

Secretary LaHood and Administrator Jackson

July 8, 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.

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 rising fuel economy.

As County Executive, I think every day about job creation and security for my county. 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.

Very truly yours,



Kevin Kamenetz
County Executive

cc: Honorable Barbara A. Mikulski
Honorable Benjamin Cardin
Honorable C.A. "Dutch" Ruppberger, 2nd District
Honorable John Sarbanes, 3rd District
Honorable Elijah E. Cummings, 7th District



DAILY READING FILE

Chamber of Commerce

Your Business Advocate Since 1931

RECEIVED

2011 JUL 18 PM 12:26

OFFICE OF THE
EXECUTIVE SECRETARIAT

July 11, 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 Montana Chamber of Commerce is focused on pro-active policies to address these critical issues and grow Montana and the Northwest region 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 my city. Jobs in Montana and the Northwest region 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 Montana.

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.

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 Montana Chamber of Commerce, 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 that reads "Webb Scott Brown". The signature is written in a cursive, flowing style.

Webb Scott Brown
President/CEO
Montana Chamber of Commerce
(406) 442-2405



Correspondence Management System

Control Number: AX-11-001-1475

Printing Date: July 18, 2011 02:58:39



Citizen Information

Citizen/Originator: Caswell, Bruce

Organization: The Senate, State of Michigan
Address: P.O. Box 30036, Lansing, MI 48909-7536

Constituent: N/A

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

Control Information

Control Number: AX-11-001-1475 Alternate Number: N/A
Status: Pending Closed Date: N/A
Due Date: Aug 1, 2011 # of Extensions: 0
Letter Date: Jul 12, 2011 Received Date: Jul 18, 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 write today to you to express my concerns about the impact of the proposed Hazardous Air Pollutants rule (HAP) on the citizens I serve. I have concerns about the cost of implementation of the HAP rule, a cost that customers will ultimately bear.

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
OEAEE - 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 18, 2011	Aug 1, 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.			



THE SENATE
STATE OF MICHIGAN

RECEIVED
2011 JUL 18 PM 12:26
OFFICE OF THE
EXECUTIVE SECRETARIAT

BRUCE CASWELL

16TH DISTRICT

P.O. BOX 30036

LANSING, MI 48909-7536

PHONE: (517) 373-5932

FAX: (517) 373-5944

senbcaswell@senate.michigan.gov

July 12, 2011

The Honorable Lisa Jackson
Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Dear Miss Jackson:

I represent the 16th Michigan State Senate district, an area serviced in part by Indiana Michigan Power. I write today to you to express my concerns about the impact of the proposed Hazardous Air Pollutants rule (HAP) on the citizens I serve.

I have concerns about the cost of implementation of the HAP rule, a cost that customers will ultimately bear. I understand that the parent company of Indiana Michigan Power, American Electric Power, has announced that under the proposed HAP rule it would need to raise its rates to comply with the rule. The economic recession has hit the district I serve very hard and increases in the cost of living for my constituents under this proposed rule would further exacerbate the slow recovery in our state. I implore you to reconsider this proposed rule and implement a compliance plan that will allow the utilities to continue operating their coal-fired plants without requiring additional stipulations that will raise rates by a sizable amount.

The Environmental Protection Agency (EPA) attributes the assumed health benefits under the HAP rule to an assumed reduction in emissions of substances other than hazardous air pollutants. However, air quality modeling submitted to the EPA by the Midwest Ozone Group demonstrates that reductions already made in order to comply with the Clean Air Interstate rule will meet the air quality standards for fine particulates without the HAP rule. Implementing a rule that will cost consumers billions in higher electricity rates, but which does not reduce pollutants because other actions have already done the work makes no sense and does nothing to protect public health.

I strongly urge you to reconsider the proposed Hazardous Air Pollutants rule and the negative impact it will have on the hardworking men and women of Michigan and the entire country that cannot afford an additional drain on their pocketbooks because of overregulation by the federal government.

