



Unified Government of
Wyandotte County/Kansas City, Kansas

Joseph F. Reardon, Mayor/CEO

2011 JUL 26 PM 3:23
OFFICE OF THE
EXECUTIVE SECRETARIAT
RECEIVED

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

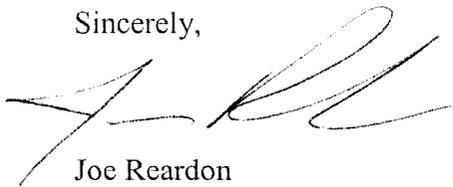
businesses to meet their transportation needs without sacrificing affordability, safety or jobs. NHTSA and EPA have already set strong standards for 2012-2016 that raise the fleet average by 40% to 35 miles per gallon. Looking forward, technology improvements should continue to support increases in fuel 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". The signature is fluid and cursive, with a large initial "J" and "R".

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: OEAE - 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

RECEIVED
 2011 JUL 26 PM 3:23
 OFFICE OF THE
 EXECUTIVE SECRETARAT

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



PHONE 801-328-1601
FAX 801-531-1872
WWW.ULC.T.ORG

OFFICERS

PRESIDENT
MIKE WINDSOR

COUNCIL MEMBER, WEST VALLEY CITY

1ST VICE PRESIDENT

SCOTT HARELITSON

MAYOR, FARMINGTON

2ND VICE PRESIDENT

CARLTON CHRISTENSEN

COUNCIL MEMBER, SALT LAKE CITY

IMMEDIATE PAST PRESIDENT

STEVE FAIRBANKS

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CANDACE ERIKSSON

COUNCIL MEMBER, PARK CITY

RICHARD HARRIS

MAYOR, NORTH OGDEN

MEJESA JOHNSON

MAYOR, WEST JORDAN

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COUNCIL MEMBER, HOLLADAY

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UTAH CITY MANAGEMENT ASSOC.

PRESIDENT

STEPHANIE CAPPELLO, MALLADY

UTAH MUNICIPAL GOVERNANCE ASSOC.

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MAYOR, MIDVALE

EXECUTIVE DIRECTOR

KENNETH H. BULLOCK

OVER 100 YEARS OF SERVICE TO UTAH'S MUNICIPALITIES

MEMBER NATIONAL LEAGUE OF CITIES

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



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", written over a horizontal line.

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
 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) (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: 908-835-8570
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.

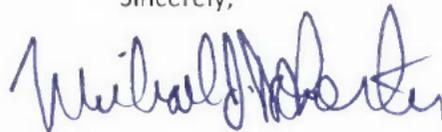
Secretary Ray LaHood
Administrator Lisa Jackson
July 20, 2011
Page 2

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 a 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



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

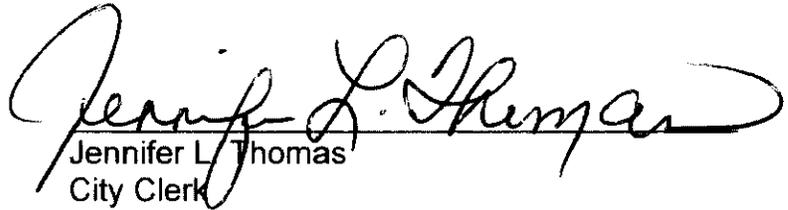
RECEIVED
2011 JUL 27 AM 7:19
OFFICE OF THE
EXECUTIVE SECRETARIAT

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.

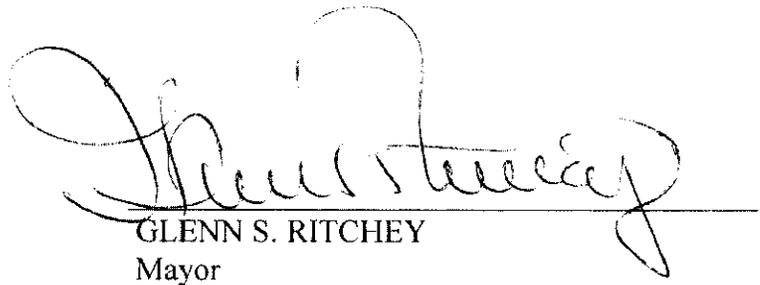
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DAYTONA BEACH, FLORIDA:

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.

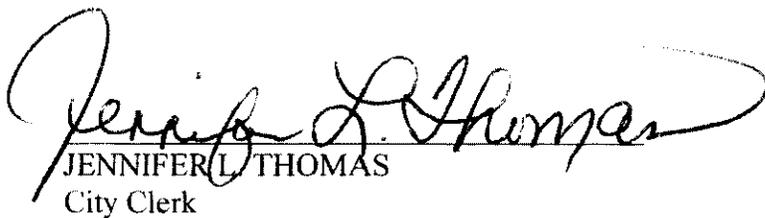
SECTION 2. The City Clerk is hereby directed to forward a certified copy of this Resolution to United States Environmental Protection Agency Administrator Lisa Jackson, Governor Rick Scott, State Senate President Michael Haridopolos, Speaker of the House of Representative Dean Cannon, the Florida Congressional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



**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.

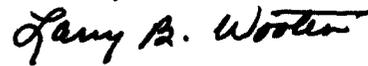
It is expected that any excessive change in the fuel economy standards will cause automakers to decrease the production and increase the price of powerful trucks in their fleets. Such a result

*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 style with a horizontal line extending from the end of the name.

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) (6) 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

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



CITY OF DETROIT
MAYOR'S OFFICE

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:

RECEIVED
2011 JUL 27 AM 11:09
OFFICE OF THE
EXECUTIVE SECRETARY

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.

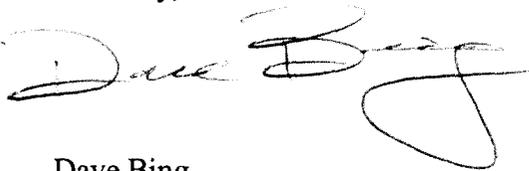
It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Americans need a range of vehicles to meet their family and business needs. Large families require automobiles with sufficient passenger space, including room for multiple child-safety 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 black ink, appearing to read "Dave Bing". The signature is fluid and cursive, with a large loop at the end.

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) 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

SOUTH CAROLINA CHAMBER OF COMMERCE

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.scchamber.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.", written in a cursive style.

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) Privacy	OEX	OEAEE	Jul 27, 2011

History

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

July 21, 2011

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

RECEIVED
2011 JUL 27 AM 7:20
OFFICE OF THE
EXECUTIVE SECRETARIAT

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) 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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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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- 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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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

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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

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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

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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

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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.

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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) Privacy	OEX	OAR	Jul 27, 2011
Sabrina Hamilton	OAR	OAR-ORIA	Jul 27, 2011

History

Action By	Office	Action	Date
(b) (6) 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.

- o 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.
- o 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,



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

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: FAX (Facsimile)

Priority Code: Normal

Signature: SNR-Signature Not Required

Signature Date: N/A

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

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) Privacy	OEX	OARM	Jul 27, 2011

History

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

Comments



The Director

UNITED STATES OFFICE OF PERSONNEL MANAGEMENT

Washington, DC 20415

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MEMORANDUM FOR HEADS OF EXECUTIVE DEPARTMENTS AND AGENCIES

FROM: JOHN BERRY
DIRECTOR 

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