize those reforms with the potential to have a significant impact.

- **Structure and staffing.** Responsibility for retrospective review should be vested with a high-level agency official who can secure cooperation across the agency. To promote objectivity, the plan should also consider how best to maintain sufficient independence from the offices responsible for writing and implementing regulations. Finally, the plan should identify possible actions to strengthen internal review expertise (if necessary).
- **Coordination with other forms of retrospective analysis and review.** Under existing requirements and authorities, many independent agencies are already engaged in retrospective analysis and review. For example, the Regulatory Flexibility Act, 5 U.S.C. §610, requires agencies to “publish in the Federal Register a plan for the periodic review of the rules issued by the agency which have or will have a significant economic impact upon a substantial number of small entities.” The same provision calls for review of all such agency rules every ten years. It is appropriate to use existing processes, and information now at hand, as significant inputs into plans.

Please recall that the plans for retrospective review should be released to the public within 120 days of the date of Executive Order 13579.⁵ An Appendix is attached with a suggested template, provided for your consideration in developing those plans.

⁵ Executive Order 13579 was issued on July 11, 2011.

Appendix: Suggested Template for Independent Agency Plans

[Agency Name]

Plan for Retrospective Analysis of Existing Rules

[Date]

I. Executive Summary of Plan

Please provide a succinct summary, specifying the major reforms and the most important rules identified for reconsideration, with estimates of potential savings (to the extent feasible). Your executive summary could begin with a strong statement about the need for a consistent culture of retrospective analysis. For example:

Executive Orders 13579 and 13563 recognize the importance of maintaining a consistent culture of retrospective review and analysis throughout the federal government. Before a rule has been tested, it is difficult to be certain of its consequences, including its costs and benefits. [Agency's] plan is designed to create a defined method and schedule for identifying and reconsidering certain significant rules that are obsolete, unnecessary, unjustified, excessively burdensome, or counterproductive. Its review processes are intended to facilitate the identification of rules that warrant repeal or modification, or strengthening, complementing, or modernizing rules where necessary or appropriate.

II. Scope of Plan

- a. List all subagencies within the agency that are included in the plan:
- b. Check all the types of documents covered under this plan:
 - ☐ Existing regulations
 - ☐ Significant guidance documents
 - ☐ Existing information collections
 - ☐ Unfinished proposed rules
 - ☐ Other (Specify _____)

III. Rules for Retrospective Review

- a. Initial list of candidate rules for review over the next two years, with anticipated timelines (please try to quantify relevant savings in terms of monetary amounts or burden hours for as many initiatives as possible, perhaps highlighting at least 3-5):

IV. Public Access and Participation

- a. Did the agency publish a notice in the Federal Register seeking public input, in advance, on the plan? If yes, please provide a link to the notice.

- b. Did the agency reach out to the public in addition to or instead of the public notice?
- c. Brief summary of public comments to notice or other efforts to seek input:
- d. What process, if any, does the agency have in place for receiving public comments on the plan, once it is released?

V. Current Agency Efforts Already Underway Independent of Executive Order 13579

- a. Summary of pre-existing agency efforts (independent of Executive Order 13579) already underway to conduct retrospective analysis of existing rules:
- b. What specific rules, if any, were already under consideration for retrospective analysis?

VI. Elements of Plan

- a. How does the agency plan to develop a strong, ongoing culture of retrospective analysis?
- b. Prioritization. What factors and processes will the agency use in setting priorities?
- c. Structure and Staffing. High-level agency official responsible for retrospective review.
Name/Position Title:
Email address:
- d. How does the agency plan to ensure that its retrospective team and process maintain sufficient independence from the offices responsible for writing and implementing regulations?
- e. Describe agency actions, if any, to strengthen internal review expertise. These actions could include training staff, regrouping staff, hiring new staff, or other methods.
- f. How will the agency plan for retrospective analysis over the next two years and beyond?
- g. How will the agency decide what to do with the analysis?
- h. What are the agency's plans for revising rules? How will it periodically revisit rules (e.g., through identified schedules or sunset provisions, during regular intervals)?
- i. How, if at all, will the agency coordinate with other federal agencies that have overlapping jurisdiction or expertise?

- j. How, if at all, does the agency plan to use peer review in conducting analyses? If so, how will the peer review input be incorporated into a retrospective analysis? How will the agency ensure independence of the peer reviewers from the analysts conducting the retrospective analysis?

VII. Components of Retrospective Analysis

- a. What metrics will the agency use to evaluate regulations after they have been implemented? For example, will the agency use net benefits, cost-effectiveness ratios, or something else?
- b. What steps has the agency taken to ensure that it has high quality data and robust models with which to conduct retrospective analyses?
- c. How, if at all, will the agency incorporate experimental designs, such as randomized controlled trials, into retrospective analyses?

VII. Publishing the Agency's Plan Online

- a. Where will the agency publish its retrospective review plan and available data?
- b. Through what online mechanisms will people be able to comment on the plan?



Correspondence Management System

Control Number: AX-11-001-2351

Printing Date: July 25, 2011 03:03:19



Citizen Information

Citizen/Originator: Milo, Tony

Organization: Colorado Contractors Associations
Address: 6880 S. Yosemite Court, Centennial, CO 80112

Constituent: N/A

Committee: N/A **Sub-Committee:** N/A

Control Information

Control Number: AX-11-001-2351 **Alternate Number:** N/A
Status: Pending **Closed Date:** N/A
Due Date: Aug 9, 2011 **# of Extensions:** 0
Letter Date: Jul 19, 2011 **Received Date:** Jul 25, 2011
Addressee: AD-Administrator **Addressee Org:** EPA
Contact Type: LTR (Letter) **Priority Code:** Normal
Signature: DX-Direct Reply **Signature Date:** N/A
File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.
Subject: DRF - National Fuel Economy Standards
Instructions: DX-Respond directly to this citizen's questions, statements, or concerns
Instruction Note: N/A
General Notes: N/A
CC: OARM - OARM -- Immediate Office
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
OSBP - Office of Small Business Programs
R8 - Region 8 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 25, 2011	Aug 9, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History

TEL 303 290 6611
FAX 303 290 9141

6880 S. Yosemite Court, Ste 200
Centennial, Colorado 80112



COLORADO CONTRACTORS
ASSOCIATION

July 19, 2011

DAILY READING FILE

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

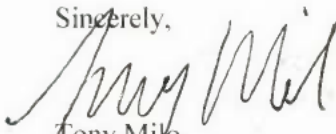
Dear Secretary LaHood and Administrator Jackson:

On behalf of the Colorado Contractors Association (CCA), we wanted to share our views as your agencies work on developing the next round of fuel economy standards. CCA is a consortium of nearly 400 contractor firms who construct airports, light rail facilities, bridges and dams, highways and streets, water and wastewater facilities, and much more. In short, our members build the infrastructure that our communities and businesses rely on.

We are concerned that your agencies are going down a regulatory path on fuel economy that will result in large job losses and other harmful costs to the economy. We encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving affordable choices for businesses and customers to meet their transportation needs. NHTSA and EPA have already set strong standards for 2012-2016 that raised the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, it's important to note that overreaching regulations can place a significant cost burden on businesses such as those that CCA represents.

Job preservation is our priority, and we hope that you will consider in your rulemaking what is at stake for our member businesses. The cost of overreaching is the loss of our business's competitiveness and profitability. We encourage you to carefully balance these factors as you weigh sensible fuel economy standards, especially as our nation's economy continues to recover.

Sincerely,


Tony Milo
Executive Director

OFFICE OF THE
EXECUTIVE SECRETARIAT

2011 JUL 25 PM 12:44

RECEIVED





Correspondence Management System

Control Number: AX-11-001-2353

Printing Date: July 25, 2011 05:00:20



Citizen Information

Citizen/Originator: Evans, Shepley

Organization: Housatonic Valley Association
Address: 1383 Pleasant Street, P.O.Box 251, South Lee, MA 01260

Werner, Lynn

Organization: Housatonic Valley Association
Address: 1383 Pleasant Street, P.O. Box 251, South Lee, MA 01260

Regan, Dennis

Organization: Housatonic Valley Association
Address: 1383 Pleasant Street, P.O. Box 251, South Lee, MA 01260

Constituent: N/A

Committee: N/A **Sub-Committee:** N/A

Control Information

Control Number:	AX-11-001-2353	Alternate Number:	N/A
Status:	Closed	Closed Date:	Jul 25, 2011
Due Date:	N/A	# of Extensions:	0
Letter Date:	Jul 20, 2011	Received Date:	Jul 25, 2011
Addressee:	AD-Administrator	Addressee Org:	EPA
Contact Type:	LTR (Letter)	Priority Code:	Normal
Signature:	SNR-Signature Not Required	Signature Date:	N/A
File Code:	401_127_a General Correspondence Files Record copy		
Subject:	DRF - "Rest of the River" PCB Remediation and The National Remedy Review Board		
Instructions:	For Your Information -- No action required		
Instruction Note:	N/A		
General Notes:	N/A		
CC:	Brigid Lowery - OSWER-CPA Kecia Thornton - OSWER Michelle Crews - OSWER OCSPP - OCSPP - Immediate Office OEAAE - Office of External Affairs and Environmental Education OSWER - OSWER -- Immediate Office OW - Office of Water -- Immediate Office		

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
No Record Found.					

Supporting Information

Supporting Author: N/A



Correspondence Management System

Control Number: AX-11-001-2353

Printing Date: July 25, 2011 05:00:20



Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
(b) (6) Personal Privacy	OEX	R1	Jul 25, 2011

History

Action By	Office	Action	Date
(b) (6) Personal Privacy	OEX	Forward control to R1	Jul 25, 2011
Carol Krasauskis	R1	Closed control by finished FYI task	Jul 25, 2011
(b) (6) Personal Privacy	OEX	Reopened Control	Jul 25, 2011
(b) (6) Personal Privacy	OEX	Control Closed	Jul 25, 2011

Comments

Commentator	Comment	Date
No Record Found.		



Housatonic Valley Association

150 Kent Road
P.O. Box 28
Cornwall Bridge, CT 06754
860-672-6678

www.hvatoday.org

1383 Pleasant Street
P.O. Box 251
South Lee, MA 01260
413-394-9796

19 Furnace Bank Road
P.O. Box 315
Wassaic, NY 12592
845-789-1381

July 20, 2011

DAILY READING FILE

OFFICE OF THE
EXECUTIVE SECRETARIAT

2011 JUL 25 PM 12:44

RECEIVED

Lisa P. Jackson, Administrator
Environmental Protection Agency
Ariel Rios Building
1200 Pennsylvania Ave., NW
Mail Code: 1101A
Washington, DC 20460

Re: "Rest of the River" PCB Remediation & The National Remedy Review Board

Dear Administrator Jackson:

On behalf of the Housatonic Valley Association (HVA), we are writing to thank you for your decision to stay the course and continue the Environmental Protection Agency process underway to submit PCB contamination remedies for the Housatonic River to EPA's National Remedy Review Board.

Since its founding 70 years ago, HVA has worked solely to protect the environmental health of the Housatonic River and its 2,000 square mile watershed. HVA's mission is to save the natural character and health of our communities by protecting land and water throughout the watershed, from the Berkshires through western Connecticut to Long Island Sound. Our staff is backed by a volunteer board and a membership of more than 2,200 families from across the Housatonic Watershed and beyond.

Since the mid -1970s, HVA has actively participated in the Housatonic River PCB contamination and remediation issue. We advocated vigorously for a clean-up during the run-up to the Consent Decree. As founding members of Housatonic River Restoration, Inc., we and our fellow watershed stake holders distilled input from over 1800 residents and published the Housatonic River Restoration Plan, which - as a voice of the watershed - provides important local guidance to Natural Resource Damages Trustees. As a participant in the NRD Process, HVA and our partners have designed and implemented a series of projects funded with NRD moneys, including the 1.5 mile Old Mill Trail on the East Branch of the Housatonic; the construction of four permanent canoe access launches in Sheffield, Lee, Lenox and Pittsfield, Mass; an in-school watershed education program called the Housatonic Environmental Literacy Program (HELP) for every 4th, 5th and 6th grade student in the Massachusetts portion of the watershed; and newly launched land protection, river access and fish refuge improvement projects in Connecticut. We have been active members of the CCC since 1999 and active participants through years of EPA's transparent public comment process. We maintain a document repository at our Cornwall Bridge, Connecticut office.

In sum, for the better part of 35 years, HVA has sought to fulfill its mission as stakeholder and constructive contributor to the cleanup of the Housatonic River. Your Region One leaders and key staff know us well and can vouch for our sincerity, our

July 20, 2011

Page 2

dedication to these tasks and our serious interest in seeing EPA's open, transparent public process through to the finish.

We were dismayed to learn through media reports that our own federal legislators and Massachusetts environmental agency leadership, with the encouragement and support of General Electric, urged you to abort the National Remedy Review Board process in favor of a negotiated settlement.

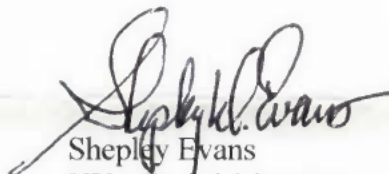
We strongly support your decision not to abort this process. To do so would have pushed aside the best minds and the best science that your agency can bring to bear on these complex remediation challenges. The Housatonic River, and the communities through which it flows in western Massachusetts and Connecticut, deserve your best. We thank you for your action.

Please know that there are thousands of stakeholders and ordinary citizens in the Housatonic watershed who are counting on you and EPA to stay the course, to let the Remedy Review Board do its job, to put an EPA proposed remedy on the table and to patiently continue your open and elegant process of receiving and responding to comments from public and private interests alike before finally rendering a decision on a set of remedies. We are committed to seeing this process through with you, and to fully participating as you move ahead.

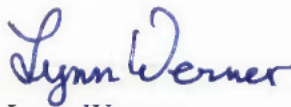
Again, thank you for staying the course. It's the right thing to do. .

We appreciate this opportunity to share our thoughts with you and to work with you for the long term health of the Housatonic River and its riparian corridor.

Sincerely yours,



Shepley Evans
HVA Board Director
Water Protection Committee Chair



Lynn Werner
Executive Director



Dennis Regan
Massachusetts Director

CC: Robert M. Sussman, EPA Senior Policy Counsel
Curt Spalding, Administrator, EPA Region 1



Correspondence Management System

Control Number: AX-11-001-2354

Printing Date: July 25, 2011 04:14:03



Citizen Information

Citizen/Originator: Klein, Jennifer

Organization: Ohio Chamber of Commerce

Address: 230 East Town Street, P.O. Box 15159, Columbus, OH 43215

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2354

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 8, 2011

of Extensions: 0

Letter Date: Jul 19, 2011

Received Date: Jul 25, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: AA-OAR-Assistant Administrator

Signature Date: N/A

- OAR

File Code: 404-141-02-01_141_a(2) Copy of Controlled and Major Correspondence Record of the EPA Administrator and other senior officials - Electronic.

Subject: Daily Reading File- The Ohio Chamber of Commerce would like to express concerns with the new fuel economy standards being considered by the Administration for the years 2017-2025.

Instructions: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR

Instruction Note: N/A

General Notes: N/A

CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R5 - Region 5 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 25, 2011	Aug 8, 2011	N/A
Instruction: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History

July 19, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20004



DAILY READING FILE

Dear Secretary LaHood and Administrator Jackson:

The Ohio Chamber of Commerce would like to express concerns with the new fuel economy standards being considered by the Administration for the years 2017-2025. The Chamber is Ohio's largest and most diverse statewide business association. Our nearly 6,000 members come from every major industry sector and every county of our state. The Ohio Chamber is concerned that the proposed standards are too aggressive and could result in significant job losses and negative impacts on the economy.

This is a crucial time for Ohio's economy, and in particular, the automotive industry. Rising fuel prices, economic uncertainty, importing oil from unstable regions, and the potential policy impacts of climate change are just a few of the challenges the automotive industry must face on a daily basis. Changing the standards, on the heels of recent changes to the fuel standards for 2012-2016 vehicles, will require the automotive industry to bear unnecessary technology costs and reduce customer choice.

The Ohio Chamber believes the Administration needs to find a suitable standard that promotes job growth, assists in the development and production of advanced technology vehicles and helps clean up our environment while reducing our dependence on foreign oil. The standard being proposed does not meet that balanced approach.

All of us, automakers, policymakers, and labor leaders alike must play a role to deliver high quality vehicles that are more fuel efficient. However, competition and innovation continue to be the best way forward – allowing consumers to choose vehicles that meet their needs and their budgets. Aggressive mandates will limit consumer choice and cripple the economy. Thank you for your consideration on this very important issue.

Sincerely,

Jennifer Klein
Director, Energy and Environmental Policy

Ohio Chamber
Champions

Alcoa

The Andersons

Anthem

Chesapeake Energy

Grange Insurance

Nationwide Insurance

Time Warner Cable

RF
D
2011 JUL 25 PM 12:44
OFFICE OF THE
EXECUTIVE SECRETARY



Correspondence Management System

Control Number: AX-11-001-2355

Printing Date: July 25, 2011 04:14:43



Citizen Information

Citizen/Originator: Horne, Jenny A.

Organization: House of Representatives -State of South Carolina

Address: 107 S. Main Street, Summerville, SC 29483

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2355

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 8, 2011

of Extensions: 0

Letter Date: Jul 18, 2011

Received Date: Jul 25, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: AA-OAR-Assistant Administrator
- OAR

Signature Date: N/A

File Code: 404-141-02-01_141_a(2) Copy of Controlled and Major Correspondence Record of the EPA Administrator and other senior officials - Electronic.

Subject: Daily Reading File- I encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs.

Instructions: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR

Instruction Note: N/A

General Notes: N/A

CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R4 - Region 4 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (5) Personal Privacy	OEX	OAR	Jul 25, 2011	Aug 8, 2011	N/A
Instruction: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

Jenny A. Horne

District No. 94 - Charleston-
Dorchester Counties
107 S. Main Street
Summerville, SC 29483



308-A Blatt Building
Columbia, SC 29211

Tel. (803) 212-6871
Bus. (843) 873-1721

Committee:
Judiciary

House of Representatives
State of South Carolina

DAILY READING FILE

July 18, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

OFFICE OF THE
EXECUTIVE SECRETARIAT

2011 JUL 25 PM 12:43

REC'D

Dear Secretary LaHood and Administrator Jackson:

Today jobs, the economy and energy security are on the minds of every American. As a member of the South Carolina House of Representatives I am focused on proactive policies to address these critical issues and grow my city toward a more secure future. Transportation is a critical component of our economic vitality and given that your agencies are now developing national fuel economy standards for 2017-2025, I wanted to share my views.

Safe, efficient and reliable transportation impacts each individual, family and business in my city. Jobs in South Carolina are all tied to cost effective transportation. With the recent increase in gas prices and turmoil in the Middle East, reducing fuel use and dependence on foreign oil are on all our minds. I support your efforts to improve fuel economy by laying out a long-term program, but encourage you to carefully consider a balanced and thoughtful approach.

I encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs. NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, I recognize that overreaching regulations can place a significant cost burden on individuals, families and businesses in my city.

It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Americans need a range of vehicles to meet their family and business needs. Large families require automobiles with sufficient passenger space, including room for multiple child-

E-mail: JennyHorne@schouse.org

NOT PRINTED AT TAXPAYERS' EXPENSE

July 18, 2011

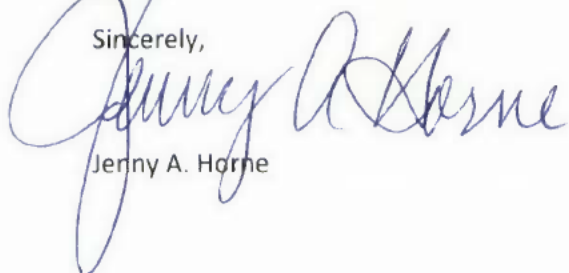
Page 2

safety seats in the back. Small businesses need vans and utility vehicles to conduct commerce. Agriculture depends on pickup, as do the construction industry and local trades.

South Carolina residents all share the need for affordable transportation. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, many consumers can be expected to hold on to their older vehicles longer and defer buying a new car, which could put auto jobs across the country at risk and delay compliance with federal air quality standards. Affordability, customer choice and job preservation is as much a priority as raising fuel economy.

As a state representative, I think every day about job creation and security for my city and my state. As a policymaker, I know that good regulations and laws are often a balancing act of competing demands. I encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability and the economic concerns that weigh on our nation's fragile recovery.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jenny A. Horne". The signature is fluid and cursive, with a large loop at the end of the last name.

Jenny A. Horne



Correspondence Management System

Control Number: AX-11-001-2357

Printing Date: July 25, 2011 03:10:32



Citizen Information

Citizen/Originator: Baruah, Sandy K

Organization: Detroit Regional Chamber

Address: One Woodward Avenue, Detroit, MI 48226

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2357

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 9, 2011

of Extensions: 0

Letter Date: Jul 13, 2011

Received Date: Jul 25, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: DX-Direct Reply

Signature Date: N/A

File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.

Subject: DRF - National Fuel Economy Standards

Instructions: DX-Respond directly to this citizen's questions, statements, or concerns

Instruction Note: N/A

General Notes: N/A

CC:
OARM - OARM -- Immediate Office
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
OSBP - Office of Small Business Programs
R5 - Region 5 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 25, 2011	Aug 9, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History

July 13, 2011

DAILY READING FILE

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

OFFICE OF THE
EXECUTIVE SECRETARIAT

2011 JUL 25 PM 12:13

RECEIVED

Dear Secretary LaHood and Administrator Jackson:

Today jobs, the economy and energy security are on the minds of every American. Detroit Regional Chamber is focused on proactive policies to address these critical issues and powers the economy of Southeast Michigan toward a more secure future. Transportation is a critical component of our economic vitality and given that your agencies are now developing national fuel economy standards for 2017-2025, I wanted to share my views.

I support your efforts to improve fuel economy by laying out a long-term program, but encourage you to carefully consider a balanced and thoughtful approach. Safe, efficient and reliable transportation impacts each individual, family and business in metropolitan Detroit. Jobs in Southeast Michigan are all tied to cost effective transportation. With the recent increase in gas prices and turmoil in the Middle East, reducing fuel use and dependence on foreign oil are on all our minds.

We encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs. NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, we recognize that regulations that outpace the feasible affordable technology can place a significant cost burden on individuals, families and businesses.

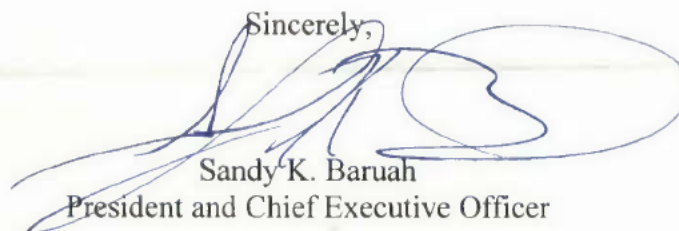
It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Americans need a range of vehicles to meet their family and business needs. Large families require automobiles with sufficient passenger space, including room for multiple child-safety seats in the back. Small businesses need vans and utility vehicles to conduct commerce. Agriculture depends on pickup trucks, as do the construction industry and local trades.

Of course, the auto industry is a core foundation of the economy of Southeast Michigan, and its health is essential to Michigan and the nation.

Our region's businesses all share the need for affordable transportation. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, many of our region's consumers can be expected to hold on to their older vehicles longer and defer buying a new car, delay compliance with federal air quality standards which could put jobs across the country at risk. Affordability, customer choice and job preservation is as much a priority as raising fuel economy and improving air quality.