Sincerely,

BRUCE CASWELL
State Senator
District 16



Correspondence Management System

Control Number: AX-11-001-1476

Printing Date: July 18, 2011 04:34:13



Citizen Information

Citizen/Originator: **Briccetti, Heather C**

Organization: The Business Council of New York State
Address: 152 Washington Avenue, Albany, NY 12210-2289

Constituent: N/A

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

Control Information

Control Number: AX-11-001-1476 Alternate Number: N/A
 Status: Pending Closed Date: N/A
 Due Date: Aug 2, 2011 # of Extensions: 0
 Letter Date: Jul 11, 2011 Received Date: Jul 18, 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 - Proposed increases in the national corporate average fuel economy (CAFE) standards
 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
 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 18, 2011	Aug 2, 2011	N/A
Instruction: N/A					

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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DAILY READING FILE



The
Business
Council

HEATHER C. BRICCETTI
Acting - President & CEO

July 11, 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 18 PM 12:26
OFFICE OF THE
EXECUTIVE SECRETARIAT

Dear Secretary LaHood and Administrator Jackson:

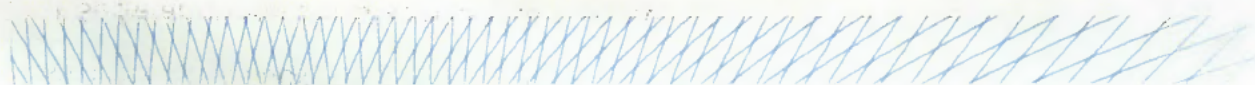
I am writing on the issue of proposed increases in the national corporate average fuel economy (CAFE) standards. The Business Council is New York's largest statewide employer association, representing nearly 3,000 private sector employers in all industrial categories, including auto manufacturers and suppliers.

The Business Council focuses its advocacy efforts on issues that impact New York State economic climate and performance, primarily at the state level, but we also engage on significant federal issues as well.

We are closely following developments regarding the Obama Administration's anticipated proposal for increasing fuel economy standards for the years 2017-2025 to 56.2 mpg. This would closely follow the recently adopted 35 mpg CAFE standard applicable for the 2016 model year, a 40 percent increase over prior standards.

At a time when New York's, and the nation's, manufacturing sector continue to face significant competitive pressures, we believe that all new regulatory mandates need to be carefully evaluated for adverse economic impacts. Manufacturing is still vitally important to New York's economy, especially in upstate. However, in just the last ten years (2000 to 2010), vehicle manufacturing employment in New York fell by almost half, from 45,000 jobs to about 23,000, with an annual loss of more than \$1 billion in private sector payroll.

Significant increases in CAFE standards will require billions in research and capital investments, and could have widespread impacts on the U.S. and state-level economies.



Therefore, it is critical that negotiations on new CAFE standards consider economic as well as environmental impacts. Economic impacts include direct impacts on the domestic vehicle industry, as well as the impact that restricted vehicle choices, and increased vehicle costs, will have on business and individual vehicle usage.

Looking forward, technology improvements should continue to support increases in fuel economy and greenhouse gas standards. However, excessive regulatory requirements could have a wide range of adverse impacts on costs, availability of vehicles, vehicle safety and other factors.

As you work toward a September timetable for proposing new standards, we urge you to work cooperatively with the automotive industry, and to carefully evaluate the direct and indirect economic impact of competing proposals, as well as the diverse vehicle needs of individuals and business.

Sincerely,

A handwritten signature in black ink, appearing to read "William C. Brantley". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.



Correspondence Management System

Control Number: AX-11-001-1477

Printing Date: July 18, 2011 03:05:14



Citizen Information

Citizen/Originator: Seybold, Wayne W.

Organization: The Town of Marion (Indiana)
Address: 301 South Branson Street, Marion, IN 46952

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-1477 Alternate Number: N/A
 Status: Pending Closed Date: N/A
 Due Date: Aug 1, 2011 # of Extensions: 0
 Letter Date: Jul 8, 2011 Received Date: Jul 18, 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 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) (7) - Personal Privacy	OEX	OAR	Jul 18, 2011	Aug 1, 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.			

Make It **DAILY READING FILE**
Marion!
I N D I A N A

RECEIVED
2011 JUL 18 PM 12:26

OFFICE OF THE
EXECUTIVE SECRETARIAT

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 Marion, Indiana, 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 Marion, Indiana 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.

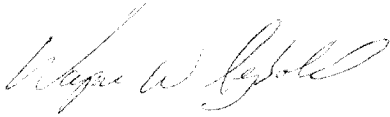
It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Americans need a range of vehicles to meet their family and business needs. Large families require automobiles with sufficient passenger space, including room for multiple child-safety 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. Agriculture and construction 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 cursive script, appearing to read "Wayne W. Seybold".

Wayne W. Seybold
Mayor

DEAN DEPIERO
MAYOR



DAILY READING FILE

6611 Ridge Road
Parma, Ohio 44129

RECORDED
2011 JUL 18 PM 12: 26
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. As the Mayor of Parma, Ohio's seventh largest city, 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 manufacturing, the auto industry, the graphite industry, 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.

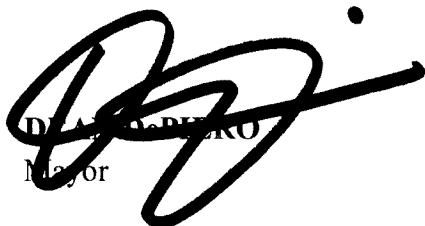
I encourage NHTSA and EPA to adopt a single, national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs. NHTSA and EPA have already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



DENNIS D. PUERKO
Mayor

cc: Congressman Dennis Kucinich



Correspondence Management System

Control Number: AX-11-001-1480

Printing Date: July 18, 2011 03:10:35



Citizen Information

Citizen/Originator: Hullet, Kelvin L

Organization: Bismarck-Mandan Chamber of Commerce
Address: P.O. Box 1675, Bismarck, ND 58502

Constituent: N/A

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

Control Information

Control Number: AX-11-001-1480 **Alternate Number:** N/A
Status: Pending **Closed Date:** N/A
Due Date: Aug 1, 2011 **# of Extensions:** 0
Letter Date: Jul 8, 2011 **Received Date:** Jul 18, 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 the choices for families, farms 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
R8 - Region 8 -- Immediate Office

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (7) - Personal Privacy	OEX	OAR	Jul 18, 2011	Aug 1, 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.			

RECEIVED
2011 JUL 18 PM 12:26

OFFICE OF THE
EXECUTIVE SECRETARIAT

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. The Bismarck-Mandan Chamber of Commerce represents 1,200 businesses with 43,000 employees in our community. Our organization is focused on proactive policies to address these critical issues and improving North Dakota's economy and maintaining a strong energy and transportation industry. In a rural state, transportation is a critical component of our economic vitality. Given that your agencies are now developing national fuel economy standards for 2017-2025, we wanted to provide input on the proposals.

Safe, efficient and reliable transportation impacts each individual, family, business and farmer/rancher in our state. In our state, our businesses are watching the recent increase in gas prices and turmoil in the Middle East with great concern. We agree with the concept of reducing fuel use and specifically dependence on foreign oil. Your efforts to improve fuel economy by laying out a long-term program are commendable. However, we 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, farms 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, overreaching regulations can place a significant cost burden on individuals, families, farms, businesses and ultimately the economy in North Dakota.



www.bismarckmandan.com

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. In North Dakota, our weather and large geographical areas require a different capacity than Americans that live in more urban areas. Large families require automobiles with sufficient passenger space, including room for multiple child-safety seats. Small businesses need vans and utility vehicles; agriculture depends on pickups, 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 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 the fuel economy standards.