On behalf of the Detroit Regional Chamber and our over 20,000 members and affiliates, I encourage you to remember that history has demonstrated that higher fuel economy standards drive the available supply of fuel-efficient vehicles, but do little or nothing to drive consistent customer demand. As you contemplate new fuel economy standards, I ask you to consider actions that should also be taken to address American consumer buying habits. There is much that can be learned from regulatory actions taken by European and Asian nations which have resulted (together with geographic and historical factors) in strong and consistent consumer acceptance of fuel-efficient vehicles. Because of the importance of the U.S. auto industry in driving American innovation on many fronts (including electronics, lightweight materials, advanced manufacturing), widespread acceptance of American fuel-efficient vehicles would have a strong multiplier effect across our economy. For example, a strengthened portfolio of competitive domestic vehicles coupled with widespread, consistent American consumer demand would strengthen the domestic auto industry (improving margins by both reduced "push" marketing incentives and improved production cost structures) and improve the potential for successful U.S. export initiatives.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Sandy K. Baruah', is written over a horizontal line. The signature is fluid and stylized, with a large loop at the end.

Sandy K. Baruah
President and Chief Executive Officer



Correspondence Management System

Control Number: AX-11-001-2358

Printing Date: July 25, 2011 03:59:08



Citizen Information

Citizen/Originator: Willey, Jerry W

Organization: City of Hillsboro

Address: 150 E Main Street, Fifth Floor, Hillsboro, OR 97123-4028

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2358

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 9, 2011

of Extensions: 0

Letter Date: Jul 18, 2011

Received Date: Jul 25, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: DX-Direct Reply

Signature Date: N/A

File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.

Subject: DRF - National Fuel Economy Standards

Instructions: DX-Respond directly to this citizen's questions, statements, or concerns

Instruction Note: N/A

General Notes: N/A

CC: OARM - OARM -- Immediate Office
OCIR - Office of Congressional and Intergovernmental Relations
OEAAE - Office of External Affairs and Environmental Education
OP - Office of Policy
OSBP - Office of Small Business Programs
R10 - Region 10 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 25, 2011	Aug 9, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History



2011 JUL 25 PM 12:43

OFFICE OF THE
EXECUTIVE SECRETARIAT**DAILY READING FILE**

July 18, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

Dear Secretary LaHood and Administrator Jackson:

Today jobs, the economy and energy security are on the minds of every American. As the mayor of Hillsboro, I am focused on proactive policies to address these critical issues and grow my city toward a more secure future. Transportation is a critical component of our economic vitality and given that your agencies are now developing national fuel economy standards for 2017-2025, I wanted to share my views.

Safe, efficient and reliable transportation impacts each individual, family and business in my city. Jobs in Hillsboro are all tied to cost effective transportation. With the recent increase in gas prices and turmoil in the Middle East, reducing fuel use and dependence on foreign oil are on all our minds. I support your efforts to improve fuel economy by laying out a long-term program, but encourage you to carefully consider a balanced and thoughtful approach.

I encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs. NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, I recognize that overreaching regulations can place a significant cost burden on individuals, families and businesses in my city.

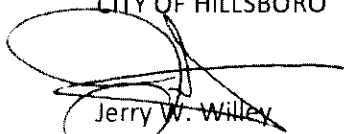
It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Americans need a range of vehicles to meet their family and business needs. Large families require automobiles with sufficient passenger space, including room for multiple child-safety seats in the back. Small businesses need vans and utility vehicles to conduct commerce. Agriculture depends on pickups, as do the construction industry and local trades.

My residents all share the need for affordable transportation. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, many consumers can be expected to hold on to their older vehicles longer and defer buying a new car, which could put auto jobs across the country at risk and delay compliance with federal air quality standards. Affordability, customer choice and job preservation is as much as priority as raising fuel economy.

As a mayor, I think every day about job creation and security for my city. As a policymaker, I know that good regulations and laws are often a balancing act of competing demands. I encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability and the economic concerns that weigh on our nation's fragile recovery.

Sincerely,

CITY OF HILLSBORO



Jerry W. Willey
Mayor



Correspondence Management System

Control Number: AX-11-001-2359

Printing Date: July 25, 2011 05:03:24



Citizen Information

Citizen/Originator: Bubb, Timothy E

Organization: Licking County Board of Commissioners
Address: 20 South Second Street, Newark, OH 43055

Feightner, Brad

Organization: Licking County Board of Commissioners
Address: 20 South Second Street, Newark, OH 43055

Smith, Doug

Organization: Licking County Board of Commissioners
Address: 20 South Second Street, Newark, OH 43055

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2359
Status: Pending
Due Date: Aug 9, 2011
Letter Date: Jul 14, 2011
Addressee: AD-Administrator
Contact Type: LTR (Letter)
Signature: DX-Direct Reply
File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.

Alternate Number: N/A
Closed Date: N/A
of Extensions: 0
Received Date: Jul 25, 2011
Addressee Org: EPA
Priority Code: Normal
Signature Date: N/A

Subject: DRF - Refrain from revising ozone standards until counties have attained the previous standard and the U.S. economy begins to show tangible signs of growth

Instructions: DX-Respond directly to this citizen's questions, statements, or concerns

Instruction Note: N/A

General Notes: N/A

CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R5 - Region 5 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 25, 2011	Aug 9, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A



LICKING COUNTY BOARD OF COMMISSIONERS

DAILY READING FILE

July 14, 2011

Timothy E. Bubb
Doug Smith
Brad Feightner

The Honorable Lisa Jackson
Environmental Protection Agency
Ariel Rios Building
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

RECEIVED
2011 JUL 25 PM 12:13
OFFICE OF THE
EXECUTIVE SECRETARY

Dear Administrator Jackson,

In July, your agency will decide whether to lower the ozone standard to a point somewhere between 60 and 70 ppb. If implemented, this will be the second time in three years that new ozone standards have been mandated throughout the nation.

The effects of the burdens and costs associated with such increased regulation on organizations and businesses will be considerable. One study shows that Ohio will lose thousands of jobs and millions of dollars attempting to comply with this latest standard.

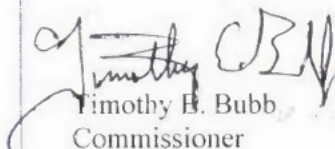
In Licking County, Ohio some of our largest employers are manufacturers. They have already gone through considerable expense, time and effort to help our area comply with the last two ozone mandates. If a third one is ordered, some in our county wonder whether these businesses will go through the red tape and expenditures associated with it. For at least some of them, it may be more cost-effective to move to an area that is compliant with the standard - costing central Ohio jobs and opportunity.

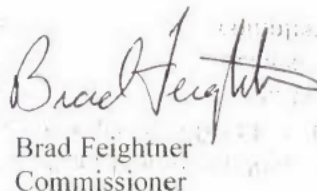
The Environmental Protection Agency's policy of revising standards, and regularly moving the finish line further out for counties and other areas is also having an effect on mindset of local officials, business-people and ordinary citizens. It is causing doubt, uncertainty and a measure of distrust of the EPA's methods. Simply put, the rapid revision of ozone standards sets state and local entities up for failure, and is counterproductive in the long term.

As you know, Ohio is still in the midst of an economic downturn that started well before the latest recession and has been made all the worse by it. We find it hard to believe the EPA would extend and exacerbate our state's troubles with a mandate that pretends nothing has happened economically in the U.S. since 2008, when the last mandate was ordered.

We feel the EPA needs to acknowledge these conditions and refrain from revising standards until counties have attained the previous standard and the U.S. economy begins to show tangible signs of growth.

Sincerely,


Timothy E. Bubb
Commissioner


Brad Feightner
Commissioner


Doug Smith
Commissioner



Correspondence Management System

Control Number: AX-11-001-2361

Printing Date: July 25, 2011 03:53:54



Citizen Information

Citizen/Originator: Hoffman, Marilyn

Organization: Grand Blanc Charter Township

Address: 5371 South Saginaw Street, P.O. Box 1833, Grand Blanc, MI 48480-0057

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2361

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 9, 2011

of Extensions: 0

Letter Date: Jul 15, 2011

Received Date: Jul 25, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: DX-Direct Reply

Signature Date: N/A

File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.

Subject: DRF - National Fuel Economy Standards

Instructions: DX-Respond directly to this citizen's questions, statements, or concerns

Instruction Note: N/A

General Notes: N/A

CC:
OARM - OARM -- Immediate Office
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
OSBP - Office of Small Business Programs
R5 - Region 5 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 25, 2011	Aug 9, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History

CHARTER TOWNSHIP OF GRAND BLANC

5371 South Saginaw Street
P.O. Box 1833, Grand Blanc, MI 48480-0057
810-424-2600 Fax 810-694-2881
www.twp.grand-blanc.mi.us

July 15, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

DAILY READING FILE

OFFICE OF THE
EXECUTIVE SECRETARIAT

2011 JUL 25 PM 12:42

RECEIVED

Dear Secretary LaHood and Administrator Jackson:

Today jobs, the economy and energy security are on the minds of every American. As the supervisor of Grand Blanc Township, I am focused on proactive policies to address these critical issues and grow my township toward a more secure future. Transportation is a critical component of our economic vitality and given that your agencies are now developing national fuel economy standards for 2017-2025, I wanted to share my views.

Safe, efficient and reliable transportation impacts each individual, family and business in my township. Jobs in manufacturing, service and retail are all tied to cost effective transportation. With the recent increase in gas prices and turmoil in the Middle East, reducing fuel use and dependence on foreign oil are on all our minds. I support your efforts to improve fuel economy by laying out a long-term program, but encourage you to carefully consider a balanced and thoughtful approach.

I encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs. NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, I recognize that overreaching regulations can place a significant cost burden on individuals, families and businesses in my township.

It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Americans need a range of vehicles to meet their family and business needs.



Marilyn Hoffman, Supervisor

Trustees:

Catherine Lane, Clerk

Larry J. Anderson

Paul D. Bush

Clark Kent

Ryan Thompson

Earl Guzak, Treasurer

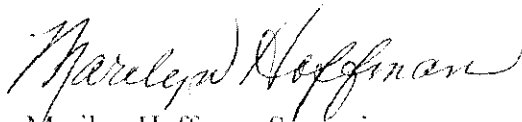
Large families require automobiles with sufficient passenger space, including room for multiple child-safety seats in the back. Small businesses need vans and utility vehicles to conduct commerce. Agriculture depends on pickup, as do the construction industry and local trades. Manufacturing, service and retail are important sources of revenue for my township, and depend on vehicles to carry out day-to-day business needs.

My residents all share the need for affordable transportation. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, many consumers can be expected to hold on to their older vehicles longer and defer buying a new car, which could put auto jobs across the country at risk and delay compliance with federal air quality standards. Affordability, customer choice and job preservation is as much as priority as raising fuel economy.

More importantly, I urge you to focus on alternative fuel research rather than continuing to depend on foreign oil sources. Research should be conducted regarding the uses of hydrogen, compressed natural gas (CNG), propane (LPG), electricity and solar power as alternative fuel sources. Solar farms should be built to generate the electricity necessary to fulfill the needs of the electrolyzer for generating hydrogen and other electrical needs for fueling vehicles.

As a supervisor, I think every day about job creation and security for my township. As a policymaker, I know that good regulations and laws are often a balancing act of competing demands. I encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability and the economic concerns that weigh on our nation's fragile recovery.

Sincerely,

A handwritten signature in black ink, reading "Marilyn Hoffman". The signature is fluid and cursive, with the first name "Marilyn" being more prominent than the last name "Hoffman".

Marilyn Hoffman, Supervisor
Grand Blanc Charter Township



Correspondence Management System

Control Number: AX-11-001-2363

Printing Date: July 25, 2011 03:25:52



Citizen Information

Citizen/Originator: Norton, Dean

Organization: New York Association of Conservation Districts
Address: 159 Wolf Road Post Office Box 5330, Albany, NY 12205-0330

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2363
Status: Pending
Due Date: Aug 8, 2011
Letter Date: Jul 18, 2011
Addressee: AD-Administrator
Contact Type: LTR (Letter)
Signature: AA-OAR-Assistant Administrator
File Code: 404-141-02-01_141_a(2) Copy of Controlled and Major Correspondence Record of the EPA Administrator and other senior officials - Electronic.
Subject: Daily Reading File- We are concerned that your agencies are going down a regulatory path on fuel economy that will result in large job losses and other harmful costs to the economy. We encourage the National Highway Traffic Safety Administration (NHTSA) and the Environmental Protection Agency (EPA) to adopt a single, national fuel economy standard.
Instructions: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR
Instruction Note: N/A
General Notes: N/A
CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R2 - Region 2 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (5) Personal Privacy	OEX	OAR	Jul 25, 2011	Aug 8, 2011	N/A
Instruction: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			



New York Farm Bureau, Inc. • 159 Wolf Road, P.O. Box 5330 • Albany, New York 12205-0330 • (518) 436-8495 Fax: (518) 431-5656 • www.nyfb.org

July 18, 2011

DAILY READING FILE

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20004

Dear Secretary LaHood and Administrator Jackson:

I am writing on behalf of New York Farm Bureau, New York State's largest general agricultural advocacy organization, with almost 30,000 members. New York Farm Bureau's mission is to serve and protect agriculture by working to enhance the economic interests of our members. As such, we must emphasize to you that the economic vitality of the agriculture sector relies heavily on the success of the automobile industry. As your agencies develop new national fuel economy standards for 2017-2025, we wanted to share our views.

We are concerned that your agencies are going down a regulatory path on fuel economy that will result in large job losses and other harmful costs to the economy. We encourage the National Highway Traffic Safety Administration (NHTSA) and the Environmental Protection Agency (EPA) to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving affordable choices for customers and businesses to meet their transportation needs.

NHTSA and EPA have already set strong standards for 2012-2016 that raised the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, we recognize that any overreaching regulations can place a significant cost burden on individuals and families, especially those on farms who rely on different kinds of automobiles of all sizes to perform daily functions.

A "one-size fits all" approach does not work for farmers, as the needs of farmers are vastly different from other types of automobile customers. Farmers need big trucks and other large vehicles to haul equipment and perform a variety of necessary tasks. The next phase of fuel economy standards for 2017-2025 should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. Additionally, if fuel economy standards increase too quickly, the cost

2011 JUL 25 PM 12:02
OFFICE OF THE
EXECUTIVE SECRETARY
RECEIVED

of owning a vehicle will go up, which means the cost of farming will also go up. The result could put jobs across the country at risk.

At New York Farm Bureau, protecting the farm economy is our priority, and we hope that you will consider in your rulemaking what is at stake for our business. The cost of overreaching is the loss of our business's competitiveness and profitability. We encourage you to carefully balance these factors as you weigh sensible fuel economy standards, especially as our nation's economy continues to recover.

Sincerely,

A handwritten signature in black ink, appearing to read "Dean E. Norton", with a long horizontal flourish extending to the right.

Dean Norton, President
New York Farm Bureau

cc: Senator Charles Schumer
Senator Kirsten Gillibrand



Correspondence Management System

Control Number: AX-11-001-2366

Printing Date: July 25, 2011 03:17:01



Citizen Information

Citizen/Originator: Hook, Stevan

Organization: Morgan County Office of the Engineer
Address: 155 East Main Street, McConnelsville, OH 43756

Constituent: N/A

Committee: N/A **Sub-Committee:** N/A

Control Information

Control Number: AX-11-001-2366 **Alternate Number:** N/A
Status: Pending **Closed Date:** N/A
Due Date: Aug 8, 2011 **# of Extensions:** 0
Letter Date: Jul 12, 2011 **Received Date:** Jul 25, 2011
Addressee: AD-Administrator **Addressee Org:** EPA
Contact Type: LTR (Letter) **Priority Code:** Normal
Signature: AA-OAR-Assistant Administrator **Signature Date:** N/A
- OAR
File Code: 404-141-02-01_141_a(2) Copy of Controlled and Major Correspondence Record of the EPA Administrator and other senior officials - Electronic.
Subject: Daily Reading File- I urge you to reconsider overly aggressive measures like those planned for 2017 and beyond that will have a negative economic impact on industry and consumers.
Instructions: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR
Instruction Note: N/A
General Notes: N/A
CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R5 - Region 5 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (5) Personal Privacy	OEX	OAR	Jul 25, 2011	Aug 8, 2011	N/A
Instruction: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History



Morgan County
Office of the Engineer
155 East Main Street
Room 208
McConelsville, OH 43756

Office Phone: (740)962-3171
Office Fax: (740)962-3703
Garage Phone: (740)962-2041
Garage Fax: (740)962-2440

DAILY READING FILE

July 12, 2011

The Honorable Ray LaHood
Secretary of the Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

The Honorable Lisa Jackson
Administrator of the Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20004

RECEIVED
2011 JUL 25 PM 12:43
OFFICE OF THE
EXECUTIVE SECRETARIAT

Dear Secretary LaHood and Administrator Jackson,
I have been following the issue of national fuel economy standards quite closely, and am encouraged by upcoming changes that are in place for 2012-2016. Though the increases of roughly 40 percent are challenging, they will result in a cleaner environment and a reduction in demand for energy from foreign sources. I am, however, worried that proposed increases for 2017-2025 are simply too much, too soon, and would be better implemented in a more gradual manner.

As an engineer, I recognize that tremendous design and mechanical changes to include thousands of dollars of expensive technology must be incorporated into vehicles to allow them to meet these standards. In my position with Morgan County, my office works with construction firms on large-scale projects and I know that increased costs would affect our ability to achieve our goals and would also force cutbacks in many other public services.

Not only would this lead to job reductions in our area, but American automakers which already face a high cost structure would be at a competitive disadvantage resulting in job losses for them. Consumers would have little choice in the type of vehicles available and may not be able to afford the kind of larger, heavier vehicles they require for business or recreation.

Overall, I understand that fuel economy standards are beneficial and well-intended, but I urge you to reconsider overly aggressive measures like those planned for 2017 and beyond that will have a negative economic impact on industry and consumers.

Sincerely,

A handwritten signature in cursive script that reads 'Stevan Hook'.

Stevan Hook
Morgan County Engineer



Correspondence Management System

Control Number: AX-11-001-2368

Printing Date: July 25, 2011 03:33:21



Citizen Information

Citizen/Originator: Vavricek, Jay

Organization: City of Grand Island

Address: 100 East First Street Box 1968, Grand Island, NE 68802-1968

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2368

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 8, 2011

of Extensions: 0

Letter Date: Jul 18, 2011

Received Date: Jul 25, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: AA-OAR-Assistant Administrator
- OAR

Signature Date: N/A

File Code: 404-141-02-01_141_a(2) Copy of Controlled and Major Correspondence Record of the EPA Administrator and other senior officials - Electronic.

Subject: Daily Reading File- On behalf of the City of Grand Island Utilities Department, I am writing regarding the Environmental Protection Agency's (EPA) proposed electric generating unit maximum achievable control technology rules ("EGU MACT").

Instructions: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR

Instruction Note: N/A

General Notes: N/A

CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R7 - Region 7 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 25, 2011	Aug 8, 2011	N/A
Instruction: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

CITY OF GRAND ISLAND DAILY READING FILE

Working Together for a
Better Tomorrow. Today.

Hon. Lisa P. Jackson
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Re: Docket ID Nos. EPA-HQ-OAR-2009-0234; EPA-HQ-OAR-2011-0044

July 18, 2011

Dear Administrator Jackson:

On behalf of the City of Grand Island Utilities Department, I am writing regarding the Environmental Protection Agency's (EPA) proposed electric generating unit maximum achievable control technology rules ("EGU MACT"). Our community-owned, non-for-profit electric utility serves 24,000 customers. We operate a 100 MW coal power plant that will be significantly impacted by the proposed EGU MACT rules and related New Source Performance Standards (NSPS) requirements.

Our utility has major concerns regarding several provisions of the proposed rules. We respectfully request that EPA consider these concerns and evaluate the impact to our utility under the Small Business Regulatory Enforcement Fairness Act (SBREFA) and the Unfunded Mandates Reform Act (UMRA) (Chapters 17 A and 25 of Title 2 of the U.S. Code). We would also request that EPA evaluate the impact of the proposed rules under four presidential executive orders -- EO 13563, Improving Regulation and Regulatory Review; EO 13132, Federalism; EO 12866, Regulatory Planning and Review; and EO 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, and Use.

As a not-for-profit electric utility owned and operated by local government, we have standing under all of these Executive Orders to call for reasonable and cost-effective regulations to achieve reductions in air pollution in a reasonable time-frame. Our city's specific concerns are as follows:

- The proposed rules do not provide our utility with enough time to comply. The short time frame for compliance risks us having to significantly raise electricity rates that could cause our customers economic hardship, particularly those negatively impacted by the current economic climate, such as the unemployed, the underemployed, and those with limited or fixed incomes.
- The proposed rule is unrealistic about the ability of utilities and state or regional energy authorities to avoid electricity reliability issues in 2014 when compliance with these rules begins. While EPA estimates that only 9 GW of coal-fired power plants will be impacted

by the rules, other industry analysts and the North American Electric Reliability Corporation (NERC) estimate that at as many as 70 GW of capacity could be impacted.

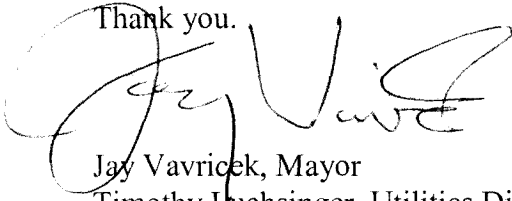
- EPA's economic and reliability analysis in the proposed rules assumes that the mercury MACT regulations are the only major capital expenditures the utility sector will be undertaking in the next four years. The analysis completely dismisses the current state of the economy and the cumulative impacts from approximately eight major EPA rules affecting air, water, and wastewater from electric utilities in the next five to eight years.
- The proposed rules include many additional controls beyond those to reduce methyl mercury. These controls are not required under the Clean Air Act or the EPA's own hazardous air pollutants study. We respectfully request that EPA withdraw these rules and re-propose them to solely address methyl mercury.
- The statutorily imposed three year time frame for compliance with the rules is too short. The electric industry needs at a minimum, an additional two years to avoid reliability issues when coal fired power plants shut down for retrofit (often during shoulder seasons). We respectfully encourage EPA to grant the one year extension it is statutorily allowed to do and hope that a second year extension is granted via a presidential order.
- Smaller utilities and those that are located in rural areas rural will have difficulties getting vendors and contractors to respond to requests for proposals (RFPs) for a single opportunity to sell a scrubber, activated carbon technology, or baghouse when large utilities will also be seeking larger quantities of such equipment from the same vendors. They are very likely to serve larger utilities first based on economic considerations. Additionally, my own community has special procurement processes that take longer than the EPA's deadline would allow.
- The EPA's own Regulatory Impact Analysis (RIA) is flawed and suggests that only 97 municipal utilities will face a compliance cost of \$666.30 million annually. These costs underestimate the real impact and show no regional additional impacts in states such as Indiana, Ohio, Wisconsin, Michigan, Minnesota, Kentucky, Georgia, Alabama and Texas.
- The proposed rules assume that all coal types can still be used with available control technologies. This may not be the case. Such fuel switching from one coal type to another or fuel blending can be very expensive for a municipal utility.
- The proposed rules assume that the utility sector will still be able to sell or trade coal ash to the cement and wall-board manufacturing sector once they take effect. Our utility shares the concern of many in the electric utility sector that the control technologies needed to reduce acid gases will increase the sodium content of coal ash, thus exceeding the allowable levels in the ASTM standards. Should that occur, our utility would face additional costs for coal ash management. In addition, the market for trading or selling coal ash would be negatively impacted. The agency's cost analysis did not take this into account.
- Should the proposed rules be finalized in their current form, they could have a significant impact on jobs in my community. The cost of compliance will result in increases in electric rate that could drive out businesses or result in job losses because of increased energy costs.

We respectfully request that EPA reevaluate the premises of the proposed EGU MACT rules.

We support EPA's efforts to reduce harmful mercury emissions, but believe such efforts need to

be realistic and done in a cost effective manner. Close to 50% of the U.S.'s electric generation is fired by coal. The rule as proposed will affect a significant portion of the industry and impact reliability. In addition, we also respectfully request that the agency reconsider regulating acid gases. It is not required under the Clean Air Act and its inclusion will make it much more costly and difficult to comply with under the existing compliance timelines.