As Bismarck-Mandan Chamber of Commerce, we think every day about ways to promote job creation and security for our region, 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,

Kevin Hullet, President
Bismarck-Mandan Chamber

Cc: The Honorable Kent Conrad
The Honorable John Hoeven
The Honorable Rick Berg



Correspondence Management System

Control Number: AX-11-001-1467

Printing Date: July 18, 2011 04:57:59



Citizen Information

Citizen/Originator: Geraets, Ruth

Organization: Sisters of the Presentation of the Blessed Virgin Mary
Address: 1500 North Second Street, Aberdeen, SD 57401-1238

Donelan, Pam

Organization: Sisters of the Presentation of the Blessed Virgin Mary
Address: 1500 North Second Street, Aberdeen, SD 57401-1238

Kelley, Verna

Organization: Sisters of the Presentation of the Blessed Virgin Mary
Address: 1500 North Second Street, Aberdeen, SD 57401-1238

Washtoak, Helen Jean

Organization: Sisters of the Presentation of the Blessed Virgin Mary
Address: 1500 North Second Street, Aberdeen, SD 57401-1238

Geraets, Mary Lou

Organization: Sisters of the Presentation of the Blessed Virgin Mary
Address: 1500 North Second Street, Aberdeen, SD 57401-1238

Kennedy, Abbie

Organization: Sisters of the Presentation of the Blessed Virgin Mary
Address: 1500 North Second Street, Aberdeen, SD 57401-1238

Joyce, Sabina

Organization: Sisters of the Presentation of the Blessed Virgin Mary
Address: 1500 North Second Street, Aberdeen, SD 57401-1238

Dunn, Marilyn

Organization: Sisters of the Presentation of the Blessed Virgin Mary
Address: 1500 North Second Street, Aberdeen, SD 57401-1238

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-1467

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 2, 2011

of Extensions: 0

Letter Date: Jul 5, 2011

Received Date: Jul 18, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: AD-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 - Encourage the Administrator to ask that the persons chosen to represent the US at the Earth Summit hold sacred all three parts of what constitutes a green economy as defined by the World Resources Institute: "A Green Economy promotes a triple bottom line; sustaining and advancing economic, environmental and social well-being."

Instructions: AD-Prepare draft response for the Administrator's signature

Instruction Note: N/A



Correspondence Management System

Control Number: AX-11-001-1467

Printing Date: July 18, 2011 04:57:59



General Notes: N/A
CC: OEAE - 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
(b) (6) Personal Privacy	OEX	OITA	Jul 18, 2011	Aug 2, 2011	N/A
Instruction: AD-Prepare draft response for the Administrator's signature					

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 OITA as lead office	Jul 18, 2011

Comments

Commentator	Comment	Date
No Record Found.		



Sisters of the Presentation
of the Blessed Virgin Mary

In Joyful Service

Lisa P. Jackson, Administrator
Environmental Protection Agency
Ariel Rios Building
Washington, DC 20460

RECEIVED

2011 JUL 18 PM 12:27

OFFICE OF THE
EXECUTIVE SECRETARIAT

July 5, 2011

Twenty years ago leaders from many nations met in Rio de Janeiro, Brazil to discuss impending climate change and concerns of biodiversity. This gathering became known as the Earth Summit and a United Nations Commission on Sustainable Development was created to monitor and report on the agreements reached at that meeting. Since then there have been several international gatherings, including one in 1997 at the United Nations General Assembly, concerned about the challenges laid out in the Earth Summit. In September of 2007 the president of Brazil suggested that a follow up summit meeting be held in 2012 and this has been termed the Rio + 20 gathering.

The International Presentation Association, whose members are currently ministering on all five continents have agreed to become active in the preparations for this historic gathering. At our own international assembly in India in 2007 we chose as our common direction for mission: "We will address the root causes of poverty especially by confronting personal and corporate greed." This goal connects directly with the two themes of Rio + 20: "A green economy in the context of sustainable development and poverty eradication," and "The international structures to promote sustainable development."

I am writing to you to encourage you to use your influence as Environmental Protection Agency Administrator to ask that the persons chosen to represent the United States at the Summit hold sacred all three parts of what constitutes a green economy as defined by the World Resources Institute: "A Green Economy promotes a triple bottom line; sustaining and advancing economic, environmental and social well-being." As a member of a religious congregation of women, I am very concerned that whoever represents the United States will keep these three goals in mind, especially as they impact women and children and those made poor throughout the world.

Thank you for your consideration of this matter and I will convey any response you have to our NGO representative at the United Nations.