Thank you.

A handwritten signature in black ink, appearing to read "Jay Vavricek". The signature is fluid and cursive, with a large initial "J" and "V".

Jay Vavricek, Mayor

Timothy Luchsinger, Utilities Director

Cc: Representative Adrian M. Smith
Senator Ben Nelson
Senator Mike Johannes



Correspondence Management System

Control Number: AX-11-001-2369

Printing Date: July 25, 2011 03:41:47



Citizen Information

Citizen/Originator: Orr, Gary W

Organization: City of Marysville

Address: 111 Delaware Avenue, P.O. Box 389, Marysville, MI 48040-0389

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2369 **Alternate Number:** N/A
Status: Pending **Closed Date:** N/A
Due Date: Aug 9, 2011 **# of Extensions:** 0
Letter Date: Jul 18, 2011 **Received Date:** Jul 25, 2011
Addressee: AD-Administrator **Addressee Org:** EPA
Contact Type: LTR (Letter) **Priority Code:** Normal
Signature: DX-Direct Reply **Signature Date:** N/A
File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.
Subject: DRF - National Fuel Economy Standards
Instructions: DX-Respond directly to this citizen's questions, statements, or concerns
Instruction Note: N/A
General Notes: N/A
CC: OARM - OARM -- Immediate Office
OCIR - Office of Congressional and Intergovernmental Relations
OEAAE - Office of External Affairs and Environmental Education
OP - Office of Policy
OSBP - Office of Small Business Programs
R5 - Region 5 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 25, 2011	Aug 9, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

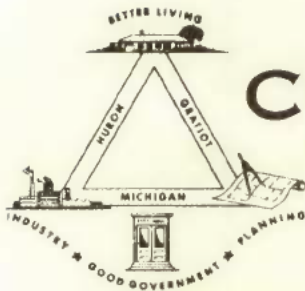
Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History



CITY OF MARYSVILLE

1111 DELAWARE AVE. • P.O. BOX 389 • MARYSVILLE, MICHIGAN 48040-0389 • (810) 364-6613

OFFICE OF THE MAYOR

DAILY READING FILE

July 18, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

Dear Secretary LaHood and Administrator Jackson:

Today, jobs, the economy and energy security are on the minds of every American. As mayor of the City of Marysville, Michigan I am focused on proactive policies to address these critical issues and grow my city toward a more secure future. Transportation is a critical component of our economic vitality and given that your agencies are now developing national fuel economy standards for 2017-2025, I wanted to share my views.

Safe, efficient and reliable transportation impacts each individual, family and business in our city. Jobs in Chrysler Corporation are all tied to cost effective transportation. With the recent increase in gas prices and turmoil in the Middle East, reducing fuel use and dependence on foreign oil are on all our minds. I support your efforts to improve fuel economy by laying out a long-term program, but encourage you to carefully consider a balanced and thoughtful approach.

I encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs. NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, I recognize that overreaching regulations can place a significant cost burden on individuals, families and businesses in our city.

It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Americans need a range of vehicles to meet their family and business needs. Large families require automobiles with sufficient passenger space, including room for multiple child-safety seats in the back. Small businesses need vans and utility vehicles to conduct commerce. Agriculture depends on pickup, as do the construction industry and local trades. Chrysler Corporation is an


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2011 JUL 25 PM 12:42
OFFICE OF THE
EXECUTIVE SECRETARY

important source of revenue for my city, and it depends on vehicles to carry out day-to-day business needs.

The residents of Marysville, Michigan all share the need for affordable transportation. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, many consumers can be expected to hold on to their older vehicles longer and defer buying a new car, which could put auto jobs across the country at risk and delay compliance with federal air quality standards. Affordability, customer choice and job preservation is as much a priority as raising fuel economy.

As mayor, I think every day about job creation and security for my city. As a policymaker, I know that good regulations and laws are often a balancing act of competing demands. I encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability and the economic concerns that weigh on our nation's fragile recovery.

Sincerely,

A handwritten signature in black ink that reads "Gary W. Orr". The signature is fluid and cursive, with the first name "Gary" being the most prominent part.

Gary W. Orr

Mayor

City of Marysville, Michigan



Correspondence Management System

Control Number: AX-11-001-2370

Printing Date: July 25, 2011 03:39:37



Citizen Information

Citizen/Originator: Brereton, Frederic C.

Organization: City of Belvedere, Illinois

Address: 401 Whitney Blvd, Belvidere, IL 61008-3710

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2370

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 8, 2011

of Extensions: 0

Letter Date: Jul 18, 2011

Received Date: Jul 25, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: AA-OAR-Assistant Administrator
- OAR

Signature Date: N/A

File Code: 404-141-02-01_141_a(2) Copy of Controlled and Major Correspondence Record of the EPA Administrator and other senior officials - Electronic.

Subject: Daily Reading File- I encourage EPA and NHTSA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs.

Instructions: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR

Instruction Note: N/A

General Notes: N/A

CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R5 - Region 5 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (5) Personal Privacy	OEX	OAR	Jul 25, 2011	Aug 8, 2011	N/A
Instruction: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

FRED BRERETON, MAYOR
401 WHITNEY BLVD. SUITE 100
BELVIDERE, ILLINOIS
61008-3710



BELVIDERE, ILLINOIS

Established 1881

PHONE: 815/544-2612
FAX: 815/544-3060

July 18, 2011

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

Dear Administrator Jackson:

Today jobs, the economy and energy security are on the minds of every American. As mayor of Belvidere, Illinois I am focused on proactive policies to address these critical issues and grow our city toward a more secure future. Transportation is a critical component of our economic vitality and given that your agency is now developing national fuel economy standards for 2017 – 2025, I hope you will take these views into consideration.

Safe efficient and reliable transportation impacts each individual, family and business in Belvidere. Jobs in manufacturing are all tied to cost effective transportation. The recent increase in gas prices and turmoil in the Middle East, reducing fuel use and dependence on foreign oil are on all our minds. I support your efforts to improve fuel economy by laying out a long-term program, but encourage you to carefully consider a balanced and thoughtful approach.

I encourage EPA and NHTSA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs. EPA and NHTSA have already set strong standards for 2012 – 2016 that raise the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, please recognize that overreaching regulations can place a significant cost burden on individuals, families and businesses in Belvidere.

OFFICE OF THE
EXECUTIVE SECRETARIAT

2011 JUL 25 PM 12:42

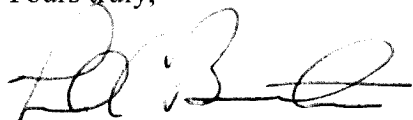
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It is important that standards for 2017 – 2025 supports a broad range of consumer needs in terms of utility and function. Americans need a range of vehicles to meet their family and business needs. Large families require automobiles with sufficient passenger space, including room for multiple child-safety seats in the back. Small businesses need vans and utility vehicles to conduct commerce. Agriculture depends on pickups, as do the construction industry and local trades. The American Automobiles industry is an important source of revenue for Belvidere, and it depends on vehicles to carry out day-to-day business needs.

Belvidere's residents all share the need for affordable transportation. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, many consumers can be expected to hold on to their older vehicles longer and defer buying a new car, which could put auto jobs across the country at risk and delay compliance with federal air quality standards. Affordability, customer choice and job preservation is as much as a priority as raising fuel economy.

As mayor of Belvidere – home to a Chrysler automobile assembly plant - I think every day about job creation and security for our city. Good regulations and laws are often a balancing act of competing demands. I encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability and the economic concerns that weigh on our nation's fragile recovery.

Yours truly,

A handwritten signature in black ink, appearing to read 'F. Brereton', with a stylized flourish at the end.

Frederic C. Brereton
Mayor



Correspondence Management System

Control Number: AX-11-001-2371

Printing Date: July 25, 2011 03:48:10



Citizen Information

Citizen/Originator: Notte, Richard J

Organization: City of Sterling Heights

Address: 40555 Utica Road, P.O. Box 8009, Sterling Heights, MI 48311-8009

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2371 **Alternate Number:** N/A
Status: Pending **Closed Date:** N/A
Due Date: Aug 9, 2011 **# of Extensions:** 0
Letter Date: Jul 18, 2011 **Received Date:** Jul 25, 2011
Addressee: AD-Administrator **Addressee Org:** EPA
Contact Type: LTR (Letter) **Priority Code:** Normal
Signature: DX-Direct Reply **Signature Date:** N/A
File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.
Subject: DRF - National Fuel Economy Standards
Instructions: DX-Respond directly to this citizen's questions, statements, or concerns
Instruction Note: N/A
General Notes: N/A
CC: OARM - OARM -- Immediate Office
OCIR - Office of Congressional and Intergovernmental Relations
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
OSBP - Office of Small Business Programs
R5 - Region 5 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 25, 2011	Aug 9, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History



Administration Building
40555 Utica Rd. / P.O. Box 8009
Sterling Heights, MI / 48311-8009

TEL 586.446.CITY (2489) / FAX 586.276.4077
cityhall@sterling-heights.net / www.sterling-heights.net
www.facebook.com/cityofsterlingheights / www.twitter.com/sterling_hts

CITY COUNCIL	
Mayor	Richard J. Notte
Mayor Pro Tem	Joseph V. Romano
Councilwoman	Yvonne D. Kniaz
Councilwoman	Deanna Koski
Councilwoman	Maria G. Schmidt
Councilman	Michael C. Taylor
Councilwoman	Barbara A. Ziarko
CITY MANAGER	Mark D. Vanderpool

July 18, 2011

DAILY READING FILE

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

REC'D
2011 JUL 25 PM 12:43
OFFICE OF THE
EXECUTIVE SECRETARIAT

Dear Secretary LaHood and Administrator Jackson:

Today jobs, the economy, and energy security are on the minds of every American. As the Mayor of the City of Sterling Heights, I am focused on proactive policies to address these critical issues and grow my city toward a more secure future. Transportation is a critical component of our economic vitality and given that your agencies are now developing national fuel economy standards for 2017-2025, I wanted to share my views.

Safe, efficient, and reliable transportation impacts each individual, family, and business in my city. Jobs in the automotive, manufacturing, defense, and high-tech industries are all tied to cost effective transportation. With the recent increase in gas prices and turmoil in the Middle East, reducing fuel use and dependence on foreign oil are on all our minds. I support your efforts to improve fuel economy by laying out a long-term program, but encourage you to carefully consider a balanced and thoughtful approach.

I encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs. NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, I recognize that overreaching regulations can place a significant cost burden on individuals, families, and businesses in my city.

It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Americans need a range of vehicles to meet their family and business needs. Large families require automobiles with sufficient passenger space, including room for multiple child-safety seats in the back. Small businesses need vans and utility vehicles to conduct commerce. Agriculture depends on pickup, as do the construction industry and local trades. The automotive industry is an important source of revenue for my city, and it depends on vehicles to carry out day-to-day business needs.

My residents all share the need for affordable transportation. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, many consumers can be expected to hold on to their older vehicles longer and defer buying a new car, which could put auto jobs across the country at risk and delay compliance with federal air quality standards. Affordability, customer choice, and job preservation is as much as priority as raising fuel economy.

As a mayor, I think every day about job creation and security for my city. As a policymaker, I know that good regulations and laws are often a balancing act of competing demands. I encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability, and the economic concerns that weigh on our nation's fragile recovery.

Sincerely,

A handwritten signature in black ink that reads "Richard J. Notte". The signature is written in a cursive, flowing style.

Richard J. Notte
Mayor

c: Sterling Heights City Council
Mark D. Vanderpool, City Manager



Correspondence Management System

Control Number: AX-11-001-2374

Printing Date: July 25, 2011 05:02:06



Citizen Information

Citizen/Originator: South, Pat Arnold

Organization: Board of County Commissioners, Warren County, Ohio
Address: 406 Justice Drive, Lebanon, OH 45036

Young, David G

Organization: Board of County Commissioners, Warren County, Ohio
Address: 406 Justice Drive, Lebanon, OH 45036

Ariss, Tom

Organization: Board of County Commissioners, Warren County, Ohio
Address: 406 Justice Drive, Lebanon, OH 45036

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2374
Status: Pending
Due Date: Aug 9, 2011
Letter Date: Jul 19, 2011
Addressee: AD-Administrator
Contact Type: LTR (Letter)
Signature: DX-Direct Reply
File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.

Alternate Number: N/A
Closed Date: N/A
of Extensions: 0
Received Date: Jul 25, 2011
Addressee Org: EPA
Priority Code: Normal
Signature Date: N/A

Subject: DRF - Concern over the proposed rule change that would lower the 2008 National Ambient Air Quality Standards for ozone to between 60-70 parts per billion

Instructions: DX-Respond directly to this citizen's questions, statements, or concerns

Instruction Note: N/A

General Notes: N/A

CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R5 - Region 5 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 25, 2011	Aug 9, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A



**BOARD OF COUNTY COMMISSIONERS
WARREN COUNTY, OHIO**

406 Justice Drive, Lebanon, Ohio 45036

www.co.warren.oh.us

commissioners@co.warren.oh.us

Telephone (513) 695-1250
(513) 261-1250
(513) 925-1250
(937) 425-1250
Facsimile (513) 695-2054

**TOM ARISS
PAT ARNOLD SOUTH
DAVID G. YOUNG**

July 19, 2011

Ms. Lisa Jackson, Administrator
Environmental Protection Agency
Ariel Rios Building,
Mail code 1101A
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Dear Ms. Jackson:

We are writing this letter to express our concern over the proposed rule change that would lower the 2008 National Ambient Air Quality Standards (NAAQS) for ozone to between 60-70 parts per billion (ppb). If implemented, this rule change would negatively impact business interests/growth inside Warren County; leading to an erosion of the County's tax base through decreased employment opportunities.

Like in many other states, Ohio counties are working to recover from the economic conditions experienced over the past couple of years. This statewide effort takes into account our competitiveness not only on the local, regional and national fronts, but also considers our ability to compete globally. To compete successfully on all levels, Warren County, Ohio must demonstrate our access to intended markets and do so in a cost-competitive nature. Adding new and burdensome regulations negates the State of Ohio/Warren County's efforts to promote a positive business climate.

It is estimated that lowering the NAAQS for ozone to 60-70 ppb will register nearly all Ohio monitors out of compliance. With this potential new reality, a significant amount of businesses within Ohio will see higher costs to their bottom line because of non-attainment status. Companies will see increased expenditures in boutique fuel requirements, enhanced regulatory oversight, mandatory emissions offsetting and other consequences associated with the revised standard. Additionally, local governments and states will lose economic development/increased employment opportunities because business prospects will choose to locate their current/future facilities outside of the United States.

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MS. LISA JACKSON, ADMINISTRATOR
JULY 19, 2011
PAGE 2


We are respectfully requesting that the United States Environmental Protection Agency reconsider its intent to lower the 2008 National Ambient Air Quality Standards for ozone. As we collectively work together as government agencies to put people back to work, we need not generate additional/burdensome regulations on the business community that stifles job creation. However, we must create the best and most positive business climate for capital investment within our County, State and Nation.

Thank you for your consideration regarding this matter.


Sincerely,

BOARD OF COUNTY COMMISSIONERS

Pat Arnold South, President



David G. Young



Tom Ariss



Correspondence Management System

Control Number: AX-11-001-2375

Printing Date: July 25, 2011 03:27:11



Citizen Information

Citizen/Originator: Smith, Douglas L

Organization: Associated General Contractors of Missouri, Inc.

Address: P.O. Box 94, 1221 Jefferson Street, Jefferson City, MO 65102-0094

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2375

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 9, 2011

of Extensions: 0

Letter Date: Jul 18, 2011

Received Date: Jul 25, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: DX-Direct Reply

Signature Date: N/A

File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.

Subject: DRF - National Fuel Economy Standards

Instructions: DX-Respond directly to this citizen's questions, statements, or concerns

Instruction Note: N/A

General Notes: N/A

CC: OARM - OARM -- Immediate Office

OEAEE - Office of External Affairs and Environmental Education

OP - Office of Policy

OSBP - Office of Small Business Programs

R7 - Region 7 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 25, 2011	Aug 9, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History



ASSOCIATED GENERAL CONTRACTORS OF MISSOURI, INC.

P.O. BOX 94, 1221 JEFFERSON STREET
JEFFERSON CITY, MISSOURI 65102-0094
573-636-3188 • FAX 573-634-3510
WWW.AGCMO.ORG

2011 JUL 25 PM 12:42

DAILY READING FILE
OFFICE OF THE
EXECUTIVE SECRETARIAT

July 18, 2011

The Honorable Ray LaHood
Secretary of United States
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator of United States
Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20004

Dear Secretary LaHood and Administrator Jackson:

Today jobs, the economy and energy security are on the minds of every American. Associated General Contractors of Missouri (AGCMO) is focused on policies to address these critical issues and grow Missouri toward a more secure future. Transportation is a critical component of our economic vitality and given that your agencies are now developing national fuel economy standards for 2017-2025, I wanted to share our views.

Safe, efficient and reliable transportation impacts each individual, family and business in our state. Jobs in the Midwest are all tied to cost effective transportation. With the recent increase in gas prices and turmoil in the Middle East, reducing fuel use and dependence on foreign oil are on all our minds. We support your efforts to improve fuel economy by laying out a long-term program, but encourage you to carefully consider a balanced and thoughtful approach.

We encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs. NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, we recognize that overreaching regulations can place a significant cost burden on individuals, families and businesses in the Midwest.

It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Americans need a range of vehicles to meet their family and business needs. Large families require automobiles with sufficient passenger space. The construction industry, local trades and small businesses need pickups, vans and utility vehicles to conduct commerce.

Proud member of the

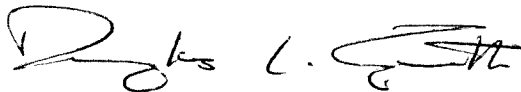
MISSOURI
TRANSPORTATION ALLIANCE
JOBS • SAFETY • ACCOUNTABILITY

**SKILL
INTEGRITY
RESPONSIBILITY**

Our region's businesses all share the need for affordable transportation. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, many of our contractors can be expected to hold on to their older vehicles longer and defer buying new ones, which could put jobs across the country at risk and delay compliance with federal air quality standards. Affordability, customer choice and job preservation is as much as priority as raising fuel economy.

At the Associated General Contractors of Missouri, we think every day about ways to promote job creation and security for our state. We encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability and the economic concerns that weigh on our nation's fragile recovery.

Sincerely,

A handwritten signature in black ink, appearing to read "Douglas L. Smith". The signature is stylized with a large initial "D" and a cursive "L".

Douglas L. Smith

President

Associated General Contractors of Missouri, Inc.

DS/jlw



Correspondence Management System

Control Number: AX-11-001-2376

Printing Date: July 25, 2011 03:45:27



Citizen Information

Citizen/Originator: Thompson, Virgil J.

Organization: Noble County Commissioners
Address: Room 210 Court House, Caldwell, OH 43724-1294

Constituent: N/A

Committee: N/A **Sub-Committee:** N/A

Control Information

Control Number: AX-11-001-2376 **Alternate Number:** N/A
Status: Pending **Closed Date:** N/A
Due Date: Aug 8, 2011 **# of Extensions:** 0
Letter Date: Jul 12, 2011 **Received Date:** Jul 25, 2011
Addressee: AD-Administrator **Addressee Org:** EPA
Contact Type: LTR (Letter) **Priority Code:** Normal
Signature: AA-OAR-Assistant Administrator **Signature Date:** N/A
- OAR
File Code: 404-141-02-01_141_a(2) Copy of Controlled and Major Correspondence Record of the EPA Administrator and other senior officials - Electronic.
Subject: Daily Reading File- I believe we need a balance between higher fuel economy standards and vehicle affordability for consumers, businesses and local governments. I hope your department will pursue that goal.
Instructions: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR
Instruction Note: N/A
General Notes: N/A
CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R5 - Region 5 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 25, 2011	Aug 8, 2011	N/A
Instruction: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			



NOBLE COUNTY COMMISSIONERS

ROOM 210 - COURT HOUSE
CALDWELL, OHIO 43724-1294
PHONE (740) 732-2969

July 12, 2011

DAILY READING FILE

The Honorable Ray LaHood
Secretary of the Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

The Honorable Lisa Jackson
Administrator of the Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20004

2011 JUL 25 PM 12:41
OFFICE OF THE
EXECUTIVE SECRETARIAT

RECEIVED

Dear Secretary LaHood and Administrator Jackson,

As a member of the Board of Commissioners of Noble County, Ohio, I work to ensure that residents receive the vital public services they expect from their local government. That is why I am writing to express my concern that proposed 2017-2025 fuel economy standards could raise the cost of these services, and impact local businesses that depend on affordable transportation.

The rise in gas prices has had a dampening effect on our local economy as energy-dependent businesses continue to struggle with higher fuel costs. Proposed economy standards – which are notably higher than levels that will go into effect from 2012-2016 – could raise the cost of new vehicles hundreds, even thousands of dollars. For local governments that already are strapped for cash and supporting a range of public services that require use of multiple cars and trucks, this presents a real challenge.

I don't dispute the need for national standards to boost fuel economy and reduce emissions. But from my perspective as a local government official, large jumps in these guidelines could cause a decrease in public services and job loss among the workers who deliver them.

I believe we need a balance between higher fuel economy standards and vehicle affordability for consumers, businesses and local governments. I hope your department will pursue that goal.

Thank you,

Virgil J. Thompson

Virgil Thompson
Noble County Commissioner



Correspondence Management System

Control Number: AX-11-001-2377

Printing Date: July 25, 2011 03:20:24



Citizen Information

Citizen/Originator: Venema, Ray

Organization: Pennsylvania Builders Association
Address: 600 N. 12th Street, Lemoyne, PA 17043

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2377 **Alternate Number:** N/A
Status: Pending **Closed Date:** N/A
Due Date: Aug 9, 2011 **# of Extensions:** 0
Letter Date: Jul 20, 2011 **Received Date:** Jul 25, 2011
Addressee: AD-Administrator **Addressee Org:** EPA
Contact Type: LTR (Letter) **Priority Code:** Normal
Signature: DX-Direct Reply **Signature Date:** N/A
File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.
Subject: DRF - National Fuel Economy Standards
Instructions: DX-Respond directly to this citizen's questions, statements, or concerns
Instruction Note: N/A
General Notes: N/A
CC: OARM - OARM -- Immediate Office
OCIR - Office of Congressional and Intergovernmental Relations
OEAAE - Office of External Affairs and Environmental Education
OP - Office of Policy
OSBP - Office of Small Business Programs
R3 - Region 3 - Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 25, 2011	Aug 9, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History



DAILY READING FILE

600 N. 12th Street • Lemoyne, Pennsylvania 17043
717.730.4380 • 800.692.7339 • 717.730.4396 (Fax) • Internet: PaBuilders.org

President
Ray Venema
West Branch Susq. BA

Vice President
Warren Peter
Indiana-Armstrong BA

Associate Vice President
Ron Agulnick
HBA of Chester/Delaware

Treasurer
Richard Clawson
Indiana-Armstrong BA

Secretary
Larry Eberly
Franklin County BA

July 20, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20004

Dear Secretary LaHood and Administrator Jackson:

Reliable, safe and affordable transportation impacts every individual, family and business. On behalf of the Pennsylvania Builders Association (PBA), our members rely heavily on their trucks and SUVs to conduct everyday business tasks. Given that your agencies are now developing national fuel economy standards for 2017-2025, I wanted to share our views.

We are concerned that your agencies are going down a regulatory path on fuel economy that will result in large job losses and other harmful costs to the economy. PBA encourages NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy without sacrificing affordability, safety or jobs. NHTSA and EPA have already set strong standards for 2012-2016 that raised the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, overreaching regulations can place a significant cost burden on all construction businesses.