Sincerely,

Sister Ruth Geracts

Sister Pam Donelan

Sister Verna Kelley

Sr. Helen Jean Washoak

Sr. Mary Lou Geracts

Sister Abbie Kennedy

Sister Sabina Joyce

Sr. Doreen Guttenberg

Sr. Annyia Kennedy

Sr. Marilyn Dunn

1500 NORTH SECOND STREET • ABERDEEN, SOUTH DAKOTA 57401-1238

PHONE: (605) 225-0420 FAX: (605) 229-8442

www.presentationisters.org

8563



Paul A. Yost

Vice President

Energy and Resources Policy

July 15, 2011

The Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
Washington, DC 20590

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

Dear Secretary LaHood and Administrator Jackson:

On behalf of the National Association of Manufacturers (NAM), I am writing to express our interest in the development of national fuel economy standards for 2017-2025. Manufacturers are and will continue to be highly engaged in transportation issues. The NAM wants to be sure that future fuel economy standards are reasonable and achievable.

By way of background, the NAM is the largest manufacturing association in the United States, representing over 11,000 small, medium and large manufacturers in all 50 states. We are the leading voice in Washington, D.C., for the manufacturing economy, which provides millions of high-wage jobs in the U.S. and generates more than \$1.6 trillion in GDP. In addition, two-thirds of our members are small businesses, which serve as the engine for job growth. Our mission is to enhance the competitiveness of manufacturers and improve American living standards by shaping a legislative and regulatory environment conducive to U.S. economic growth.

The U.S. Department of Transportation (DOT) and the Environmental Protection Agency (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, it is important to point out that overreaching regulations can and do place a significant cost burden on manufacturers, businesses, families and individuals. We are concerned that the agencies are developing national fuel economy standards for 2017-2025 that are simply unattainable. Unattainable standards will be devastating to the economy and job creation. Such standards will cost jobs, significantly increase vehicle prices, limit vehicle choice and increase the cost of doing business in this country. We strongly encourage the DOT and the 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.

Safe, efficient and reliable transportation impacts every manufacturer in the country. We support your efforts to improve fuel economy by laying out a long-term program. However, we think it is imperative that the agencies take a balanced, practical and thoughtful approach.

It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. As the engine of our economy, manufacturers, in particular, depend

Leading Innovation. Creating Opportunity. Pursuing Progress.

on a wide range of affordable vehicles to carry out day-to-day business needs. 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. The wrong standard will have a considerable negative impact on the automobile industry-- an industry that has recently shown great ingenuity and fortitude in overcoming significant challenges. Affordability, customer choice and job preservation should be as much a priority as increased fuel economy.

Finally, we are concerned that DOT (NHTSA) and EPA are planning to set standards 6 to 14 years into the future that involve a variety of factors with uncertain futures. For instance, the agencies would be forecasting future technology development, future gas prices, future consumer demand, and the overall economic climate more than a decade from now. With so many uncertain variables in play, it is extremely important that the agencies plan now to conduct a rigorous review of the future standards at a midway point, and revise the 2022-2025 standards as appropriate to ensure they are cost-effective.

Manufacturers think every day about ways to promote job creation and security in our country. 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 'Paul A. Yost', with a long horizontal stroke extending to the right.

Paul A. Yost
Vice President
Energy and Resources Policy

cc: Ron Bloom, Assistant to the President for Manufacturing Policy
Gary Guzy, Deputy Director, Council of Environmental Quality
Heather Zichal, Deputy Assistant to the President for Energy and Climate Change



Correspondence Management System

Control Number: AX-11-001-1503

Printing Date: July 19, 2011 03:32:43



Citizen Information

Citizen/Originator: Slunaker, Rick

Organization: Washington construction Industry Council
Address: 1063 Capitol Way South, Olympia, WA 98501