A "one-size-fits-all" approach does not work for our trade. However, we are not the only ones. Every day, others like our association members -- plumbers, electricians, etc -- depend on a variety of transportation needs, and it is vital that we have vehicles that fit our business needs and remain affordable. Our trades are still recovering from the recession and have a long way to go. Aggressive fuel economy standards that would raise the cost of vehicles would put us at an even further disadvantage, resulting in the loss of our businesses' competitiveness and profitability and the loss of jobs.

The next phase of fuel economy standards for 2017-2025 should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. PBA encourages you to carefully balance these factors as you weigh sensible fuel economy standards, especially as our nation's fragile economy continues to recover.

Sincerely,

Ray Venema
President - Pennsylvania Builders Association

cc: Members of Congress

RECEIVED
2011 JUL 25 PM 12:41
OFFICE OF THE
EXECUTIVE SECRETARIAT



Correspondence Management System

Control Number: AX-11-001-2382

Printing Date: July 25, 2011 05:04:49



Citizen Information

Citizen/Originator: Elkins, Arthur A

Organization: U.S. Environmental Protection Agency

Address: 1200 Pennsylvania Avenue, NW, Washington, DC 20460

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2382 **Alternate Number:** N/A
Status: Pending **Closed Date:** N/A
Due Date: Aug 9, 2011 **# of Extensions:** 0
Letter Date: Jul 22, 2011 **Received Date:** Jul 25, 2011
Addressee: DA-Deputy Administrator **Addressee Org:** EPA
Contact Type: LTR (Letter) **Priority Code:** Normal
Signature: DA-Deputy Administrator **Signature Date:** N/A
File Code: 404-141-02-01_141_a(2) Copy of Controlled and Major Correspondence Record of the EPA Administrator and other senior officials - Electronic.
Subject: DRF - Response to Corrective Action Plan for OIG Report No. 11-P-0171, EPA Needs to an Agency-Wide Plan to Provide Tribal Solid Waste Management Capacity Assistance, March 21, 2011
Instructions: DA-Prepare draft response for the Deputy Administrator's signature
Instruction Note: N/A
General Notes: N/A
CC: Linda Huffman - OECA
OCIR - Office of Congressional and Intergovernmental Relations
OEAAE - Office of External Affairs and Environmental Education
OECA - OECA -- Immediate Office
OITA - Office of International and Tribal Affairs

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OSWER	Jul 25, 2011	Aug 9, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			



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

JUL 22 2011

DAILY READING FILE

THE INSPECTOR GENERAL

MEMORANDUM

SUBJECT: Response to Corrective Action Plan for OIG Report No. 11-P-0171, *EPA Needs to an Agency-Wide Plan to Provide Tribal Solid Waste Management Capacity Assistance*, March 21, 2011

TO: Bob Perciasepe
Deputy Administrator

Thank you for submitting your Corrective Action Plan in response to the subject report. The plan requires some additional detail to meet the requirements of EPA Order 2750. We request that the plan provide brief descriptions of the actions that will be conducted to implement each recommendation, milestone or target dates, and the responsible offices. The table below illustrates one option for organizing and presenting the needed information.

Corrective Action Plan

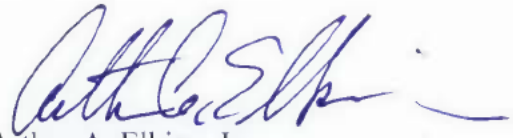
OIG Report Recommendation	Proposed Corrective Action	Milestone or Target Date	Responsible Office

REC'D
2011 JUL 25 PM 12:41
OFFICE OF THE
EXECUTIVE SECRETARIAT

We appreciate your commitment to address the report recommendations and look forward to the Agencywide plan for providing consistent and effective tribal solid-waste management capacity assistance as agreed to in response to report recommendation 1. We will be particularly interested in the results of Agency plans to reexamine the need for output and outcome performance measures and enhanced Agency coordination as recommended in recommendations 2c and 2e.

Upon receipt of the reformatted response, we anticipate closing this assignment. In accordance with OIG policy, however, we will periodically follow up to determine how well the Agency's ongoing and planned actions have addressed the recommendations.

If you or your staff have any questions regarding this memo, please contact Wade Najjum, Assistant Inspector General for Program Evaluation, at (202) 566-0827, or Jeffrey Harris at (202) 566-0831.



Arthur A. Elkins, Jr.

Attachment: Final Corrective Action Plan, Submitted June 22, 2011.

cc: Wanda McLendon, OSWER
Karen Martin, OSWER
Patricia Gilchriest, OA Audit Liaison
Johnsie Webster, OSWER Audit Liaison
Mark Bialek, Deputy Inspector General, OIG
Wade Najjum, Assistant Inspector General for Program Evaluation, OIG
Jeffrey Harris, OIG



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

DEPUTY ADMINISTRATOR

MEMORANDUM

SUBJECT: Response to the Office of Inspector General Evaluation Report, *EPA Needs an Agency-Wide Plan to Provide Tribal Solid Waste Management Capacity Assistance*, Report No. 11-P-0171

FROM: Bob Perciasepe

A handwritten signature in blue ink, reading "Bob Perciasepe", is written over the printed name.

TO: Jeffrey K. Harris
Director for Program Evaluation, Cross Media Issues
Office of Program Evaluation
Office of Inspector General

I appreciate the opportunity to review and respond to the Office of Inspector General Evaluation Report, *EPA Needs an Agency-Wide Plan to Provide Tribal Solid Waste Management Capacity Assistance*, dated March 21, 2011. On behalf of the U.S. Environmental Protection Agency, I want to thank the Office of Inspector General for its recommendations for improving the EPA's efforts to assist in building tribal solid-waste management capacity. The EPA concurs with all of your recommendations. Following is our response to each of the recommendations, including your request for a corrective action plan for agreed-upon actions and milestones.

SPECIFIC RECOMMENDATIONS AND RESPONSES

OIG Recommendation 1: Develop and implement an agencywide plan for providing consistent and effective tribal solid-waste management capacity assistance that is within the scope of the EPA's authority and responsibility.

EPA Response: We appreciate the clarification the OIG provided regarding the scope of the recommended agencywide plan. The EPA believes that the more narrow scope, clearly focusing on the activities that are within the scope of the EPA's authority and responsibility, makes it feasible to concur with the recommendation to develop and implement an agencywide plan. The EPA has created a national workgroup to draft an agencywide plan, consistent with the EPA's statutory and regulatory authority, where the primary goals are to foster sustainable solid-waste management, address high-risk dumps, prevent new and repeat dumps and build tribal capacity to operate sustainable tribal integrated waste programs. We anticipate that the EPA will complete the agencywide plan by April 30, 2012, and will commence its implementation immediately thereafter. This timeline reflects the need for coordination among the EPA's regions and offices and consultation with tribes pursuant to the EPA's *Policy on Consultation and Coordination with Indian Tribes*.

OIG Recommendation 2a: Require that the agency-specific plan include descriptions of the roles and responsibilities for the EPA's program offices and regions conducting solid-waste management capacity assistance activities.

EPA Response: The agencywide plan will include descriptions of the roles and responsibilities of headquarters and regional offices for conducting solid-waste management capacity assistance activities, as well as activities they will conduct under the identified and assigned tasks of the agencywide plan.

OIG Recommendation 2b: Require that the agency-specific plan include identification of the agency resources required for providing solid-waste management assistance activities.

EPA's Response: The agencywide plan will identify the current resources, including FTE allocated within the EPA for tribal solid-waste management capacity assistance activities and the resources needed to fully implement the agencywide plan and their potential sources. The EPA has started to collect this resource information.

OIG Recommendation 2c: Require that the agency-specific plan include performance measures, including both output and outcome measures, to track whether its assistance is consistent and effective in developing solid-waste management capacity and reducing risks from open dumps in Indian country.

EPA's Response: In the agencywide plan, the EPA will outline an approach to evaluate the current national performance measures. This will help the EPA determine if these measures are effective in tracking whether its assistance is consistent and effective in developing solid-waste management capacity and reducing risks from open dumping. It also will determine whether the EPA needs any new national performance measures. In the interim, the EPA will continue to track the existing national performance measures in developing solid-waste management capacity and reducing risks from open dumping. Also, note that any new measures would need to comply with the new data-quality records quality-assurance/quality-control requirements for external performance measures.

OIG Recommendation 2d: Require that the agency-specific plan include internal controls to ensure consistent data collection and consistent provision of waste-management capacity assistance to tribal clients nationwide.

EPA's Response: The agencywide plan will include internal controls to ensure consistent data collection and consistent provision of waste-management capacity assistance where they are appropriate. In March 2011, the EPA formed a workgroup to address the issues stemming from this recommendation.

OIG Recommendation 2e: Require that the agency-specific plan include a process to ensure coordination among the EPA's program offices and regions.

EPA's Response: The EPA will evaluate the current coordination processes for coordinating between regions and headquarters program offices and enhance or modify as needed. This includes assessing the existing monthly conference calls between regions and the EPA's program offices and several regular meetings and calls among the EPA's program offices. In addition, a sub-lead region communication strategy already exists for use as a basis for communicating the regional perspective.

OIG Recommendation 2f: Require that the agency-specific plan include a timeline specifying when the activities and outcomes outlined in the plan are expected to be accomplished.

EPA's Response: We expect to complete the agencywide plan by April 30, 2012. It will include timelines for implementation and completion of the activities outlined in the plan.



Correspondence Management System

Control Number: AX-11-001-2390

Printing Date: July 25, 2011 03:14:30



Citizen Information

Citizen/Originator: Juneau, Daniel L.

Organization: Louisiana Association of Business & Industry
Address: Post Office Box 80258, Baton rouge, LA 70898-0258

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2390
Status: Pending
Due Date: Aug 9, 2011
Letter Date: Jul 18, 2011
Addressee: AD-Administrator
Contact Type: LTR (Letter)
Signature: DX-Direct Reply
File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.
Alternate Number: N/A
Closed Date: N/A
of Extensions: 0
Received Date: Jul 25, 2011
Addressee Org: EPA
Priority Code: Normal
Signature Date: N/A
Subject: DRF - National Fuel Economy Standards
Instructions: DX-Respond directly to this citizen's questions, statements, or concerns
Instruction Note: N/A
General Notes: N/A
CC: OARM - OARM -- Immediate Office
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
OSBP - Office of Small Business Programs
R6 - Region 6 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 25, 2011	Aug 9, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History



DAILY READING FILE

July 18, 2011

The Honorable Ray LaHood, Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson, Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20004

RECEIVED
2011 JUL 25 PM 12:40
OFFICE OF THE
EXECUTIVE SECRETARIAT

Dear Secretary LaHood and Administrator Jackson:

The Louisiana Association of Business & Industry (LABI) was among the first statewide organizations in the country to embrace fuel diversification for vehicles. Our support for alternative fuels led us to help pass legislation in the mid-'80s which required a phased-in conversion of state fleets. It continues today as we encourage the use of natural gas in both the private and public sectors. We encourage all legislation that promotes the use of alternative energy sources but does not unduly favor one alternative energy form over another.

Thus, the Louisiana business community's position has been that ever higher national fuel economy standards are the less efficient route toward energy security and a cleaner environment. Both goals can be achieved without downsizing vehicles, increasing vehicle costs, and limiting consumer choices on the types of vehicles we purchase.

Louisiana's economy is driven not only by oil and gas exploration and development and the petrochemical industry, but also by thousands of small and medium-sized businesses that depend on certain vehicle types to accommodate their local and long-haul transportation needs. The impact of limitations on the size of utility vehicles will certainly be a negative for these businesses. Additionally, our agricultural community and construction industry depend upon full-sized pickups to meet their equipment and payload needs.

The Honorable Ray LaHood

The Honorable Lisa Jackson

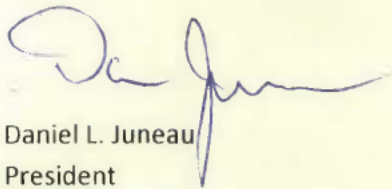
July 18, 2011

Page 2

Further, our nation's drivers need for their vehicles to provide sufficient passenger space, particularly to accommodate our children's safety seats, luggage for family vacations, and cargo space for personal items. Many drivers are also concerned about the safety of ever smaller, lighter weight vehicles. LABI would encourage NHTSA and EPA to adopt a national fuel economy standard that preserves the choices for our families and businesses.

The mission of the Louisiana Association of Business & Industry is to promote healthy economy growth in the state of Louisiana. We cannot achieve that goal if our businesses and individuals are forced to buy more expensive transportation, if the vehicle sizes limit capacity for carrying goods, and if our employees are put into harm's way in less safe vehicles. We urge you to promote sensible fuel economy standards for the people of Louisiana and our nation as a whole.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Juneau", with a stylized flourish extending to the right.

Daniel L. Juneau
President



Correspondence Management System

Control Number: AX-11-001-2470

Printing Date: July 26, 2011 03:55:49



Citizen Information

Citizen/Originator: Brown, Gerald R.

Organization: City of Trenton

Address: 2800 Third Street, Trenton, MI 48135

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2470

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 9, 2011

of Extensions: 0

Letter Date: Jul 18, 2011

Received Date: Jul 26, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: DX-Direct Reply

Signature Date: N/A

File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.

Subject: Transportation is a critical componet of our economic vitality and given that your agencies are now developing national fuel economy standards for 2017-2025, I want to share my views.

Instructions: DX-Respond directly to this citizen's questions, statements, or concerns

Instruction Note: N/A

General Notes: N/A

CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R5 - Region 5 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 26, 2011	Aug 9, 2011	N/A
Instruction: N/A					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History



DAILY READING FILE
CITY of TRENTON

2800 Third Street
Trenton, Michigan 48183

Gerald R. Brown, Mayor
William D. LeFevre,
Mayor Pro-Tem
Councilpersons:
Timber Baun-Crooks
W. Dan Gillespie
MaryEllen McLeod
Timothy R. Taylor
Terrence P. Teifer

July 18, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

RECEIVED
2011 JUL 26 PM 3:11
OFFICE OF THE
EXECUTIVE SECRETARY

Dear Secretary LaHood and Administrator Jackson:

Today jobs, the economy and energy security are on the minds of every American. As the mayor of Trenton, Michigan, I am focused on proactive policies to address these critical issues and grow my city toward a more secure future. Transportation is a critical component of our economic vitality and given that your agencies are now developing national fuel economy standards for 2017-2025, I wanted to share my views.

Safe, efficient and reliable transportation impacts each individual, family and business in my city. Jobs in automotive, chemicals, power generation and scrap steel are all tied to cost effective transportation. With the recent increase in gas prices and turmoil in the Middle East, reducing fuel use and dependence on foreign oil are on all our minds. I support your efforts to improve fuel economy by laying out a long-term program, but encourage you to carefully consider a balanced and thoughtful approach.

I encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs. NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and green house gas standards. However, I recognize that overreaching regulations can place a significant cost burden on individuals, families and businesses in my city.

It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Americans need a range of vehicles to meet their family and business needs. Large families require automobiles with sufficient passenger

Page two

space, including room for multiple child-safety seats in the back. Small businesses need vans and utility vehicles to conduct commerce. Agriculture depends on pickups, as do the construction industry and local trades. Providing services is important for my city and it depends on vehicles to carry out day-to-day business needs.

My residents all share the need for affordable transportation. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, many consumers can be expected to hold on to their older vehicles longer and defer buying a new car, which could put auto jobs across the country at risk and delay compliance with federal air quality standards. Affordability, customer choice and job preservation is as much a priority as raising fuel economy.

As a mayor, I think every day about job creation and security for my city. As a policy maker, I know that good regulations and laws are often a balancing act of competing demands. I encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability and the economic concerns that weigh on our nation's fragile recovery.

Sincerely,



Gerald R. Brown
Mayor
City of Trenton, Michigan



Correspondence Management System

Control Number: AX-11-001-2471

Printing Date: July 26, 2011 03:36:46



Citizen Information

Citizen/Originator: Johnson, Christine J.

Organization: State of Illinois
Address: 200 South Wyman, Rockford, IL 61101

Constituent: N/A

Committee: N/A Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2471 **Alternate Number:** N/A
Status: Pending **Closed Date:** N/A
Due Date: Aug 9, 2011 **# of Extensions:** 0
Letter Date: Jul 26, 2011 **Received Date:** Jul 26, 2011
Addressee: AD-Administrator **Addressee Org:** EPA
Contact Type: LTR (Letter) **Priority Code:** Normal
Signature: DX-Direct Reply **Signature Date:** N/A
File Code: 401_127_a General Correspondence Files Record copy
Subject: Transportation is a critical component of the cit's economic vitality and given that your agency is now developing national fuel economy standards for 2017-2025, I hopeyou will take these views into consideration.
Instructions: DX-Respond directly to this citizen's questions, statements, or concerns
Instruction Note: N/A
General Notes: N/A
CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R5 - Region 5 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 26, 2011	Aug 9, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History

CAPITOL OFFICE:
309-F STATE HOUSE
SPRINGFIELD, IL 62706
PHONE: 217/782-1977
FAX: 217/782-4885

COMMITTEES:
• EDUCATION
• HIGHER EDUCATION
MINORITY SPOKESPERSON
• LICENSED ACTIVITIES
• PUBLIC HEALTH



SENATOR CHRISTINE J. JOHNSON
35TH SENATE DISTRICT

DISTRICT OFFICES:
1101 DEKALB AVE.
SYCAMORE, IL 60178
PHONE: 815/895-6318
FAX: 815/895-2905
email: senatorchristine@frontier.com

STATE OF ILLINOIS BLDG.
200 S. WYMAN, STE. 301
ROCKFORD, IL 61101
PHONE: 815/987-7557
FAX: 815/987-7529

July 21, 2011

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

Dear Administrator Jackson:

As state senator of the 35th district, which represents Belvidere, Illinois I am focused on proactive policies to address the critical issues that grow the city of Belvidere toward a secure future. Transportation is a critical component of the city's economic vitality and given that your agency is now developing national fuel economy standards for 2017-2025, I hope you will take these views into consideration.

I support your efforts to improve fuel economy by laying out a long-term program, but encourage you to carefully consider a balanced and thoughtful approach. Please recognize that overreaching regulations can place a significant cost burden on individuals, families and businesses in Belvidere. It is important that standards for 2017-2025 supports a broad range of consumer needs in terms of utility and function.

I encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability and the economic concerns that weigh on our nation's fragile recovery. Thank you for your time and consideration in this matter.

Sincerely,

Christine J. Johnson
State Senator, 35th District

CJJ/ps

EXECUTIVE SECRETARIAT

OFFICE OF THE

2011 JUL 26 PM 3:11

RECEIVED



Correspondence Management System

Control Number: AX-11-001-2472

Printing Date: July 26, 2011 04:57:19



Citizen Information

Citizen/Originator: Sandman, Bert

Organization: Transportation California
Address: 1111 L Street, Sacramento, CA 95814

Constituent: N/A

Committee: N/A **Sub-Committee:** N/A

Control Information

Control Number: AX-11-001-2472 **Alternate Number:** N/A
Status: Pending **Closed Date:** N/A
Due Date: Aug 9, 2011 **# of Extensions:** 0
Letter Date: Jul 15, 2011 **Received Date:** Jul 26, 2011
Addressee: AD-Administrator **Addressee Org:** EPA
Contact Type: LTR (Letter) **Priority Code:** Normal
Signature: DX-Direct Reply **Signature Date:** N/A
File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.
Subject: Given that your agencies are now developing national fuel economy standards for 2017-2025, on behalf of our members and the industry we represent, it is important that we share our views
Instructions: DX-Respond directly to this citizen's questions, statements, or concerns
Instruction Note: N/A
General Notes: N/A
CC: OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R9 - Region 9 - Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 26, 2011	Aug 9, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History



Transportation
CALIFORNIA
BUILDING FOR THE FUTURE

WWW.TRANSPORTATIONCA.COM

1111 L Street □ Sacramento, CA 95814 □ Fax 916-446-1499

John Franich, Chair
Granite Construction Company

Jose Mejia, Vice Chair
California State Council of Laborers

Linda Clifford, Treasurer
C.C. Myers, Inc.

Robert Sears, Executive Committee
Vulcan Materials

Tim Cremens, Secretary
Operating Engineers

July 15, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

RECORDED
2011 JUL 26 PM 3:11
OFFICE OF THE
EXECUTIVE SECRETARIAT

BOARD OF DIRECTORS

David Ackerman
DGA Associates

Russ Burns
Operating Engineers

James Earp
California Alliance for Jobs

Tom Foss
Griffith Company

Emily Cohen
Engineering & Utility Contractors Assn.

Tom Holsman
AGC of California

Mike Crawford,
So. Calif. Contractors Assn.

Ralph Larison
Herzog Construction

Paul Meyer
ACEC

Robert Sears
Vulcan Materials

Paul Von Berg
Brutoco Engineering & Construction

David Watts
Granite Construction Company

Executive Director
Bert Sandman

Dear Secretary LaHood and Administrator Jackson:

Transportation California, a coalition of transportation construction industry contractors and allied labor, understands that reliable, safe and affordable transportation impacts every individual, every family and every business in our country. To help build our nation, the construction industry relies on many critical pieces of equipment to conduct everyday business tasks. Given that your agencies are now developing national fuel economy standards for 2017-2025, on behalf of our members, and the industry we represent, it is important that we share our view:

Transportation California is concerned that your agencies are going down a regulatory path on fuel economy that will result in large job losses and other harmful costs to the economy, at a time when we can least afford it.

We strongly encourage NHTSA and EPA to **adopt a single, national fuel economy standard that considers America's needs for increased fuel economy without sacrificing affordability, safety or jobs.** NHTSA and EPA have already set strong standards for 2012-2016 that have raised the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards; however, overreaching regulations can place a significant cost burden on the construction industry and the hundreds of thousands of businesses we support.

A "one-size-fits-all" approach will not work for America's construction industry. Every day, contractors, and those they employ, depend on a variety of transportation needs; as a result, it is vital that they have vehicles that fit the needs of their business and remain affordable.

The President and his Administration consistently tout the significance of our industry in America's economic recovery process and success. As I'm sure you are aware, our trades are still recovering from the recession and have a long way to go. Aggressive fuel

economy standards will raise the cost of vehicles, put our industry at an even further disadvantage, and result in the loss of construction businesses' competitiveness, profitability and the loss of jobs. This runs counter to the message of our President and Congressional leaders about the need to support the construction and infrastructure industry.

The next phase of fuel economy standards for 2017-2025 should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. Transportation California encourages you to carefully balance these factors as you weigh sensible fuel economy standards, especially as our nation's fragile economy continues to recover.

Sincerely,

A handwritten signature in black ink, appearing to read "Bert Sandman". The signature is fluid and cursive, with the first name "Bert" and last name "Sandman" clearly distinguishable.

Bert Sandman

Executive Director
Transportation California



Correspondence Management System

Control Number: AX-11-001-2473

Printing Date: July 26, 2011 04:10:04



Citizen Information

Citizen/Originator: Lockhart, Rebecca

Organization: Utah House of Representatives

Address: 350 N. State Street, Salt Lake City, UT 84114

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2473

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 10, 2011

of Extensions: 0

Letter Date: Jun 14, 2011

Received Date: Jul 26, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: DX-Direct Reply

Signature Date: N/A

File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.

Subject: DRF - National Fuel Economy Standards

Instructions: DX-Respond directly to this citizen's questions, statements, or concerns

Instruction Note: N/A

General Notes: N/A

CC: OARM - OARM -- Immediate Office

OCIR - Office of Congressional and Intergovernmental Relations

OEAE - Office of External Affairs and Environmental Education

OP - Office of Policy

OSBP - Office of Small Business Programs

R8 - Region 8 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 26, 2011	Aug 10, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History



RECEIVED

2011 JUL 26 PM 3:11

OFFICE OF THE
EXECUTIVE SECRETARIAT

UTAH HOUSE OF REPRESENTATIVES

REBECCA LOCKHART
SPEAKER OF THE HOUSE

350 N. STATE ST., SUITE 350
SALT LAKE CITY, UT 84114
DISTRICT 64, UTAH COUNTY

TEL: (801) 538-1930
FAX: (801) 326-1544
E-Mail: blockhart@utah.gov

June 14, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

Dear Secretary LaHood and Administrator Jackson:

Jobs, the economy and energy security are on the minds of every American. As the Speaker of the House in Utah, I am focused on proactive policies to address these critical issues and grow our state toward a more secure future. Transportation is a critical component of our economic vitality, and given that your agencies are now developing national fuel economy standards for 2017-2025, I want to share my views.