Constituent: N/A

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

Control Information

Control Number: AX-11-001-1503 Alternate Number: N/A
 Status: For Your Information Closed Date: N/A
 Due Date: N/A # of Extensions: 0
 Letter Date: Jul 15, 2011 Received Date: Jul 18, 2011
 Addressee: AD-Administrator Addressee Org: EPA
 Contact Type: LTR (Letter) Priority Code: Normal
 Signature: N/A Signature Date: N/A
 File Code: 401_127_a General Correspondence Files Record copy
 Subject: Daily Reading File-Comments on proposed national fuel economy standards for 2017-2025.
 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
 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
No Record Found.					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
(b) (6) Personal Privacy	OEX	OAR	Jul 19, 2011
Gloria Hammond	OAR	OAR-OTAQ	Jul 19, 2011

History

Action By	Office	Action	Date
(b) (6) Personal Privacy	OEX	Forward control to OAR	Jul 19, 2011
Gloria Hammond	OAR	Forwarded control to OAR-OTAQ	Jul 19, 2011

WASHINGTON CONSTRUCTION INDUSTRY COUNCIL (WCIC)

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:


The Washington Construction Industry Council (WCIC) recently learned that your agencies are developing new national fuel economy standards for 2017-2025. As an umbrella organization comprised of 17 statewide construction-industry trade associations, we feel compelled to share our views with you.

The construction industry in Washington State has been struggling to recover since the recession hit and, not unlike many other parts of the country, most of these companies are doing everything they can to remain in business. Any new regulatory scheme that increases costs will have very negative consequences for the economy and could result in large job losses.

We support a single, national fuel economy standard that takes into consideration the country's need for increased fuel economy while preserving choice and affordability for construction businesses. Contractors, plumbers, electricians, and many construction workers depend on access to a variety of transportation vehicles to move materials, equipment and personnel as they build thriving communities and keep up with infrastructure needs. It is critical that these businesses have access to the vehicles they need at an affordable price. Fuel economy standards that are too aggressive will raise the cost of vehicles and further erode an already weak economic recovery.

The EPA and NHTSA have already set standards for 2012-2016 that raise the fleet average by 40% to 35 miles per gallon. It is clear that these standards and improvements in technology will go a long way toward increasing fuel economy and reducing greenhouse gas emissions. New standards for 2017-2025 that are overreaching could be devastating to a fragile construction industry and the economy as a whole. We strongly encourage the adoption of national standards that carefully balance these factors without sacrificing affordability or jobs.

Sincerely,


Rick Sluhaker
President

American Council of Engineering Companies of Washington | American Institute of Architects | American Subcontractors Association, Northwest Chapter | Associated Builders & Contractors, Inland Pacific Chapter | Associated Builders & Contractors of Western Washington | Associated General Contractors of Washington | Building Industry Association of Washington | Contractors Bonding & Insurance Co. | Inland Northwest Associated General Contractors | Masonry Institute of Washington | Master Builders Association of King & Snohomish Counties | National Assn. of Industrial & Office Properties, Washington State Chapter | Utility Contractors Association of Washington | Washington Aggregates & Concrete Association | Washington Asphalt Pavement Association | Washington REALTORS | Washington State Conference of Mason Contractors

1063 Capitol Way S, Ste. 218 | Olympia, WA | 98501



Correspondence Management System

Control Number: AX-11-001-1505

Printing Date: July 19, 2011 03:27:32



Citizen Information

Citizen/Originator: Fouts, James R.

Organization: Office of the Mayor

Address: One City Square, Warren, MI 48093-6726

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-1505

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 2, 2011

of Extensions: 0

Letter Date: Jul 15, 2011

Received Date: Jul 19, 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-Comments on proposed national fuel economy standards for 2017-2025.

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
OEAEE - 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 19, 2011	Aug 2, 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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James R. Fouts - Mayor

OFFICE OF THE MAYOR

ONE CITY SQUARE, SUITE 215
WARREN, MI 48093-6726
(586) 574-4520
www.cityofwarren.org

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 Warren, 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 manufacturing 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.

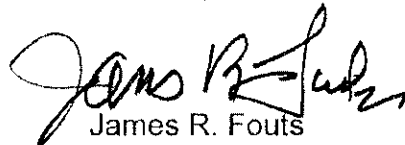
I encourage NHTSA and EPA to adopt a single national fuel economy standard that considers America's needs for increased fuel economy while preserving the choices for families and businesses to meet their transportation needs without sacrificing affordability, safety, or jobs. NHTSA and EPA have already 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 pick-up, as do the construction industry and local trades. Retail business 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 the 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 rising fuel economy.