Safe, efficient and reliable transportation impacts each individual, family and business in our state. Jobs in Utah are all tied to cost effective transportation. With the continuing volatility in gas prices and turmoil in the Middle East, reducing fuel use and dependence on foreign oil are on all our minds. We support your efforts to improve fuel economy by laying out a long-term road map, but encourage you to carefully consider a balanced and thoughtful approach.

We encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs. NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and responsible environmental stewardship. However, we

recognize that overreaching regulations can place a significant cost burden on individuals, families and businesses in our state.

It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Americans need a range of vehicles to meet their family and business needs. Utah's large families require automobiles with sufficient passenger space, including room for multiple child-safety seats in the back. Small businesses need vans and utility vehicles to conduct commerce. Agriculture depends on even larger vehicles, as do the construction industry and local trades. Mining, Agriculture and other vehicle intensive areas of commerce are important sources of industry for Utah, and they all depend on vehicles to carry out day-to-day business needs.

Our region's businesses all share the need for affordable transportation. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, many of our region's consumers can be expected to hold on to their older vehicles longer and defer buying a new car, which could put jobs across the country at risk and delay compliance with federal air quality standards. Affordability, customer choice and job preservation is as much as priority as raising fuel economy.

As the Legislature, we are constantly thinking about ways to promote job creation and security for our region. We encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability and the economic concerns that weigh on our nation's fragile recovery.

Sincerely,

A handwritten signature in black ink, appearing to read "Rebecca Lockhart", written in a cursive style.

Rebecca Lockhart, Speaker of the House
Utah House of Representatives



Correspondence Management System

Control Number: AX-11-001-2474

Printing Date: July 26, 2011 04:04:14



Citizen Information

Citizen/Originator: Aasmundstad, Eric

Organization: North Dakota Farm Bureau

Address: 1101 1st Avenue N, PO Box 2064, Fargo, ND 58107-2064

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2474

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 10, 2011

of Extensions: 0

Letter Date: Jul 13, 2011

Received Date: Jul 26, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: DX-Direct Reply

Signature Date: N/A

File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.

Subject: DRF - National Fuel Economy Standards

Instructions: DX-Respond directly to this citizen's questions, statements, or concerns

Instruction Note: N/A

General Notes: N/A

CC: OARM - OARM -- Immediate Office

OEAE - Office of External Affairs and Environmental Education

OP - Office of Policy

OSBP - Office of Small Business Programs

R8 - Region 8 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 26, 2011	Aug 10, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History



North Dakota Farm Bureau

Bringing ag home

DAILY READING FILE

1101 1st Ave. N., Fargo, ND 58102
P.O. Box 2064, Fargo, ND 58107-2064
Phone: 701-298-2200 • 1-800-367-9668 • Fax: 701-298-2210

4023 State St., Bismarck, ND 58503
P.O. Box 2793, Bismarck, ND 58502-2793
Phone: 701-224-0330 • 1-800-932-8869 • Fax: 701-224-9485

July 13, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

RECEIVED
2011 JUL 26 PM 3:11
OFFICE OF THE
EXECUTIVE SECRETARY

Dear Secretary LaHood and Administrator Jackson:

Today, jobs, the economy and energy security are on the minds of every American. The North Dakota Farm Bureau is focused on proactive policies to address these critical issues and improve North Dakota's agricultural economy and agricultural business interests. Transportation is a critical component of our agricultural economic vitality and given that your agencies are now developing national fuel economy standards for 2017-2025, our organization wishes to share its views.

Safe, efficient and reliable transportation impacts each individual, family, business and farmer/rancher in our state. The agricultural economy and the jobs dependant on agriculture in North Dakota are all tied to cost effective transportation. With the recent increase in gas prices and turmoil in the Middle East, reducing fuel use and dependence on foreign oil are on all our minds. We support your efforts to improve fuel economy by laying out a long-term program, but encourage you to carefully consider a balanced and thoughtful approach.

Our farmers and ranchers depend extensively on light duty trucks to haul feed, grain, crops, livestock, equipment and tow trailers. These are often heavy loads, requiring vehicles with heavy frames, strong engines and adequate horsepower and torque. Larger, heavier vehicles also tend to be safer. Farmers and ranchers cannot simply absorb higher vehicle costs because they do not have the ability to pass along their costs to the marketplace. Furthermore, farmers and ranchers often utilize light duty trucks for situations involving rugged terrain and challenging weather conditions (strong winds, muddy roads, drifting snow, etc.). For these reasons, farmers and ranchers cannot accept downsized or underpowered vehicles to perform the varied tasks around the farm or ranch.

We encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families, farms, ranches and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs.

NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy. However, we recognize that overreaching regulations can place a significant cost burden on individuals, families, farms, ranches and agricultural businesses in North Dakota.

It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Americans need a range of vehicles to meet their family, farm, ranch and business needs. Large families require automobiles with sufficient passenger space, including room for multiple child-safety seats in the back. Small businesses need vans and utility vehicles to conduct commerce. Agriculture depends on light trucks, as do the construction industry, the oil industry and local trades.

Our region's businesses all share the need for affordable transportation. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, and limited availability of pickups and light duty trucks, many of our state's farmers, ranchers and consumers can be expected to hold on to their older vehicles longer and defer buying a new car or pickup, which could put jobs across the country at risk and delay compliance with federal air quality standards. Affordability, customer choice and job preservation, and a strong agricultural economy are as much as priority as raising fuel economy.

As the North Dakota Farm Bureau, we think every day about ways to promote the agriculture economy, job creation and security for our state, and for ways to improve North Dakota's economy and business climate. We encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability and the economic concerns that weigh on our nation's fragile recovery.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric Aasmundstad", with a stylized flourish at the end.

Eric Aasmundstad

President – North Dakota Farm Bureau



Correspondence Management System

Control Number: AX-11-001-2475

Printing Date: July 26, 2011 04:18:34



Citizen Information

Citizen/Originator: Wallace, Eugene F

Organization: City of Coldwater, Michigan
Address: One Grand Street, Coldwater, MI 49036

Beckhusen, Paul H

Organization: Coldwater Board of Public Utilities
Address: One Grand Street, Coldwater, MI 49036

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2475 **Alternate Number:** N/A
Status: Pending **Closed Date:** N/A
Due Date: Aug 10, 2011 **# of Extensions:** 0
Letter Date: Jul 18, 2011 **Received Date:** Jul 26, 2011
Addressee: AD-Administrator **Addressee Org:** EPA
Contact Type: LTR (Letter) **Priority Code:** Normal
Signature: DX-Direct Reply **Signature Date:** N/A
File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.
Subject: DRF - Docket ID Nos. EPA-HQ-OAR-2009-0234; EPA-HQ-OAR-2011-0044
Instructions: DX-Respond directly to this citizen's questions, statements, or concerns
Instruction Note: N/A
General Notes: N/A
CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
OSBP - Office of Small Business Programs
R5 - Region 5 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 26, 2011	Aug 10, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			



CITY of COLDWATER

Henry L. Brown Municipal Building

One Grand Street

Coldwater, Michigan 49036

(517) 279-9501 www.coldwater.org

July 18, 2011

The Honorable Lisa P. Jackson
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

OFFICE OF THE
EXECUTIVE SECRETARIAT

2011 JUL 26 PM 3:11

RECEIVED

Re: Docket ID Nos. EPA-HQ-OAR-2009-0234; EPA-HQ-OAR-2011-0044

Dear Administrator Jackson:

On behalf of the City of Coldwater, Michigan, we are writing regarding the Environmental Protection Agency's (EPA) proposed electric generating unit maximum achievable control technology rules ("EGU MACT"). Our community-owned, not-for-profit electric utility serves approximately 6,800 customers. We operate a 50 MW coal power plant that will be significantly impacted by the proposed EGU MACT rules and related New Source Performance Standards (NSPS) requirements.

Our utility has major concerns regarding several provisions of the proposed rules. We respectfully request that EPA consider these concerns and evaluate the impact to our utility under the Small Business Regulatory Enforcement Fairness Act (SBREFA) and the Unfunded Mandates Reform Act (UMRA) (Chapters 17 A and 25 of Title 2 of the U.S. Code). We would also request that EPA evaluate the impact of the proposed rules under four presidential executive orders – EO 13563, Improving Regulation and Regulatory Review; EO 13132, Federalism; EO 12866, Regulatory Planning and Review; and EO 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, and Use.

As a not-for-profit electric utility owned and operated by local government, we have standing under all of these Executive Orders to call for reasonable and cost-effective regulations to achieve reductions in air pollution in a reasonable time-frame. Our city's specific concerns are as follows:

- The proposed rules do not provide our utility with enough time to comply. The short time frame for compliance risks us having to significantly raise electricity rates that could cause our customers economic hardship, particularly those negatively impacted by the current economic climate, such as the unemployed, the underemployed, and those with limited or fixed incomes.


- The proposed rule is unrealistic about the ability of utilities and state or regional energy authorities to avoid electricity reliability issues in 2014 when compliance with these rules begins. While EPA estimates that only 9 GW of coal-fired power plants will be impacted by the rules, other industry analysts and the North American Electric Reliability Corporation (NERC) estimate that at as many as 70 GW of capacity could be impacted.
- EPA's economic and reliability analysis in the proposed rules assumes that the mercury MACT regulations are the only major capital expenditures the utility sector will be undertaking in the next four years. The analysis completely dismisses the current state of the economy and the cumulative impacts from approximately eight major EPA rules affecting air, water, and wastewater from electric utilities in the next five to eight years.
- The proposed rules include many additional controls beyond those to reduce methyl mercury. These controls are not required under the Clean Air Act or the EPA's own hazardous air pollutants study. We respectfully request that EPA withdraw these rules and re-propose them to solely address methyl mercury.
- The statutorily imposed three year time frame for compliance with the rules is too short. The electric industry needs at a minimum, an additional two years to avoid reliability issues when coal fired power plants shut down for retrofit (often during shoulder seasons). We respectfully encourage EPA to grant the one year extension it is statutorily allowed to do and hope that a second year extension is granted via a presidential order.
- Smaller utilities and those that are located in rural areas rural will have difficulties getting vendors and contractors to respond to requests for proposals (RFPs) for a single opportunity to sell a scrubber, activated carbon technology, or baghouse when large utilities will also be seeking larger quantities of such equipment from the same vendors. They are very likely to serve larger utilities first based on economic considerations.
- The EPA's own Regulatory Impact Analysis (RIA) is flawed and suggests that only 97 municipal utilities will face a compliance cost of \$666.30 million annually. These costs underestimate the real impact and show no regional additional impacts in states such as Indiana, Ohio, Wisconsin, Michigan, Minnesota, Kentucky, Georgia, Alabama and Texas.
- The proposed rules assume that all coal types can still be used with available control technologies. This may not be the case. Such fuel switching from one coal type to another or fuel blending can be very expensive for a municipal utility.
- The proposed rules assume that the utility sector will still be able to sell or trade coal ash to the cement and wall-board manufacturing sector once they take effect. Our utility shares the concern of many in the electric utility sector that the control technologies needed to reduce acid gases will increase the sodium content of coal ash, thus exceeding the allowable levels in the ASTM standards. Should that occur, our utility would face additional costs for coal ash management. In addition, the market for trading or selling coal ash would be negatively impacted. The agency's cost analysis did not take this into account.
- Should the proposed rules be finalized in their current form, they could have a significant impact on jobs in my community. The cost of compliance will result in increases in electric rate that could drive out businesses or result in job losses because of increased energy costs.

We respectfully request that EPA reevaluate the premises of the proposed EGU MACT rules. We support EPA's efforts to reduce harmful mercury emissions, but believe such efforts need to be realistic and done in a cost effective manner. Close to 50% of the U.S.'s electric generation is fired by coal. The rule as proposed will affect a significant portion of the industry and impact reliability. In addition, we also respectfully request that the agency reconsider regulating acid gases. It is not required under the Clean Air Act and its inclusion will make it much more costly and difficult to comply with under the existing compliance timelines.

Thank you.

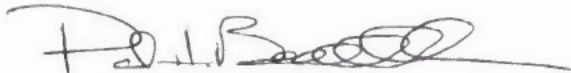
Sincerely,

CITY OF COLDWATER



Eugene F. Wallace, Mayor

COLDWATER BOARD OF PUBLIC UTILITIES



Paul H. Beckhusen, Director

cc: The Honorable Debbie Stabenow
The Honorable Tim Walberg
The Honorable Carl Levin
File



Correspondence Management System

Control Number: AX-11-001-2476

Printing Date: July 27, 2011 10:00:57



Citizen Information

Citizen/Originator: Zepponi, David

Organization: Northwest Food Processors Association
Address: 8338 NE Alderwood Road, Portland, OR 97220

Constituent: N/A

Committee: N/A **Sub-Committee:** N/A

Control Information

Control Number: AX-11-001-2476 **Alternate Number:** N/A
Status: Pending **Closed Date:** N/A
Due Date: Aug 10, 2011 **# of Extensions:** 0
Letter Date: Jul 14, 2011 **Received Date:** Jul 26, 2011
Addressee: AD-Administrator **Addressee Org:** EPA
Contact Type: LTR (Letter) **Priority Code:** Normal
Signature: AA-OAR-Assistant Administrator **Signature Date:** N/A
- OAR

File Code: 404-141-02-01_141_a(2) Copy of Controlled and Major Correspondence Record of the EPA Administrator and other senior officials - Electronic.

Subject: Daily Reading File- We encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving affordable choices for customers and businesses to meet their transportation needs.

Instructions: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR

Instruction Note: N/A

General Notes: N/A

CC: OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R10 - Region 10 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 27, 2011	Aug 10, 2011	N/A
Instruction: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History

July 14, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

Dear Secretary LaHood and Administrator Jackson:

The chief purpose of the Northwest Food Processors Association is to represent, protect, and enhance the economic interests of our members. As such, we must tell you that the economic vitality of the food processing and agriculture in the Northwest sector relies heavily on the success of the automobile industry. As your agencies develop new national fuel economy standards for 2017-2025, we feel compelled to share our views on this issue.

We are concerned that your agencies are heading down a regulatory path on fuel economy that will result in large job losses and other harmful costs to the economy. We encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving affordable choices for customers and businesses to meet their transportation needs. NHTSA and EPA have already set strong standards for 2012-2016 that raised the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, we recognize that overreaching regulations can place a significant cost burden on our members, especially those on farms who rely on different kinds of automobiles of all sizes to perform daily functions.

A "one-size fits all" approach does not work for those in our industry, particularly our farmers, as the needs of farmers are significantly different from other types of automobile customers. Our people need big trucks and other large vehicles to haul equipment and perform a variety of necessary tasks. The next phase of fuel economy standards for 2017-2025 should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. Additionally, if fuel economy standards increase too quickly, the cost of owning a vehicle will go up, which means the cost of food processing will also go up. The result could put jobs across the country at risk.

At the Northwest Food Processors Association, job preservation is our priority, and we hope that you will consider in your rulemaking what is at stake for our business. The cost of overreaching is the loss of our business's competitiveness and profitability. Please carefully balance these factors as you weigh sensible fuel economy standards, especially as our nation's economy continues its touch-and-go recovery.

Sincerely,



David Zeponi
President

RECEIVED
JUL 26 PM 3:24
OFFICE OF THE
EXECUTIVE SECRETARIAT



Correspondence Management System

Control Number: AX-11-001-2477

Printing Date: July 27, 2011 09:51:49



Citizen Information

Citizen/Originator: Hamer, Glen

Organization: Arizona Chamber of Commerce and Industry

Address: 1850 N. Central Avenue, Phoenix, AZ 85004

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2477

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 10, 2011

of Extensions: 0

Letter Date: Jul 14, 2011

Received Date: Jul 26, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: AA-OAR-Assistant Administrator

Signature Date: N/A

- OAR

File Code: 404-141-02-01_141_a(2) Copy of Controlled and Major Correspondence Record of the EPA Administrator and other senior officials - Electronic.

Subject: Daily Reading File- We understand NHTSA and EPA desire to adopt a single, national fuel economy standard. We encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability and the economic concerns that weigh on our nation's fragile recovery.

Instructions: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR

Instruction Note: N/A

General Notes: N/A

CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R9 - Region 9 - Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (5) Personal Privacy	OEX	OAR	Jul 27, 2011	Aug 10, 2011	N/A
Instruction: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

ARIZONA CHAMBER
of Commerce and Industry

Uniting Business. Advancing Arizona.

REC'D

2011 JUL 26 PM 3:24

OFFICE OF THE
EXECUTIVE SECRETARIAT

July 14, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

Dear Secretary LaHood and Administrator Jackson:

Every American today is concerned with jobs, the economy and energy security. The Arizona Chamber is focused on proactive policies to address these critical issues and help Arizona's economy prosper. Transportation is a critical component of our economic vitality and the national fuel economy standards for 2017-2025 that your departments are currently developing will have a profound impact.

Safe, efficient and reliable transportation affects all individuals and businesses in Arizona. Jobs in our state and across America are tied to cost effective transportation. With the recent increase in gas prices and the ongoing turmoil in the Middle East, reducing fuel usage and our country's dependence on foreign oil is a top priority. The Arizona Chamber encourages you to carefully consider a balanced and thoughtful approach as you lay out a long-term program aimed at improving vehicle fuel economy. but we.

We understand NHTSA and EPA desire to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for individuals and businesses to meet their transportation needs. NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, we know that overreaching regulations place a significant cost burden on individuals and businesses in Arizona.



**ARIZONA
MANUFACTURERS
COUNCIL**

1850 N. Central Ave., Suite 1433 • Phoenix, AZ 85004
www.azchamber.com • Phone 602-248-9172 • Fax 602-265-1262



It is important that standards for 2017-2025 encourage a broad range of consumer needs in terms of utility and function. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, many Arizona consumers can be expected to hold on to their older vehicles longer and defer buying a new car, which could put jobs across the country at risk and delay compliance with federal air quality standards. Affordability, customer choice and job preservation is as much as priority as rising fuel economy.

As the Arizona Chamber, we think every day about ways to promote the interests of commerce and industry so as to enhance our state's economy. We encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability and the economic concerns that weigh on our nation's fragile recovery.

Sincerely,

Glenn Hamer
President and CEO
Arizona Chamber of Commerce and Industry
Arizona Manufacturers Council





Correspondence Management System

Control Number: AX-11-001-2478

Printing Date: July 27, 2011 09:38:44



Citizen Information

Citizen/Originator: Linko, Andrew

Organization: Charter Township of Brownstown (Michigan)

Address: 21313 Telegraph Road, Brownstown, MI 48183-1399

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2478

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 10, 2011

of Extensions: 0

Letter Date: Jul 27, 2011

Received Date: Jul 27, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: AA-OAR-Assistant Administrator
- OAR

Signature Date: N/A

File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.

Subject: Daily Reading File- My reason for writing to you is to ask for your consideration to adopt a single, national fuel economy standard.

Instructions: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR

Instruction Note: N/A

General Notes: N/A

CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R5 - Region 5 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 27, 2011	Aug 10, 2011	N/A
Instruction: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History

DAILY READING FILE
Charter Township of Brownstown



ANDREW LINKO
SUPERVISOR

21313 TELEGRAPH ROAD
BROWNSTOWN, MICHIGAN 48183-1399
E-mail: andrew.linko@brownstown-mi.org

(734) 675-0071
Fax (734) 675-2807

July 12, 2011

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

Dear Mrs. Jackson:

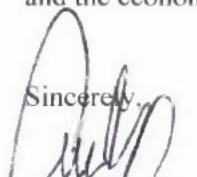
My reason for writing to you is to ask for your consideration to adopt a single, national fuel economy standard that addresses America's need for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs without sacrificing affordability, safety, and most importantly jobs.

There is no American who is not concerned about jobs, the economy and energy security. As Supervisor of Brownstown Township, I am also focused on proactive policies to address these critical issues, and sustain our current and future budget. Transportation is a key component of our economic vitality and future growth.

Safe, efficient and reliable transportation impacts each individual, family, and business in our Township. Jobs in Brownstown are linked to cost effective transportation. We have experienced a 33% growth in population and with this growth we will need to address transportation issues. The reduction of dependence on foreign oil is a key National Security and economic issue on all of our minds. But what we need is a long term program that provides a balanced and thoughtful approach.

My position at the Township is part-time and my full time employment is with Ford Motor Company. So I have a personal interest in this issue as well as providing policy for our 28,000 residents in the Township. The Township recently had a substantial investment from General Motors for their new battery assembly operation. So our Township does have many jobs tied to the auto economy. Both of these employers have invested in new technologies to substantially improve fuel economy and reduce our Country's foreign fossil fuel consumption. We need more programs (grants, tax incentives, etc.) for R&D in these technologies, and the funds to make it happen. As Township Supervisor, I think everyday about job creation and security for my Township and the State of Michigan. As a policymaker, I know that good regulations and laws are often a balancing act of competing demands. I encourage you to carefully balance all factors that impact sensible fuel economy standards including customer choice, affordability and the economic concerns that weigh on our nation's fragile recovery.

Sincerely,



Andrew Linko

OFFICE OF THE
EXECUTIVE SECRETARIAT

2011 JUL 26 PM 3:23

RECEIVED



Correspondence Management System

Control Number: AX-11-001-2479

Printing Date: July 27, 2011 06:15:00



Citizen Information

Citizen/Originator: Reardon, Joe

Organization: Unified Government of Wyandotte county/Kansas City

Address: 701 North 7th Street, Kansas City, KS 66101

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2479

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 10, 2011

of Extensions: 0

Letter Date: Jul 27, 2011

Received Date: Jul 27, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: N/A

Signature Date: N/A

File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.

Subject: Transportation is a critical component of our economic vitality and given that your agency are now developing national fuel economy standards for 2017-2025, I want to share my views.

Instructions: DX-Respond directly to this citizen's questions, statements, or concerns

Instruction Note: N/A

General Notes: N/A

CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R7 - Region 7 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 27, 2011	Aug 10, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					
Sabrina Hamilton	OAR	OAR-OTAQ	Jul 27, 2011	Aug 5, 2011	N/A
Instruction: OAR - Prepare response for the signature of Gina McCarthy, Assistant Administrator for the Office of Air and Radiation (OAR).					

Supporting Information

Supporting Author: N/A



DAILY READING FILE
Unified Government of
Wyandotte County/Kansas City, Kansas
Joseph F. Reardon, Mayor/CEO

OFFICE OF THE
EXECUTIVE SECRETARIAT

2011 JUL 26 PM 3:23

REC'D

701 North 7th Street, Suite 926
Kansas City, Kansas 66101
Phone: (913) 573-5010
Fax: (913) 573-5020

July 15, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

Dear Secretary LaHood and Administrator Jackson:

Today, jobs the economy and energy security are on the minds of every American. As the Mayor of Kansas City, Kansas, I am focused on proactive policies to address these critical issues and grow my city toward a more secure future. Transportation is a critical component of our economic vitality and given that your agencies are now developing national fuel economy standards for 2017-2025, I wanted to share my views.

Kansas City, Kansas is a community of some 150,000 persons. We are fortunate in that we are home to the GM Fairfax Assembly Plant. The plant produces the Chevy Malibu and Buick LaCrosse, both award winning vehicles. GM is one of the largest employers and property tax payers in the city. GM and the United Auto Workers Local 31 are important community partners and one of the top participants in our United Way. We clearly are interested in having GM continue to thrive here in Kansas City, Kansas.

Transportation is a critical part of our economic vitality. We are at literally the cross roads of America. Truck lines and railroads all intersect at Kansas City. In fact it is transportation that effectively built the foundation for our economy.

Safe, efficient and reliable transportation impacts each individual, family and business in my city. Many local jobs and firms are all tied to cost effective transportation. With the recent increase in gas prices and turmoil in the Middle East, reducing fuel use and dependence on foreign oil are on all our minds. I support your efforts to improve fuel economy by laying out a long-term program, but encourage you to consider carefully a balanced and thoughtful approach.

I encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and

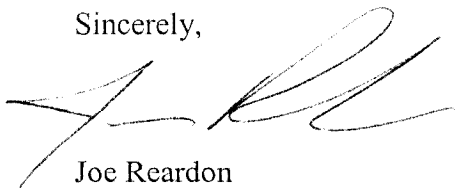
businesses to meet their transportation needs without sacrificing affordability, safety or jobs. NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, I recognize that overreaching regulations can place a significant cost burden on individuals, families and businesses in my city.

It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Americans need a range of vehicles to meet their family and business needs. Large families require automobiles with sufficient passenger space, including room for multiple child-safety seats in the back. Small businesses need vans and utility vehicles to conduct commerce. Agriculture depends on pickups, as do the construction industry and local trades.

My residents all share the need for affordable transportation. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, many consumers can be expected to hold on to their older vehicles longer and defer buying a new car, which could put auto jobs across the country at risk and delay compliance with federal air quality standards. Affordability, customer choice and job preservation, is as much as priority as raising fuel economy.

As Mayor, I think every day about job creation and security for my city. As a policymaker, I know that good regulations and laws are often a balancing act of competing demands. I encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability and the economic concerns that weigh on our nation's fragile recovery.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joe Reardon', with a stylized, flowing script.

Joe Reardon
Mayor/CEO



Correspondence Management System

Control Number: AX-11-001-2480

Printing Date: July 27, 2011 06:06:58



Citizen Information

Citizen/Originator: Hixon, James A

Organization: Norfolk Southern Corporation

Address: Three Commercial Place, Norfolk, VA 23510

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2480

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 10, 2011

of Extensions: 0

Letter Date: Jul 22, 2011

Received Date: Jul 26, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: DX-Direct Reply

Signature Date: N/A

File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.

Subject: Transportation is a critical component of our economic vitality and given that your agency are now developing national fuel economy standards for 2017-2025, I want to share my views.

Instructions: DX-Respond directly to this citizen's questions, statements, or concerns

Instruction Note: N/A

General Notes: N/A

CC: OEAAE - Office of External Affairs and Environmental Education

OP - Office of Policy

R3 - Region 3 - Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 27, 2011	Aug 10, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					
Sabrina Hamilton	OAR	OAR-OTAQ	Jul 27, 2011	Aug 8, 2011	N/A
Instruction: OTAQ - Prepare response for the signature of Margo T. Oge, Director of the Office of Transportation and Air Quality (OTAQ).					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			



Norfolk Southern Corporation
Three Commercial Place
Norfolk, Virginia 23510-2191
Telephone (757) 629-2370
Fax (757) 629-2345

James A. Hixon
Executive Vice President
Law and Corporate Relations

July 22, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

REC'D
2011 JUL 26 PM 3:23
OFFICE OF THE
EXECUTIVE SECRETARY

Dear Secretary LaHood and Administrator Jackson:

As a transportation provider for the automobile industry, our economic vitality relies heavily on the success of the automobile industry. Given that your agencies are now developing national fuel economy standards for 2017-2025, we wanted to share our views.

We are concerned that your agencies are going down a regulatory path on fuel economy that will result in large job losses and other harmful costs to the economy. We encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving affordable choices for customers and businesses to meet their transportation needs. NHTSA and EPA have already set strong standards for 2012-2016 that raised the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, we recognize that overreaching regulations can place a significant cost burden on individuals, families and businesses such as ours.

The next phase of fuel economy standards for 2017-2025 should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, many consumers can be expected to hold on to their older vehicles longer and defer buying a new car, which could put jobs across the country at risk.

Job preservation is our priority, and we hope that you will consider in your rulemaking what is at stake for our business. The cost of overreaching is the loss of our business's competitiveness and profitability. We encourage you to carefully balance these factors as you weigh sensible fuel economy standards, especially as our nation's economy continues to recover.

Sincerely,

cc: The Honorable Mark R. Warner
The Honorable Jim Webb



Correspondence Management System

Control Number: AX-11-001-2481

Printing Date: July 27, 2011 06:12:56



Citizen Information

Citizen/Originator: Bullock, Kenneth H.

Organization: Utah Leage of Cities and Towns

Address: 50 South 600 Easte, Salt Lake City, UT 84102

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2481

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 10, 2011

of Extensions: 0

Letter Date: Jul 12, 2011

Received Date: Jul 26, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: DX-Direct Reply

Signature Date: N/A

File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.

Subject: Transportation is a critical component of our economic vitality and given that your agency are now developing national fuel economy standards for 2017-2025, I want to share my views.

Instructions: DX-Respond directly to this citizen's questions, statements, or concerns

Instruction Note: N/A

General Notes: N/A

CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R8 - Region 8 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 27, 2011	Aug 10, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					
Sabrina Hamilton	OAR	OAR-OTAQ	Jul 27, 2011	Aug 5, 2011	N/A
Instruction: OAR - Prepare response for the signature of Gina McCarthy, Assistant Administrator for the Office of Air and Radiation (OAR).					

Supporting Information

Supporting Author: N/A

RECEIVED

2011 JUL 26 PM 3:23

OFFICE OF THE
EXECUTIVE SECRETARIAT

July 12, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

Dear Secretary LaHood and Administrator Jackson:

Today jobs, the economy and energy security are on the minds of every American. The membership of the Utah League of Cities and Towns, 245 cities in Utah, is focused on proactive policies to address these critical issues and grow Utah toward a more secure future. Transportation is a critical component of our economic vitality and given that your agencies are now developing national fuel economy standards for 2017-2025, I wanted to share our views.

Safe, efficient and reliable transportation impacts each individual, family and business in our communities. Jobs in Utah are all tied to cost effective transportation. With the recent increase in gas prices and turmoil in the Middle East, reducing fuel use and dependence on foreign oil are on all our minds. We support your efforts to improve fuel economy by laying out a long-term program, but encourage you to carefully consider a balanced and thoughtful approach.

We encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs. NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, we recognize that overreaching regulations can place a significant cost burden on individuals, families and businesses in Utah.

It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Americans need a range of vehicles to meet their family and business needs. Large families require automobiles with sufficient passenger space, including room for multiple child-safety seats in the back. Small businesses need vans and

MAKING Life
BETTER



PHONE 801-328-1601
FAX 801-531-1872
WWW.ULCOT.ORG

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MIKE WINDER

MAYOR, WEST VALLEY CITY

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PRESIDENT

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UTAH MUNICIPAL CLERKS ASSOC.

1ST VICE PRESIDENT

TREASURER

JOANN B. SECHIN

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EXECUTIVE DIRECTOR

KENNETH H. BULLOCK

OVER 100 YEARS
OF SERVICE TO
UTAH'S MUNICIPALITIES

MEMBER
NATIONAL LEAGUE OF CITIES

utility vehicles to conduct commerce. Agriculture depends on pickup, as do the construction industry and local trades. With municipal government's extensive use of fleet vehicles to carry out the demands of our citizenry, we all depend on a broad-range of vehicles to carry out day-to-day functions of local government

Our region's businesses all share the need for affordable transportation. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, many of our region's consumers can be expected to hold on to their older vehicles longer and defer buying a new car, which could put jobs across the country at risk and delay compliance with federal air quality standards. Affordability, customer choice and job preservation is as much as priority as raising fuel economy.

As the Utah League of Cities and Towns we think every day about ways to promote job creation and security for our region. We encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability and the economic concerns that weigh on our nation's fragile recovery.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ken Bullock', with a stylized flourish at the end.

Kenneth H. Bullock, Executive Director
Utah League of Cities and Towns
801-328-1601 (T)
kbullock@ulct.org



Correspondence Management System

Control Number: AX-11-001-2482

Printing Date: July 27, 2011 06:28:48



Citizen Information

Citizen/Originator: Doherty, Michael

Organization: New Jersey State

Address: 127 Belvidere Avenue, Washington, NJ 07882

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2482

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 10, 2011

of Extensions: 0

Letter Date: Jul 20, 2011

Received Date: Jul 26, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: DX-Direct Reply

Signature Date: N/A

File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.

Subject: Transportation is a critical component of our economic vitality and given that your agency are now developing national fuel economy standards for 2017-2025, I want to share my views.

Instructions: DX-Respond directly to this citizen's questions, statements, or concerns

Instruction Note: N/A

General Notes: N/A

CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R2 - Region 2 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 27, 2011	Aug 10, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					
Sabrina Hamilton	OAR	OAR-OTAQ	Jul 27, 2011	Aug 5, 2011	N/A
Instruction: OAR - Prepare response for the signature of Gina McCarthy, Assistant Administrator for the Office of Air and Radiation (OAR).					

Supporting Information

Supporting Author: N/A



NEW JERSEY SENATE

MICHAEL J. DOHERTY

SENATOR, 23RD LEGISLATIVE DISTRICT

127 BELVIDERE AVENUE

SECOND FLOOR

WASHINGTON, NJ 07882

RECEIVED

2011 JUL 26 PM 3:23

OFFICE OF THE
EXECUTIVE SECRETARY
TEL: 908-835-0552
FAX: 908-835-8870
sendoherty@njleg.org

July 20, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

Dear Secretary LaHood and Administrator Jackson:

Today jobs, the economy and energy security are on the minds of every American. As an elected official of New Jersey, I am focused on proactive policies to address these critical issues and grow toward a more secure future. Transportation is a critical component of our economic vitality and given that your agencies are now developing national fuel economy standards for 2017-2025, I wanted to share my views.

Safe, efficient and reliable transportation impacts each individual, family and business in my district. Jobs in New Jersey are all tied to cost effective transportation. With the recent increase in gas prices and turmoil in the Middle East, reducing fuel use and dependence on foreign oil are on all our minds. I support your efforts to improve fuel economy by laying out a long-term program, but encourage you to carefully consider a balanced and thoughtful approach.

I encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs. NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, I recognize that overreaching regulations can place a significant cost burden on individuals, families and businesses of New Jersey.

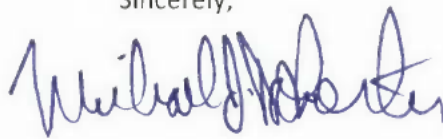
Secretary Ray LaHood
Administrator Lisa Jackson
July 20, 2011
Page 2

It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Americans need a range of vehicles to meet their family and business needs. Large families require automobiles with sufficient passenger space, including room for multiple child-safety seats in the back. Small businesses need vans and utility vehicles to conduct commerce. Agriculture depends on pickup, as do the construction industry and local trades.

New Jersey's residents all share the need for affordable transportation. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, many consumers can be expected to hold on to their older vehicles longer and defer buying a new car, which could put auto jobs across the country at risk and delay compliance with federal air quality standards. Affordability, customer choice and job preservation is as much as priority as raising fuel economy.

As an elected official, I think every day about job creation and security for my region. As a policymaker, I know that good regulations and laws are often a balancing act of competing demands. I encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability and the economic concerns that weigh on our nation's fragile recovery.

Sincerely,



Michael J. Doherty
Member of the State Senate

MJD/pb



Correspondence Management System

Control Number: AX-11-001-2503

Printing Date: July 27, 2011 03:39:52



Citizen Information

Citizen/Originator: Tassel, Shirley Van

Organization: The City of Daytona Beach

Address: P.O Box 2451, Daytona Beach, FL 32115-2451

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2503

Alternate Number: N/A

Status: For Your Information

Closed Date: N/A

Due Date: N/A

of Extensions: 0

Letter Date: Jul 20, 2011

Received Date: Jul 27, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: SNR-Signature Not Required

Signature Date: N/A

File Code: 401_127_a General Correspondence Files Record copy

Subject: DRF - Resolution No. 11-143 Requesting that the US EPA grant the petition of the Florida Department of Environmental Protection and withdraw its determination that numeric nutrient criteria are needed in Florida, repeal the federally promulgated numeric nutrient criteria for Florida, and discontinue proposing or promulgating additional numeric nutrient criteria for Florida; and providing an effective date

Instructions: For Your Information -- No action required

Instruction Note: N/A

General Notes: N/A

CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAE - Office of External Affairs and Environmental Education
OW - Office of Water -- Immediate Office
R4 - Region 4 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
No Record Found.					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
(b) (6) Personal Privacy	OEX	OW	Jul 27, 2011

History



THE CITY OF DAYTONA BEACH

OFFICE OF THE CITY CLERK

P. O. Box 2451

Daytona Beach, FL 32115-2451

Tel. (386) 671-8020 Fax: (386) 671-8035

July 20, 2011

Lisa Jackson, Administrator
United States Environmental Protection Agency
1200 Pennsylvania Ave. NW
Washington DC 24060

Dear Ms. Jackson:

Enclosed is certified copy of Resolution 11-143 that was adopted on July 6, 2011 by the City Commission of the City of Daytona Beach. This resolution supports the State Legislative efforts to request that the US Environmental Protection Agency grant the petition of the Florida Department of Environmental Protection and withdraw its determination that numeric nutrient criteria are needed in Florida, repeal the federally-promulgated numeric nutrient criteria for Florida and discontinue proposing or promulgating additional numeric nutrient criteria for Florida.

Sincerely,

Shirley VanTassel
City Clerk Office
Research Specialist

Enclosure

OFFICE OF THE
EXECUTIVE SECRETARIAT

2011 JUL 27 AM 7:19

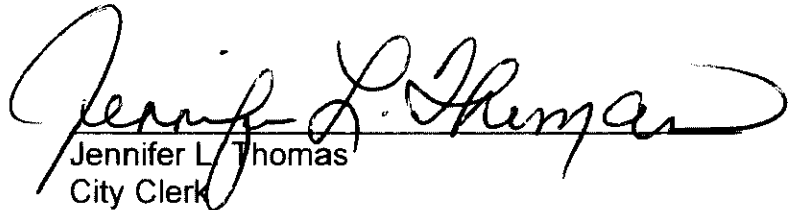
RECEIVED

STATE OF FLORIDA)

COUNTY OF VOLUSIA)

I, Jennifer L. Thomas, City Clerk and custodian of the official records of The City of Daytona Beach, Florida, do hereby certify that the attached is a true and correct copy of Resolution 11-143 of the City Commission meeting dated July 6, 2011, as it appears in the records of the City Clerk Office in The City of Daytona Beach.

IN WITNESS WHEREOF, I have hereunto set my hand as such City Clerk and affixed hereto the official seal of The City of Daytona Beach, Florida, on this 14th day of July 2011.


Jennifer L. Thomas
City Clerk

RESOLUTION NO. 11-143

A RESOLUTION REQUESTING THAT THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (EPA) GRANT THE PETITION OF THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION AND WITHDRAW ITS DETERMINATION THAT NUMERIC NUTRIENT CRITERIA ARE NEEDED IN FLORIDA, REPEAL THE FEDERALLY-PROMULGATED NUMERIC NUTRIENT CRITERIA FOR FLORIDA, AND DISCONTINUE PROPOSING OR PROMULGATING ADDITIONAL NUMERIC NUTRIENT CRITERIA FOR FLORIDA; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, in 2008 a citizen Clean Water Act lawsuit was filed against the United States Environmental Protection Agency (EPA) alleging that it had a duty to adopt numeric nutrient criteria in Florida; and

WHEREAS, in 2010, in response to the lawsuit EPA issued a Necessity Determination finding that numeric nutrient criteria were necessary in Florida and promulgated rules establishing numeric nutrient criteria for lakes, rivers, and streams in Florida; and

WHEREAS, on April 22, 2011, the Florida Department of Environmental Protection (DEP) filed a petition with EPA seeking rescission of the Necessity Determination and repeal of the administrative rules; and

WHEREAS, the City has long recognized the detrimental effects of the introduction of excessive amounts of nitrogen and phosphorus into the local surface waters surrounding the City; and

WHEREAS, regular analysis and review of the City's ambient surface water quality within all of its lakes and within the Halifax River has been ongoing since 1984; and

WHEREAS, the City has supported the adoption and subsequent revisions to Section 403.067, Florida Statutes, concerning the implementation of the Total Maximum Daily Loads programs in Florida; and

WHEREAS, the City considers its actions to maintain and improve surface water quality within the City to be in close compliance with the intent of both the United States EPA and the Florida DEP; and

WHEREAS, the Florida DEP has reinitiated its own rulemaking process to adopt numeric nutrient criteria for Florida water bodies; and

WHEREAS, the City considers the actions taken by Florida city and county governments, legislature, and DEP to be consistent with the key principles of a model state program for the reduction of nutrients as described in the EPA's Memorandum to Regional Administrators dated March 16, 2011.

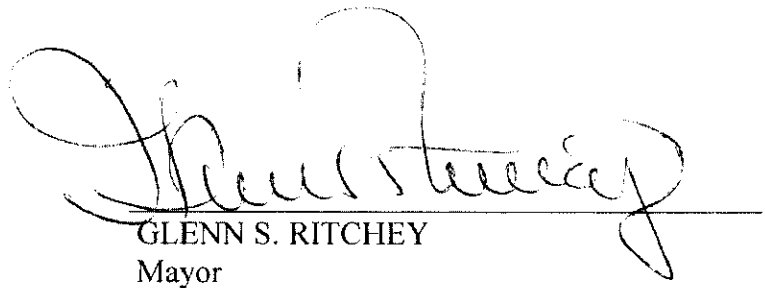
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DAYTONA BEACH, FLORIDA:

SECTION 1. The City Commission hereby requests that the United States Environmental Protection Agency affirmatively consider and grant the Florida Department of Environmental Protection's Petition requesting that EPA:

1. Withdraw its January 2009 determination that numeric nutrient criteria are necessary in Florida;
2. Immediately initiate the repeal of 40 C.F.R. 131.49, providing for EPA-developed numeric nutrient criteria in Florida; and
3. Discontinue proposing or promulgating further numeric nutrient criteria in Florida.

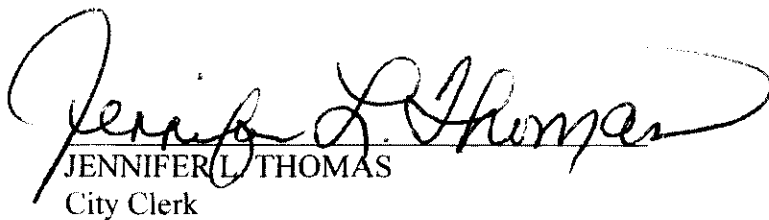
SECTION 2. The City Clerk is hereby directed to forward a certified copy of this Resolution to United States Environmental Protection Agency Administrator Lisa Jackson, Governor Rick Scott, State Senate President Michael Haridopolos, Speaker of the House of Representative Dean Cannon, the Florida Congressional Delegation, the local State Legislative Delegation, the Florida League of Cities, the Florida Association of Counties, and the Florida Stormwater Association.

SECTION 3. This Resolution shall take effect immediately upon its adoption.



GLENN S. RITCHEY
Mayor

ATTEST:



JENNIFER L. THOMAS
City Clerk

Adopted: July 6, 2011



Correspondence Management System

Control Number: AX-11-001-2513

Printing Date: July 27, 2011 11:51:38



Citizen Information

Citizen/Originator: Wooten, Larry B.

Organization: North Carolina Farm Bureau Federation, Inc.

Address: PO Box 27766, Raleigh, NC 27611

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2513

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 10, 2011

of Extensions: 0

Letter Date: Jul 21, 2011

Received Date: Jul 27, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: AA-OAR-Assistant Administrator
- OAR

Signature Date: N/A

File Code: 404-141-02-01_141_a(2) Copy of Controlled and Major Correspondence Record of the EPA Administrator and other senior officials - Electronic.

Subject: Daily Reading File- The North Carolina Farm Bureau Federation (NCFB) appreciates the opportunity to provide comments as your agencies are developing national fuel economy standards for 2017-2025.

Instructions: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR

Instruction Note: N/A

General Notes: N/A

CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R4 - Region 4 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 27, 2011	Aug 10, 2011	N/A
Instruction: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			



DAILY READING FILE
NORTH CAROLINA
FARM BUREAU FEDERATION, INC.

PO Box 27766, Raleigh, NC 27611 Phone: 919-782-1705 Fax: 919-783-3593 www.ncfb.org

July 21, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

RECEIVED
2011 JUL 27 AM 7:18
OFFICE OF THE
EXECUTIVE SECRETARIAT

Dear Secretary LaHood and Administrator Jackson:

The North Carolina Farm Bureau Federation (NCFB) appreciates the opportunity to provide comments as your agencies are developing national fuel economy standards for 2017-2025.

Agriculture is North Carolina's number one industry generating more than \$70 billion in annual economic activity and accounting for almost one fifth of our State's jobs. Farmers, like most Americans, are concerned with the cost of fuel and want the maximum fuel efficiency available in their trucks. While NCFB understands your respective agencies desire to increase fuel efficiency and reduce greenhouse emissions, we must express our concern that overreaching regulations would result in more expensive trucks that lack the power needed to perform the tasks required to produce our nation's food, fiber and fuel.

Farm trucks are first and foremost a tool of modern agriculture. Farmers depend on light trucks to haul feed, grain, crops, livestock, equipment and tow trailers. These are often heavy loads, requiring vehicles with heavy frames, strong engines and adequate horsepower and torque. Therefore, farmers cannot accept downsized or underpowered vehicles to perform the varied tasks vital to their operations.

We encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for farmers and rural businesses to meet their transportation needs without sacrificing performance, affordability, safety, or jobs. NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards.

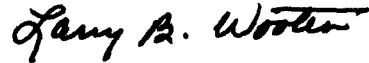
It is expected that any excessive change in the fuel economy standards will cause automakers to decrease the production and increase the price of powerful trucks in their fleets. Such a result

*Farm Bureau and Agriculture...
We keep North Carolina growing!*

would cause undue financial hardship for farmers who do not have the ability to pass along their costs in the marketplace.

NCFB opposes any excessive changes in the fuel economy standards that reduce the availability and increase the cost of trucks. We encourage you to carefully balance the factors that impact sensible fuel economy standards, including performance, affordability and the economic impacts that weigh on our agricultural industry.

Sincerely,

A handwritten signature in black ink that reads "Larry B. Wooten". The signature is written in a cursive, flowing style.

Larry B. Wooten
President



Correspondence Management System

Control Number: AX-11-001-2515

Printing Date: July 27, 2011 05:37:57



Citizen Information

Citizen/Originator: Bing, Dave

Organization: City of Detroit, Mayor's Office
Address: 2 Woodward Avenue, Detroit, MI 48226

Constituent: N/A

Committee: N/A **Sub-Committee:** N/A

Control Information

Control Number: AX-11-001-2515 **Alternate Number:** N/A
Status: Pending **Closed Date:** N/A
Due Date: Aug 10, 2011 **# of Extensions:** 0
Letter Date: Jul 8, 2011 **Received Date:** Jul 27, 2011
Addressee: AD-Administrator **Addressee Org:** EPA
Contact Type: LTR (Letter) **Priority Code:** Normal
Signature: AA-OAR-Assistant Administrator **Signature Date:** N/A
- OAR
File Code: 404-141-02-01_141_a(2) Copy of Controlled and Major Correspondence Record of the EPA Administrator and other senior officials - Electronic.
Subject: Daily Reading File- I encourage NHTSA and EPA to adopt a single, national fuel economy standard, that considers America's need for increased fuel economy while preserving the choices for the families and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs
Instructions: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR
Instruction Note: N/A
General Notes: N/A
CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R5 - Region 5 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (5) Personal Privacy	OEX	OAR	Jul 27, 2011	Aug 10, 2011	N/A
Instruction: AA-OAR-Prepare draft response for signature by the Assistant Administrator for OAR					
Sabrina Hamilton	OAR	OAR-OTAQ	Jul 27, 2011	Aug 5, 2011	N/A
Instruction: OAR - Prepare response for the signature of Gina McCarthy, Assistant Administrator for the Office of Air and Radiation (OAR).					