As Warren 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 between 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,



James R. Fouts
Mayor of Warren

DAILY READING FILE

7/18



State Representative Nan A. Baker
District 16

July 13, 2011

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

Dear Administrator Jackson;

As a resident of Cuyahoga County and its representative in the Ohio legislature, I feel it would be very unfair for the Environmental Protection Agency to lower the primary ozone standard below the current 75 ppb mark. We face special problems in this region and forcing a "one size fits all" standard on us would decimate our economy.

Former EPA officials have stated their opinion that the natural wind patterns and hot summer weather in northeast Ohio's urban areas make ground level ozone inevitable here. Recent weather history bears this out. We had relatively cool summers in 2008 and 2009, and our ozone levels were better. But last summer we had 15 straight days of hot, humid weather in the Akron-Cleveland area and ozone readings spiked.

We cannot control the weather. Neither can we control the fact that we sit on a major interstate highway system connecting New York and Chicago. In addition to that, air pollutants are blown in from power plants and industrial areas miles away. Obviously, Cuyahoga County can do nothing to alter wind patterns, but under a lowered ozone standard we would be punished for air quality problems that wind creates.

We have done everything possible to clean up our air, and it has improved. Our year-round particle pollution scores have dropped in each of the last several years. Efforts like the E-Check Program and new pollution control requirements have helped. But there is little left that can be done. Lowering the ozone standard below 75 ppb would assure Cuyahoga County of nonattainment status; there is simply no viable way of reducing our ozone levels any further.

Nonattainment would run off prospective employers, making it more difficult for people to find work. Existing businesses would be hurt by nonattainment too, forcing them to spend limited capital on expensive pollution control equipment and preventing them from expanding their operations.

Our state has already lost 345,000 manufacturing jobs over the last decade; an EPA regulatory burden like this would make matters even worse. If lowering the ozone standard results in fewer jobs, workers will have less access to health care. Does that really protect their health?

Committees:

Economic & Small Business Development, Chair
Education
Local Government
Ways and Means

www.house.state.oh.us
77 S. High Street, Columbus, Ohio 43215

Contact Information:

Office: 614-466-0961
Toll-Free: 1-800-282-0253
FAX: 614-719-3998
Email: district16@ohr.state.oh.us

I strongly urge the EPA to rethink this proposal. Cuyahoga County cannot meet a lower ozone standard and subjecting us to this kind of strict regulatory edict would be devastating.

Sincerely,

A handwritten signature in black ink, appearing to read "Nan Baker". The signature is fluid and cursive, with the first name "Nan" being more prominent than the last name "Baker".

Rep. Nan Baker
Ohio House of Representatives, 16th District

CC: Bill Daley, White House Chief of Staff
Valerie Jarrett, White House Office of Public Engagement and Intergovernmental Affairs
John Kasich, Governor
Senator Rob Portman, U.S. Senate
Senator Sherrod Brown, U.S. Senate



Correspondence Management System

Control Number: AX-11-001-1509

Printing Date: July 19, 2011 10:27:40



Citizen Information

Citizen/Originator: Reid, Marilyn

Organization: Greene County Board of Commissioners
Address: 35 Greene Street, Xenia, OH 45385-3101

Constituent: N/A

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

Control Information

Control Number: AX-11-001-1509 Alternate Number: N/A
 Status: Pending Closed Date: N/A
 Due Date: Aug 2, 2011 # of Extensions: 0
 Letter Date: Jul 14, 2011 Received Date: Jul 18, 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 1997 ozone standard of 75 ppb enforce clean air regulations
 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 19, 2011	Aug 2, 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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DAILY READING FILE

7/18

Ms. Jackson:

As a former Ohio state legislator and Greene County Commissioner President, I know the Environmental Protection Agency is well aware that our state is still struggling to meet the 1997 ozone standard of 75 ppb. And yet, now we understand that you are seeking to revise the standard downward to 60-70 ppb. Simply put, any further revision of the current standard is unrealistic at this time and would greatly complicate efforts to achieve attainment.