Supporting Information

Supporting Author: N/A



CITY OF DETROIT
MAYOR'S OFFICE

DAILY READING FILE

COLEMAN A. YOUNG MUNICIPAL CENTER
2 WOODWARD AVE., SUITE 1126
DETROIT, MICHIGAN 48226
PHONE: 313•224•3400
FAX: 313•224•4128
WWW.DETROITMI.GOV

July 8, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

Dear Secretary LaHood and Administrator Jackson:

Today jobs, the economy and energy security are on the minds of every American. As the mayor of Detroit, I am focused on proactive policies to address these critical issues and grow my city toward a more secure future. Transportation is a critical component of our economic vitality and given that your agencies are now developing national fuel economy standards for 2017-2025, I wanted to share my views.

Safe, efficient and reliable transportation impacts each individual, family, and business in my city. Jobs in the City of Detroit are all tied to cost effective transportation. With the recent increase in gas prices and turmoil in the Middle East, reducing fuel use and dependence on foreign oil are on all our minds. I support your efforts to improve fuel economy by laying out a long-term program, but encourage you to carefully consider a balanced and thoughtful approach.

I encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for the families and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs. NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, I recognize that overreaching regulations can place a significant cost burden on individuals, families and businesses in my city.

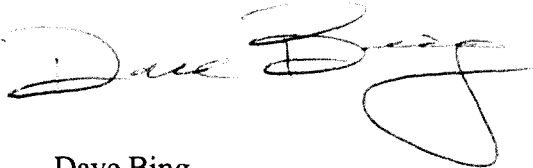
It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Americans need a range of vehicles to meet their family and business needs. Large families require automobiles with sufficient passenger space, including room for multiple child-safety seats in the back. Small businesses need vans and utility vehicles to conduct commerce. Agriculture depends on pickup, as do the construction industry and local trades. The automotive industry is an important source of revenue for my city, and vehicles are necessary to carry out day-to-day business needs.

DAVE BING, MAYOR

My residents all share the need for affordable transportation. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, many consumers can be expected to hold on to their older vehicles longer and defer buying a new car, which could put auto jobs across the country at risk and delay compliance with federal air quality standards. Affordability, customer choice and job preservation is as much as priority as raising fuel economy.

As a mayor, I think every day about job creation and security for my city. As a policymaker, I know that good regulations and laws are often a balancing act of competing demands. I encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability and the economic concerns that weigh on our nation's fragile recovery.

Sincerely,

A handwritten signature in dark ink, appearing to read "Dave Bing". The signature is fluid and cursive, with a large, stylized "B" and a long, sweeping underline.

Dave Bing
Mayor



Correspondence Management System

Control Number: AX-11-001-2516

Printing Date: July 27, 2011 12:38:44



Citizen Information

Citizen/Originator: Rawl, Otis B

Organization: South Carolina Chamber of Commerce
Address: 1301 Gervais Street, Columbia, SC 29201

Constituent: N/A

Committee: N/A **Sub-Committee:** N/A

Control Information

Control Number: AX-11-001-2516 **Alternate Number:** N/A
Status: Pending **Closed Date:** N/A
Due Date: Aug 11, 2011 **# of Extensions:** 0
Letter Date: Jul 18, 2011 **Received Date:** Jul 27, 2011
Addressee: AD-Administrator **Addressee Org:** EPA
Contact Type: LTR (Letter) **Priority Code:** Normal
Signature: DX-Direct Reply **Signature Date:** N/A
File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.
Subject: DRF - National Fuel Economy Standards
Instructions: DX-Respond directly to this citizen's questions, statements, or concerns
Instruction Note: N/A
General Notes: N/A
CC: OARM - OARM -- Immediate Office
OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
OSBP - Office of Small Business Programs
R4 - Region 4 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 27, 2011	Aug 11, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History



DAILY READING FILE

REC'D

2011 JUL 27 AM 7:19

July 18, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

OFFICE OF THE
EXECUTIVE SECRETARIAT

Dear Secretary LaHood and Administrator Jackson:

Today jobs, the economy and energy security are on the minds of every American. The South Carolina Chamber of Commerce, the state's unified voice of business, is focused on proactive policies to address these critical issues and grow the state's economy toward a more secure future. Transportation is a critical component of our economic vitality and given that your agencies are now developing national fuel economy standards for 2017-2025, I wanted to share my views.

Safe, efficient and reliable transportation impacts each individual, family and business in my state. Jobs in South Carolina are all tied to cost effective transportation. With the recent increase in gas prices and turmoil in the Middle East, reducing fuel use and dependence on foreign oil are on all our minds. We support your efforts to improve fuel economy by laying out a long-term program, but encourage you to carefully consider a balanced and thoughtful approach.

We encourage the NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs without sacrificing affordability, safety or jobs. The NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40 percent to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, we recognize that overreaching regulations can place a significant cost burden on individuals, families and businesses in South Carolina.

It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Americans require a range of vehicles to meet their family and business needs. Small businesses need vans and utility vehicles to conduct commerce. Agriculture depends on pickup trucks, as does the construction industry and other industry sectors. Commerce across South Carolina depends on vehicles to carry out day-to-day business needs.

1301 Gervais Street
Suite 1100
Columbia, SC 29201

(803) 799-4601

Fax
(803) 779-6043

www.sccchamber.net

Our region's businesses all share the need for affordable transportation. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, many of our region's consumers can be expected to hold on to their older vehicles longer and defer buying new vehicles, which could put jobs across the country at risk and delay compliance with federal air quality standards. Affordability, customer choice and job preservation is as much a priority as raising fuel economy.

The South Carolina Chamber of Commerce thinks every day about ways to promote job creation and economic security for our region. We encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability and the economic concerns that weigh on our nation's fragile recovery.

Sincerely,

A handwritten signature in black ink, appearing to read "Otis B. Rawl, Jr.", with a stylized flourish at the end.

Otis B. Rawl, Jr.

President and Chief Executive Officer



Correspondence Management System

Control Number: AX-11-001-2517

Printing Date: July 27, 2011 11:39:34



Citizen Information

Citizen/Originator: Kaufman, Bert

Organization: Business Forward

Address: 1717 Rhode Island Avenue., N.W., Washington, DC 20036

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2517

Alternate Number: N/A

Status: For Your Information

Closed Date: N/A

Due Date: N/A

of Extensions: 0

Letter Date: Jul 21, 2011

Received Date: Jul 27, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: SNR-Signature Not Required

Signature Date: N/A

File Code: 401_127_a General Correspondence Files Record copy

Subject: Daily Reading File- Thank you for joining us for the Green Cabinet Forum on Clean Energy, Jobs and the Environment in Austin on Wednesday at the Driskill Hotel. Your continued partnership with business leaders and our organization is invaluable and serves to build strong business support for the policy priorities you deal with every day.

Instructions: For Your Information -- No action required

Instruction Note: N/A

General Notes: N/A

CC: N/A

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
No Record Found.					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
(b) (6) Personal Privacy	OEX	OEAE	Jul 27, 2011

History

Action By	Office	Action	Date
(b) (6) Personal Privacy	OEX	Forward control to OEAE	Jul 27, 2011

July 21, 2011

The Honorable Lisa Jackson
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20460-0003

OFFICE OF THE
EXECUTIVE SECRETARIAT

2011 JUL 27 AM 7:20

RECEIVED

Administrator Jackson:

Thank you for joining us for the Green Cabinet Forum on Clean Energy, Jobs and the Environment in Austin on Wednesday at the Driskill Hotel. We greatly appreciate your willingness to share your expertise and insight on making federal agencies more efficient without affecting public health programs, and focusing on maximizing voluntary programs. Your continued partnership with business leaders and our organization is invaluable and serves to build strong business support for the policy priorities you deal with every day.

If you have any questions, please call me, anytime, at (202) 596-4231. We greatly appreciate your continued participation, and look forward to arranging similar briefings for you when you travel.

Sincerely,



Bert Kaufman
Vice President



Correspondence Management System

Control Number: AX-11-001-2519

Printing Date: July 27, 2011 12:42:27



Citizen Information

Citizen/Originator: McPhail, Donald L

Organization: United States Department of State
Address: 2201 C Street, NW, Washington, DC 20520

Mull, Stephen D

Organization: United States Department of State
Address: 2201 C Street, NW, Washington, DC 20520

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2519 **Alternate Number:** N/A
Status: For Your Information **Closed Date:** N/A
Due Date: N/A **# of Extensions:** 0
Letter Date: Jul 25, 2011 **Received Date:** Jul 27, 2011
Addressee: AD-Administrator **Addressee Org:** EPA
Contact Type: EML (E-Mail) **Priority Code:** Normal
Signature: SNR-Signature Not Required **Signature Date:** N/A
File Code: 401_127_a General Correspondence Files Record copy
Subject: DRF - National Security Affairs Calendar
Instructions: For Your Information -- No action required
Instruction Note: N/A
General Notes: N/A
CC: Noah Dubin - OEX
OEAEE - Office of External Affairs and Environmental Education
OHS - Office of Homeland Security

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
No Record Found.					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
(b) (6) Personal Privacy	OEX	OITA	Jul 27, 2011

History

Action By	Office	Action	Date
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SBU/FOUO: Memo from Department of State Exec Sec Stephen D. Mull:
National Security Affairs Calendar SENSITIVE BUT UNCLASSIFIED/FOR
OFFICIAL GOVERNMENT USE ONLY - S/ES No. 201113034

ABlinken, anneem, balline,
McPhail, Donald L to: Brenda.Mackall, carol.darr,
carol.kennedy, carol.matthews,

07/25/2011 05:59 PM

From: "McPhail, Donald L" <McPhailDL2@state.gov>

To: <ABlinken@ovp.eop.gov>, <anneem@ucia.gov>, <balline@centcom.mil>,
<Brenda.Mackall@hq.doe.gov>, <carol.darr@dot.gov>, <carol.kennedy@hq.doe.gov>,
<carol.matthews@hq.doe.gov>, <Charles.H.Scales@nasa.gov>, <Charley.L.Diaz@uscg.mil>,

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MEMORANDUM FOR NATHAN D. TIBBITS

EXECUTIVE SECRETARY

NATIONAL SECURITY STAFF

SUBJECT: NATIONAL SECURITY AFFAIRS CALENDAR

The National Security Affairs Calendar for the upcoming months is attached. Please transmit the attached materials to the Executive Secretary-level representative noted on the attached National Security Affairs Calendar Distribution Sheet.

NOTE: CIRCULATION OF THE NATIONAL SECURITY AFFAIRS CALENDAR IS LIMITED TO MEMBERS LISTED ON THE DISTRIBUTION SHEET.

<<Final Dist 201113034>> <<Final Dist 201113034>>

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July 25, 2011

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NATIONAL SECURITY AFFAIRS CALENDAR

ONGOING EVENTS

Jul 14-25	Visit of Secretary of State Clinton to Turkey, Greece, India, Indonesia, Hong Kong and China
Jul 25-26	United Nations High-Level Meeting on Youth, New York
Jul 25-27	East Africa Workshop on Cyberspace Security, Nairobi
Jul 27*	Visit of Defense Minister Smith of Australia to Washington
Jul 27*	Visit of Defense Minister Barak of Israel to Washington
Jul 28	Presidential Inauguration in Peru
Jul 28	U.S.-ASEAN Senior Officials Meeting on Transnational Crime and Counterterrorism, Singapore
Jul 28-29*	Visit of Foreign Minister al-Qirbi of Yemen to Washington
Jul 28-29*	Visit of President Boni Yayi of Benin, President Alpha Conde of Guinea, President Allasane Ouattara of Cote d'Ivoire and President Mahamadou Issoufou of Niger to Washington

LOOKING FORWARD

Aug 4*	Visit of Foreign Minister Baird of Canada to Washington
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2

Aug 7	Presidential Elections in Cape Verde
Aug 21-25	APEC Business Advisory Council (ABAC) III, Lima
Aug 31	Presidential Elections in Singapore
Sep TBD	Parliamentary Elections in Egypt
Sep TBD	Official Launch of the Global Counterterrorism Forum (GCTF), New York
Sep TBD*	2nd Round of U.S.-Philippines Bilateral Strategic Dialogue, Washington
Sep 2	ASEAN Ministers of Energy Meeting, Brunei
Sep 6-9	42nd Pacific Islands Forum, Auckland
Sep 6-8	1st APEC Forestry Ministerial, Beijing
Sep 9-10	G-7 Finance Ministerial Meeting, Marseille
Sep 11	Presidential and Legislative Elections in Guatemala
Sep 12-16	International Atomic Energy Agency (IAEA) Board of Governors Meeting, Vienna
Sep 13-16	9th Asia-Pacific Economic Cooperation (APEC) Women and Economy Summit, San Francisco
Sep 13	66th United Nations General Assembly Commences, New York
Sep 13	Asia-Pacific Economic Cooperation (APEC) High-Level Meeting on Energy Efficiency and Sustainable Transportation, San Francisco
Sep 14-16	Annual Meeting of the New Champions 2011, Dailian, PRC

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SENSITIVE BUT UNCLASSIFIED

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Sep 14	Asia-Pacific Economic Cooperation (APEC) Transportation and Energy Ministerial, San Francisco
Sep 15	Australia-U.S. Ministerial (AUSMIN) 2011, San Francisco
Sep 19-20	66th United Nations General Assembly Non-Communicable Disease High-Level Session, New York
Sep 19-23	IAEA General Conference, 55th Session, Vienna
Sep 20	66th United Nations General Assembly Desertification High-Level Session, New York
Sep 21	66th United Nations General Assembly General Debate begins, New York
Sep 22	Subnational Legislative Elections in Saudi Arabia (Snap)
Sep 23	UN Conference on Facilitating the Entry into Force of the Comprehensive Nuclear Test Ban Treaty, New York
Sep 23-25*	2011 World Bank/IMF Annual Meetings, Washington
Sep 24	Legislative Elections in the United Arab Emirates
Sep 24	Parliamentary Elections in Bahrain (Snap)-1st Round
Sep 25-26	Asia-Pacific Economic Cooperation (APEC) Senior Officials' Meeting 3, San Francisco
Sep 26	International Atomic Energy Agency (IAEA) Board of Governors Meeting, Vienna
Sep 27-30	Internet Governance Forum (IGF), Nairobi
Oct TBD	Election of UN Security Council Non-Permanent Members

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SENSITIVE BUT UNCLASSIFIED

4

Oct 1	Parliamentary Elections in Bahrain (Snap)-2nd Round
Oct 3-28	UNGA First (Disarmament and International Security) Committee, New York
Oct 5-6	North Atlantic Treaty Organization (NATO) Defense Ministers Meeting, Brussels
Oct 5-6	Pathways to Prosperity Ministerial Meeting, Santo Domingo
Oct 5-7	The Americas Competitiveness Forum, Dominican Republic
Oct 7	Parliamentary Elections in Morocco
Oct 9	Parliamentary Elections in Poland
Oct 10-11	Summit on the Global Agenda 2011, Abu Dhabi
Oct 11	Presidential and Legislative Elections in Liberia
Oct 13*	U.S.-India Higher Education Summit, Washington
Oct 16	G-20 Finance Ministerial, Paris
Oct 16-17	APEC Workshop on Terrorist Abuse of Non-Profit Organizations, Kuala Lumpur
Oct 17-18	International Congress on Energy Security, Geneva
Oct 17-21	IAEA: International Conference on the Safe and Secure Transport of Radioactive Materials, Vienna
Oct 17-20	7th UNESCO Youth Forum, Paris
Oct 21-23	World Economic Forum on the Middle East, Dead Sea, Jordan

SENSITIVE BUT UNCLASSIFIED

SENSITIVE BUT UNCLASSIFIED

5

Oct 23	Legislative Elections in Tunisia (Snap)
Oct 23	Presidential Elections in Bulgaria
Oct 24-28	International Telecommunication Union (ITU) Telecom World 2011, Geneva
Oct 30	Presidential Elections in Kyrgyzstan
Nov TBD	Pacific Island Conference of Leaders, Honolulu
Nov TBD	Presidential Elections in Egypt
Nov 1	High-Level Forum on Aid Effectiveness, Seoul
Nov 1-2	London International Cyber Conference, London
Nov 2	Regional Summit on Afghanistan, Istanbul
Nov 3-4	G-20 Summit, Cannes
Nov 7-9	APEC Business Advisory Council (ABAC) IV, Honolulu
Nov 8-9	Asia-Pacific Economic Cooperation (APEC) Concluding Senior Officials Meeting and Related Meetings, Honolulu
Nov 10	Asia-Pacific Economic Cooperation (APEC) Finance Ministerial, Honolulu
Nov 10-11	Asia-Pacific Economic Cooperation (APEC) CEO Summit, Honolulu
Nov 11	Asia-Pacific Economic Cooperation (APEC) Ministerial Meeting, Honolulu

SENSITIVE BUT UNCLASSIFIED

SENSITIVE BUT UNCLASSIFIED

6

Nov 12-13	19th Asia-Pacific Economic Cooperation (APEC) Economic Leaders' Meeting, Honolulu
Nov 12	Parliamentary Elections in Denmark
Nov 13-15	India Economic Summit, Mumbai
Nov 14-18	International Atomic Energy Agency (IAEA) International Conference on Research Reactors, Rabat
Nov 17-18	International Atomic Energy Agency (IAEA) Board of Governors Meeting, Vienna
Nov 17-19	ASEAN Summit and Related Meetings, Bali
Nov 19	East Asia Summit (EAS) Meeting, Bali
Nov 24	Presidential Elections in Gambia
Nov 26	Parliamentary Elections in New Zealand
Nov 28 (T)	Presidential and Legislative Elections in the Democratic Republic of Congo
Nov 28 - Dec 9	17th Session of the Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC) and the 7th Session of the Conference of the Parties Serving as a Meeting of the Parties (CMP 7) to the Kyoto Protocol, Durban
Dec 4	Parliamentary Elections in Croatia
Dec 5-22	Biological Weapons Convention 7th Review Conference, Geneva
Dec 5	International Afghanistan Conference, Bonn

SENSITIVE BUT UNCLASSIFIED

SENSITIVE BUT UNCLASSIFIED

7

Dec 6-7	Organization for Security and Cooperation in Europe (OSCE) Ministerial, Vilnius
Dec 7-8	North Atlantic Treaty Organization (NATO) Foreign Ministers Meeting, Brussels
Dec 12-19	World Trade Organization (WTO) Ministerial Conference, Geneva
2012 Jan 16-19	5th World Future Energy Summit, Abu Dhabi
Jan 23 - Feb 17	World Radiocommunications Conference 2012 (WRC-12), Geneva
Jan 25-29	World Economic Forum Annual Meeting, Davos-Klosters
Feb TBD	48th Munich Security Conference, Munich
Mar 12-17	6th World Water Forum, Marseille
Mar 26-27	Nuclear Security Summit, Republic of Korea
Apr 14-15	6th Summit of the Americas, Cartagena
May 18-19	2012 European Bank for Reconstruction and Development (EBRD) Annual Meeting, London
May 20	Presidential Elections in the Dominican Republic
Jun 4-6	UN Conference on Sustainable Development (UNCSD) or Rio + 20, Rio de Janeiro
Jul 1	Presidential and Legislative Elections in Mexico
Jul 8-10	Organization of American States (OAS) General Assembly, Cochabamba, Bolivia

SENSITIVE BUT UNCLASSIFIED

SENSITIVE BUT UNCLASSIFIED

8

Jul 21-25 (T) 19th Annual ASEAN Regional Forum, Phnom Penh

Jul 27 - Aug 12 XXX Summer Olympic Games, London

Aug 29 - Sep 9 Paralympic Games, London

Oct 8 Legislative Elections in Slovenia

Nov 18-20 (T) 21st Annual ASEAN Summit, Phnom Penh

* = Taking Place in Washington

(T) = Tentative

TBD = To Be Determined

For additions/updates/corrections/changes:

Please email Saadia Sarkis at sarkiss@state.sgov.gov or sarkiss@state.gov.

SENSITIVE BUT UNCLASSIFIED



Correspondence Management System

Control Number: AX-11-001-2535

Printing Date: July 27, 2011 03:41:04



Citizen Information

Citizen/Originator: Lamach, Michael W

Organization: Ingersoll Rand Company
Address: 800 Beaty Street, Building E, PO Box 940, Davidson, NC 28036

Modi, David

Organization: Ingersoll Rand Company
Address: 800 Beaty Street, Building E PO Box 940, Davidson, NC 28036

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2535 **Alternate Number:** N/A
Status: For Your Information **Closed Date:** N/A
Due Date: N/A **# of Extensions:** 0
Letter Date: Jul 25, 2011 **Received Date:** Jul 27, 2011
Addressee: AD-Administrator **Addressee Org:** EPA
Contact Type: LTR (Letter) **Priority Code:** Normal
Signature: SNR-Signature Not Required **Signature Date:** N/A
File Code: 401_127_a General Correspondence Files Record copy
Subject: Rule issued by the EPA in 2009 that has unintentionally delayed the phase-out of R-22
Instructions: For Your Information -- No action required
Instruction Note: N/A
General Notes: N/A
CC: OEAE - Office of External Affairs and Environmental Education

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
No Record Found.					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
(b) (6) Personal Privacy	OEX	OAR	Jul 27, 2011
Sabrina Hamilton	OAR	OAR-ORIA	Jul 27, 2011

History

Action By	Office	Action	Date
(b) (6) Personal Privacy	OEX	Forward control to OAR	Jul 27, 2011



Ingersoll Rand Company
800 Beatty Street, Building E
PO Box 940
Davidson, NC 28036 USA
www.ingersollrand.com

Michael W. Lamach
Chairman, President and Chief Executive Officer

July 25, 2011

The Honorable Lisa P. Jackson
Office of the Administrator
Ariel Rios Building
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Dear Administrator Jackson,

I am writing with respect to a rule issued by the Environmental Protection Agency in 2009 that has unintentionally delayed the phase-out of R-22.

The rule concerns the continued use of refrigerant R-22 in certain residential HVAC systems. Under the rule, the manufacture of "components" designed for use with R-22 refrigerant continues to be permitted in order to service existing R-22 "appliances." Unfortunately, the definition of a "component" has been extended to a "condensing unit" even though we and the rest of the HVAC industry consider a "condensing unit" to be a product in and of itself -- not a component. Defining a condensing unit as a component extends the lifetime of existing R-22 "appliances" well beyond what would normally be expected. The unintended consequence is a significant delay in the phase-out of R-22.

Though the Agency has defined a condensing unit as a component, it is actually a major product in an HVAC split (indoor and outdoor combined) system. As such, it represents about 60% of the cost and energy use of the system, and is also the major determinant of the overall energy efficiency of an HVAC split system.

When the rule was first adopted, we did not anticipate a significant demand for these dry charge R-22 condensing units. However, our data now suggests that up to 20% of the condensing units sold into the US market in 2011 will be dry-shipped R-22 condensing units. We do not believe that it was the intention of the Agency to foster the continued growth and development of the R-22 market after adoption of this rule. In fact, the growth and development of the R-22 market will lead to a number of significant unintended consequences:

- Continuing sales of dry charge R-22 condensing units will dramatically increase future demand for service R-22 refrigerant. This will be of most concern beginning in 2015 when the cap for R-22 consumption is reduced by an additional 60% from today's cap

level. We expect the result to be shortages of the service refrigerant with severe price inflation for the consumer.

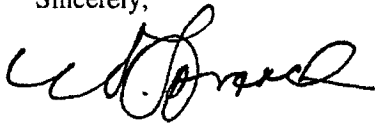
- Allowing replacement of the condensing unit on an old system discourages consumers from upgrading to a more efficient and non-ozone depleting system, thus increasing expected energy demand and encouraging the continued use of a refrigerant that is to be phased out.
- Replacing an older 10 SEER (or less) condensing unit with a new 13 SEER condensing unit risks a mismatch between the new condensing unit and the existing air handler or furnace, which can create system reliability problems and increased repair costs for a homeowner.

We believe that the number of dry-ship R-22 condensing units being sold into the market greatly exceeds any reasonable expectations of the Agency and HVAC manufacturers, is discouraging transition to more energy-efficient systems, is adversely impacting system reliability, and will negatively impact consumers of residential HVAC systems.

The major trade association representing the air conditioning industry, the Air-Conditioning, Heating and Refrigeration Institute (AHRI), agrees with this position as do many HVAC manufacturers in addition to our Trane business. For example, we understand that Carrier Corporation, a division of United Technologies, recently petitioned the EPA to amend the rule allowing continued manufacture of dry-ship R-22 condensing units.

Representatives of our company have scheduled a meeting with Ms. Beth Craig of the EPA on July 26, 2011, to discuss this issue in person. I respectfully request and encourage your personal involvement in the outcome of these discussions.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Lamach", written in a cursive style.

Michael W. Lamach
Chairman, President and Chief Executive Officer



Correspondence Management System

Control Number: AX-11-001-2576

Printing Date: July 27, 2011 03:43:30



Citizen Information

Citizen/Originator: Berry, John

Organization: United States Office of Personnel Management

Address: 1900 E Street, NW, Washington, DC 20415

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2576
Status: For Your Information
Due Date: N/A
Letter Date: Jul 20, 2011
Addressee: AD-Administrator
Contact Type: FAX (Facsimile)
Signature: SNR-Signature Not Required
File Code: 401_127_a General Correspondence Files Record copy
Subject: DRF - Relationships with Management Organizations
Instructions: For Your Information -- No action required
Instruction Note: N/A
General Notes: N/A
CC: OCFO - OCFO -- Immediate Office
OEAEE - Office of External Affairs and Environmental Education
OP - Office of Policy

Alternate Number: N/A
Closed Date: N/A
of Extensions: 0
Received Date: Jul 27, 2011
Addressee Org: EPA
Priority Code: Normal
Signature Date: N/A

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
No Record Found.					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
(b) (6) Personal Privacy	OEX	OARM	Jul 27, 2011

History

Action By	Office	Action	Date
(b) (6) Personal Privacy	OEX	Forward control to OARM	Jul 27, 2011

Comments

DAILY READING FILE

The Director

UNITED STATES OFFICE OF PERSONNEL MANAGEMENT

Washington, DC 20415

JUL 20 2011

MEMORANDUM FOR HEADS OF EXECUTIVE DEPARTMENTS AND AGENCIES

FROM:

JOHN BERRY
DIRECTOR

A handwritten signature in dark ink, appearing to read "John Berry", is written over the printed name and title.

Subject:

Relationships with Management Organizations

Our regulations at 5 CFR Part 251 provide a framework for agencies to consult and communicate with management organizations representing Federal employees and with other organizations on matters related to agency operations and personnel management. The purposes of consultation and communication are 1) the improvement of agency operations, personnel management, and employee effectiveness; 2) the exchange of information; and 3) the establishment of policies that best serve the public interest in accomplishing the mission of the agency.

5 CFR §251.201(a) requires agencies to establish consultative relationships with associations whose membership is primarily composed of Federal supervisory and/or managerial personnel, provided that such associations are not affiliated with any labor organization and that they have sufficient agency membership to assure a worthy dialogue with executive management. Additionally, agency management, supervisors, and managers should be included in the decision making process and notified of executive level decisions on a timely basis even if individual supervisors and managers are not affiliated with an association of management officials and/or supervisors. Consultative relationships with other non-labor organizations representing Federal employees are discretionary. Finally, 5 CFR §251.201(d) requires that consultation and communication may not take on the character of negotiations or consultations regarding conditions of employment of bargaining unit employees.

These regulations apply to all Federal Executive branch departments and agencies and their officers and employees at all levels. Please take appropriate steps to ensure that your agency is complying with your consultation obligations.

cc: Chief Human Capital Officers
Human Resources Directors



Correspondence Management System

Control Number: AX-11-001-2560

Printing Date: July 28, 2011 04:11:13



Citizen Information

Citizen/Originator: Via, Steve

Organization: American Water works Association
Address: 1300 Eye Street NW, Washington, DC 20002

Curtis, Thomas W.

Organization: American Water Works Association
Address: 1300 Eye Street, NW, Washington, DC 20005-3314

Hei, Diane VanDe

Organization: Association of Metropolitan Water Agencies
Address: 1620 I Street, NW, Washington, DC 20006

Keegan, Mike

Organization: National Rural Water Association
Address: N/A

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number:	AX-11-001-2560	Alternate Number:	N/A
Status:	Pending	Closed Date:	N/A
Due Date:	Aug 10, 2011	# of Extensions:	0
Letter Date:	Jul 25, 2011	Received Date:	Jul 28, 2011
Addressee:	AD-Administrator	Addressee Org:	EPA
Contact Type:	LTR (Letter)	Priority Code:	Normal
Signature:	DX-Direct Reply	Signature Date:	N/A
File Code:	404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.		

Subject: Daily Reading File-Peer Review Panel recommendations regarding the Draft Toxicological Review of Hexavalent Chromium

Instructions: DX-Respond directly to this citizen's questions, statements, or concerns

Instruction Note: N/A

General Notes: N/A

CC: OCSPP - OCSPP - Immediate Office
OW - Office of Water -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	ORD	Jul 28, 2011	Aug 10, 2011	N/A
Instruction: N/A					

Supporting Information



American Water Works
Association



National Association
of Water Companies



ASSOCIATION OF
METROPOLITAN
WATER AGENCIES



National
Rural Water
Association

July 25, 2011

The Honorable Lisa Jackson
Administrator
United States Environmental Protection Agency
Ariel Rios Building
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Re: Peer Review Panel on Draft *Toxicological Review of Hexavalent Chromium*: In
Support of Summary Information on the Integrated Risk Information System

Dear Administrator Jackson,

Hexavalent chromium (Cr(VI)) in drinking water has become an issue of increasing interest over the past decade. During that period, the U.S. Environmental Protection Agency (EPA) has twice reviewed all existing drinking water regulations and twice determined not to revise the total chromium standard in recognition that important scientific questions were unanswered. These questions – and a drinking water standard based on the answers to them – could have significant impacts on drinking water systems and the public.

The American Water Works Association (AWWA), National Association of Water Companies (NAWC), National Rural Water Association (NRWA), and Association of Metropolitan Water Agencies (AMWA) strongly recommend that the EPA consider relevant forthcoming health effects research as part of the current Cr(VI) risk assessment. Specifically, research that is being conducted by 12 institutions and coordinated by ToxStrategies with funding by the American Chemistry Council is currently nearing completion, and may provide important new information to inform the Agency's toxicological review.

On May 12, a majority of members of an external peer-review panel on the *Draft Toxicological Review of Hexavalent Chromium*, organized through the Integrated Risk Information System (IRIS) program, recommended significant revisions to the current draft review and the inclusion of the ToxStrategies research. These panel members found that the ToxStrategies research is of high quality and important in helping to bridge widely acknowledged gaps in the available science. In particular, it will inform the toxicology of low-dose exposures and the ability of the digestive system to reduce Cr(VI) to Cr(III). While the peer-review panel did not seek consensus, both the individual pre-meeting comments and the workshop discussions demonstrated broad support for incorporation of this research in the final risk assessment.

We appreciate the need for timely decision-making, and also believe that critical decisions should be informed by the best information available. With the ToxStrategies project near completion, a decision to include the research in the *Toxicological Review* would have only a very limited impact on the IRIS process schedule. Including this research in the IRIS process may also prevent lengthy and costly delays should EPA determine the need for a new drinking water standard. The IRIS program is not legally bound to include the ToxStrategies research, but the Office of Water (OW) would be required to consider it later. The resulting second health effects analysis, while feasible, would not be an efficient use of the agency's limited resources. Further, the existence of multiple, possibly different, health effects documents from the same agency could lead to confusion among the drinking water systems, local elected officials and the public.

For these reasons, we urge the agency to integrate this new health effects data into the IRIS *Draft Toxicological Review of Hexavalent Chromium*.

The mission of our associations and our member utilities is to protect public health and to provide safe and sufficient water for all. EPA and community water systems share a common belief that risk management decisions for drinking water should be based on the best available science. A regulatory development process in which science is the driver ensures that the public's money is effectively used to reduce risk and improve public health.

Administrator Jackson
July 25, 2011
Page 3

If you have any questions about this matter, please feel free to call Steve Via in AWWA's Washington D.C. office.

Best regards,



Thomas W. Curtis
Deputy Executive Director
AWWA



Diane VanDe Hei
Executive Director
AMWA



Michael Deane
Executive Director
NAWC



Mike Keegan
Analyst
NRWA



Correspondence Management System

Control Number: AX-11-001-2621

Printing Date: July 28, 2011 12:23:57



Citizen Information

Citizen/Originator: Bellsnyder, Luke

Organization: Texas Association of Manufacturers. Texas Products. Texas Jobs.
Address: P.O. Box 11510, Austin, TX 78711-1510

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2621
Status: Pending
Due Date: Aug 11, 2011
Letter Date: Jul 22, 2011
Addressee: AD-Administrator
Contact Type: LTR (Letter)
Signature: DX-Direct Reply
File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.
Alternate Number: N/A
Closed Date: N/A
of Extensions: 0
Received Date: Jul 27, 2011
Addressee Org: EPA
Priority Code: Normal
Signature Date: N/A
Subject: Daily Reading File Opposed to raising 2017-2025 fuel standards to unreasonable levels that put jobs, businesses, local governments and individual citizens at economic risk.
Instructions: DX-Respond directly to this citizen's questions, statements, or concerns
Instruction Note: N/A
General Notes: N/A
CC: OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R6 - Region 6 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 28, 2011	Aug 11, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

History

Action By	Office	Action	Date
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RECEIVED

2011 JUL 27 PM 4:03

OFFICE OF THE
EXECUTIVE SECRETARIAT

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590
The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20004

Dear Secretary LaHood & Administrator Jackson:

I am writing to let you know that the Texas Association of Manufacturers (TAM) has substantial concern with the direction your agencies are headed, regarding the national fuel standards for 2017-2025.

The Texas Association of Manufacturers (TAM) represents over 500 large and small companies from every manufacturing sector, employing close to 900,000 Texans with an average compensation of \$79,000 a year (the highest in the private sector). Texas manufacturers contribute \$158.8 billion in 2009 to the Texas economy and one-third of all corporate taxes collected by state and local governments.

TAM's concern primarily stems from the strong possibility that this regulation will result in a loss of manufacturing jobs in Texas, and across the nation. However, the impacts of revised national fuel standards are not isolated to the manufacturing sector; they will have far reaching implications across every sector of the economy. In all practicality, the ultimate victim in this situation will be the American consumer. Given the current state of the automotive industry and the economic sector that it supports, it would be misguided to enact these proposed 2017-2025 standards.

While I do acknowledge, and fully support, the importance of a national fuel standard as a means to protect our environment, it is essential that we have the technological means to comply with such a rule and the economic stability to rely upon when undertaking such an ambitious task; unfortunately for Americans this is not that time.

It is our sincere belief that the proposed 2017-2025 national fuel standards are an undue burden on the American people and could have crippling effects on our already weakened economy.

Respectfully,

Luke Bellsnyder
Executive Director

Texas Products. Texas Jobs.

• P.O.Box 11510, Austin, Texas 78711-1510 • 512-330-4124 • FAX 512-330-4126 • www.manufacturetexas.org •



Correspondence Management System

Control Number: AX-11-001-2623

Printing Date: July 28, 2011 05:58:55



Citizen Information

Citizen/Originator: V'Soske, Mark A

Organization: Toledo Regional Chamber of Commerce
Address: 300 Madison Avenue, Toledo, OH 43604-1575

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2623
Status: Pending
Due Date: Aug 11, 2011
Letter Date: Jul 19, 2011
Addressee: AD-Administrator
Contact Type: LTR (Letter)
Signature: DX-Direct Reply
File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.
Subject: Daily Reading File DOT and EPA developing national fuel economy standards for 2017-2025 share views.
Instructions: DX-Respond directly to this citizen's questions, statements, or concerns
Instruction Note: N/A
General Notes: N/A
CC: OEAAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R5 - Region 5 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 28, 2011	Aug 11, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					
Sabrina Hamilton	OAR	OAR-OTAQ	Jul 28, 2011	Aug 8, 2011	N/A
Instruction: OAR - Prepare response for the signature of Gina McCarthy, Assistant Administrator for the Office of Air and Radiation (OAR).					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			



TOLEDO REGIONAL
Chamber of Commerce

300 Madison Ave., Ste. 200 Toledo, Ohio 43604-1575

419.243.8191 phone

419.241.8302 fax

www.toledochamber.com

July 19, 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington DC 20004

RECEIVED
2011 JUL 27 PM 4:03
OFFICE OF THE
EXECUTIVE SECRETARIAT

Dear Secretary LaHood and Administrator Jackson:

Transportation is a critical component of our economic vitality and given that your agencies are now developing national fuel economy standards for 2017-2025 we wanted to share our views.

Safe, efficient and reliable transportation impacts each individual, family and business in our region. Jobs in the area are all tied to cost effective transportation. With the recent increase in gas prices and turmoil in the Middle East, reducing fuel use and dependence on foreign oil are on all our minds. We support your efforts to improve fuel economy by laying out a long-term program, but encourage you to carefully consider a balanced and thoughtful approach.

We encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs. NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40% to 35 miles per gallon. However, we recognize that overreaching regulations can place a significant cost burden on individuals, families and businesses.

It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Small businesses need vans and utility vehicles to conduct commerce. Agriculture depends on pickup trucks, as do the construction industry and local trades.

Residents all share the need for affordable transportation. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, many consumers can be expected to hold on to their older vehicles longer and defer buying a new vehicle. This could put auto jobs across the country at risk and delay compliance with federal air quality standards. Affordability, customer choice and job preservation is as much a priority as raising fuel economy.

As the President of the Toledo Regional Chamber of Commerce, I represent 2,700 job providers in the Northwest Ohio region. I am aware of the needs and desires of these people to be able to afford decent transportation. In addition, our community is home to a significant number of automotive industry employees. Please don't take steps that will jeopardize the viability of our transportation jobs and our transportation needs.

Sincerely,

Mark A. V'Soske, CAE
President



Correspondence Management System

Control Number: AX-11-001-2625

Printing Date: July 28, 2011 03:58:27



Citizen Information

Citizen/Originator: Woolley, Deborah

Organization: Tennessee Chamber of Commerce
Address: 611 Commerce Street, Nashville, TN 37203-3742

Constituent: N/A

Committee: N/A **Sub-Committee:** N/A

Control Information

Control Number: AX-11-001-2625 **Alternate Number:** N/A
Status: Pending **Closed Date:** N/A
Due Date: Aug 11, 2011 **# of Extensions:** 0
Letter Date: Jul 21, 2011 **Received Date:** Jul 28, 2011
Addressee: AD-Administrator **Addressee Org:** EPA
Contact Type: LTR (Letter) **Priority Code:** Normal
Signature: N/A **Signature Date:** N/A
File Code: 404-141-02-01_141_b Controlled and Major Corr. Record copy of the offices of Division Directors and other personnel.
Subject: Transportation is a critical component of our economic vitality. Because both of your agencies are now developing national fuel economy standards for 2017-2025, we would like to share our views.
Instructions: DX-Respond directly to this citizen's questions, statements, or concerns
Instruction Note: N/A
General Notes: N/A
CC: OCIR - Office of Congressional and Intergovernmental Relations
OEAAE - Office of External Affairs and Environmental Education
OP - Office of Policy
R4 - Region 4 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 28, 2011	Aug 11, 2011	N/A
	Instruction: DX-Respond directly to this citizen's questions, statements, or concerns				
Sabrina Hamilton	OAR	OAR-OTAQ	Jul 28, 2011	Aug 8, 2011	N/A
	Instruction: OAR - Prepare response for the signature of Gina McCarthy, Assistant Administrator for the Office of Air and Radiation (OAR).				

Supporting Information

Supporting Author: N/A



611 Commerce Street, Suite 3030
Nashville, TN 37203-3742
615-256-5141 Telephone
615-256-6726 Fax
www.tnchamber.org

OFFICE OF THE
EXECUTIVE SECRETARIAT

2011 JUL 27 PM 4:03

RECORDED

21 July 2011

The Honorable Ray LaHood
Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20004

Dear Secretary LaHood and Administrator Jackson:

Americans today are concerned about jobs, the economy and energy security. At the Tennessee Chamber of Commerce & Industry, we focus on proactive policies to address these critical issues and to grow Tennessee toward a more secure future. Transportation is a critical component of our economic vitality. Because both of your agencies are now developing national fuel economy standards for 2017-2025, we would like to share our thoughts with you.

Safe, efficient and reliable transportation impacts each individual, family and business in Tennessee. Jobs in Tennessee are tied to cost effective transportation. With the recent increase in gas prices and turmoil in the Middle East, reducing fuel use and dependence on foreign oil are on all our minds. We support your efforts to improve fuel economy by laying out a long-term program, but encourage you to carefully consider a balanced and thoughtful approach.

We encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs. NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40 percent to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. We recognize, however, that overreaching regulations can place a significant cost burden on individuals, families and businesses in our state.

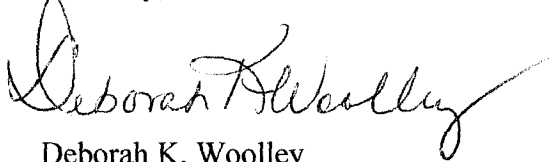
It is important that standards for 2017-2025 support a broad range of consumer needs in terms of both utility and function. Americans need a range of vehicles to meet their family and business needs. Large families require automobiles with sufficient passenger space, including room for multiple child-safety seats in the back. Small businesses need vans and utility vehicles

to conduct commerce. Agriculture depends on pick-up trucks, as do the construction industry and local trades.

Our state's companies all share the need for affordable transportation. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in more expensive vehicles, many of our region's consumers can be expected to hold on to their older vehicles longer and defer buying a new car, which could put jobs across the country at risk and delay compliance with federal air quality standards. Affordability, customer choice and job preservation is as much a priority as is raising fuel economy.

At the Tennessee Chamber, we think regularly about ways to promote job creation and economic security for our region. We encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability and the economic concerns that weigh on our nation's fragile recovery. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, reading "Deborah K. Woolley". The signature is fluid and cursive, with a large initial "D" and a long, sweeping underline.

Deborah K. Woolley
President



Correspondence Management System

Control Number: AX-11-001-2631

Printing Date: July 28, 2011 04:32:20



Citizen Information

Citizen/Originator: Huffman, Laura

Organization: The Nature Conservancy
Address: 318 Congress Avenue, Austin, TX 78701

Constituent: N/A

Committee: N/A **Sub-Committee:** N/A

Control Information

Control Number: AX-11-001-2631 **Alternate Number:** N/A
Status: For Your Information **Closed Date:** N/A
Due Date: N/A **# of Extensions:** 0
Letter Date: Jul 22, 2011 **Received Date:** Jul 28, 2011
Addressee: AD-Administrator **Addressee Org:** EPA
Contact Type: LTR (Letter) **Priority Code:** Normal
Signature: SNR-Signature Not Required **Signature Date:** N/A
File Code: 401_127_a General Correspondence Files Record copy
Subject: DRF - Water Stewardship Valuation
Instructions: For Your Information -- No action required
Instruction Note: N/A
General Notes: N/A
CC: OEAE - Office of External Affairs and Environmental Education
OW - Office of Water -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
No Record Found.					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
(b) (6) Personal Privacy	OEX	R6	Jul 28, 2011

History

Action By	Office	Action	Date
(b) (6) Personal Privacy	OEX	Forward control to R6	Jul 28, 2011

Comments

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OFFICE OF THE
EXECUTIVE SECRETARY

July 22, 2011

Ms. Lisa Jackson, EPA Administrator
Environmental Protection Agency
Ariel Rios Building
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Dear Administrator Jackson:

Anyone who comes to Texas in the heat of the summer deserves a very hearty thank you. Please know how much we appreciate the opportunity to have an open discussion with you about the important land, air and water issues facing both Texas and the country. We are working very hard to find ways to make sure the state's natural resources are protected in light of our population nearly doubling over the next several decades. It is no small task, but it will be our legacy one way or the other.

I want to share with you a significant piece of good news that emerged from the State Legislature this past session. We have created a Water Stewardship exemption which will allow private landowners to retain their agricultural tax exemption in exchange for protecting water quality on their private land. Not only does this create a new tool in the protection toolbox—it recognizes the land and water protection connection. This bill passed unanimously in every committee and on both floors of the legislature. Voters will be asked to authorize this in November 2011 and we are confident there will be strong support for this important initiative.

This represents model legislation that could be replicated all over the country. I hope you find this as interesting as we do! Also, I would be remiss if I did not suggest that you contact Ms. Jeanne Goka, Principal at the Ann Richards School for Young Women Leaders at 512.414.3236 or via e-mail jgoka@austinisd.org. This would be a perfect opportunity to engage with a younger audience the next time you are in town.

Best,


Laura Huffman
Texas State Director



Water Stewardship Valuation

SB 449/SJR 16 by Estes, Watson and Seliger

Currently, landowners can qualify for several property tax valuation options based on land management practices. One of the more commonly used options is the open space valuation option, commonly referred to as the "agricultural exemption." While generally called an "exemption," this valuation methodology does not exempt property from taxation. Instead, it simply allows the land to be appraised based on its use for agricultural or open space, which is generally a lower value than an appraisal for highest and best use. This usually results in lower property taxes for the landowner.

Among the many activities that fit the definition of agricultural use for the purpose of the open space valuation is wildlife management. Wildlife management was added to the definition of agricultural use, in part, to solve the problem of property owners over-grazing their property in order to maintain an open space valuation. As a compromise to appraisal districts, landowners must already qualify to obtain an open space appraisal at the time they add wildlife management as a land use. This made the addition of wildlife management as an eligible land use, "revenue neutral" to taxing entities.

SB 449 and SJR 16 and their companions would create a water stewardship valuation option in statute similar to the wildlife management valuation option. Just like with wildlife management, the water stewardship valuation would flow through the open space valuation first, thereby making it revenue neutral. Essentially, it will give landowners another tool in the tool box to better manage their property and incentivize doing so in a way that is not cost prohibitive. This will help protect valuable open space land in Texas and keep family lands intact while also protecting water resources and advancing the State Water Plan.

Here are the 7 activities that make up the statutory definition of wildlife management. To qualify, a landowner must do 3 and submit a plan to the appraisal district if requested.

- A. *habitat control;*
- B. *erosion control;*
- C. *predator control;*
- D. *providing supplemental supplies of water;*
- E. *providing supplemental supplies of food;*
- F. *providing shelters; and*

G. making census counts to determine population.

The Water Stewardship valuation option that would be added to statute by SB 449/HB 1733 would include the following criteria (again with the idea being that a landowner picks 3 to qualify):

- A. erosion control;*
- B. habitat stewardship benefiting water quality or conservation;*
- C. restoration of native aquatic and riparian animal and plant species;*
- D. reductions in domestic and livestock water uses;*
- E. riparian and wetland habitat and buffer restoration and protection;*
- F. allowance of groundwater and surface water monitoring for data collection purposes in accordance with state water planning or groundwater management area planning;*
- G. invasive aquatic plant and animal control*
- H. donation of water rights to the Texas Water Trust; and*
- I. amendment of a water right to dedicate all or part of the right to environmental purposes*

In addition, the law would establish that the State Soil and Water Conservation Board, with the assistance of the Comptroller and local Chief Appraisers, will develop standards for determining whether land qualifies under these provisions and that the Comptroller will adopt these standards by rule, similar to what was done for the wildlife valuation option.