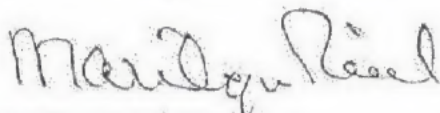
Your proposed changes would deal a crushing blow to communities throughout Ohio and across our nation. The costs of compliance, or attempts at compliance, would have a significant negative impact on economic growth and development and would hamper our communities' ability to attract and promote business, just as it seems that perhaps the worst of the financial crisis is behind us.

It has already been determined that Greene County would violate a 65 ppb standard, and many other marginal areas would be pushed into non-attainment status even at a 70 ppb standard. This attempt at further regulation is ill-conceived at best, raising the bar at the federal level well before states have fully carried out their programs to meet the current standards.

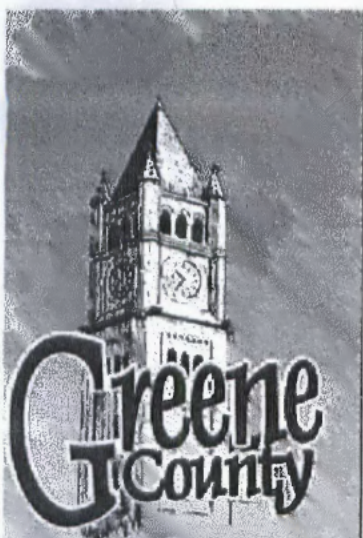
Moreover, this degree of government intrusion into our lives is unwarranted and places undue burdens on Ohioans, much like the recent E-check vehicle emissions program I also fought against. Though we appreciate the EPA's efforts to enforce clean air regulations, repeated revision of the standard sets communities up for failure by continually moving the target.

The increase in production costs associated with further compliance efforts sends out an anti-business message to the nation at large when, instead, we should be looking for ways to facilitate commerce rather than stifle it. The EPA must not move forward with this proposal.

Greene County Commissioner



Marilyn Reid, President

**Board of Commissioners**

Alan G. Anderson
Richard G. Perales
Marilyn J. Reid

35 Greene Street
Xenia, Ohio 45385-3101

Phone: (937) 562-5006
Fax: (937) 562-5331
Administrator: (937) 562-5002
Clerk: (937) 562-5165
Dayton Line: (937) 427-2883
www.co.greene.oh.us



**Board of
Commissioners**

Alan G. Anderson
Richard G. Perales
Marilyn J. Reid

35 Greene Street
Xenia, Ohio 45385-3101

Phone: (607) 562-5006
Fax: (607) 562-5333
Administrator: (607) 562-5002
Clerk: (607) 562-5185
Dayton Line: (937) 427-2883
www.co.greene.oh.us

CC:

Bill Daley, White House Chief of Staff
Valerie Jarrett, White House Office of Public Engagement and
Intergovernmental Affairs
John Kasich, Governor of Ohio
Senator Rob Portman
Senator Sherrod Brown



Correspondence Management System

Control Number: AX-11-001-1511

Printing Date: July 19, 2011 11:22:45



Citizen Information

Citizen/Originator: Rhoten, Kathleen

Organization: House Republican Office
Address: 2 State House Station, Augusta, ME 04333-0002

Curtis, Philip A

Organization: State of Maine House of Representatives
Address: 2 State House Station, Augusta, ME 04333-0002

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-1511 **Alternate Number:** N/A
Status: Pending **Closed Date:** N/A
Due Date: Aug 3, 2011 **# of Extensions:** 0
Letter Date: Jul 14, 2011 **Received Date:** Jul 19, 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 - 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
R1 - Region 1 -- 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 19, 2011	Aug 3, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A



STATE OF MAINE
HOUSE OF REPRESENTATIVES
HOUSE REPUBLICAN OFFICE
AUGUSTA, MAINE 04333-0002

Office: (207) 287-1440
Fax: (207) 287-1449
E-mail: pdcurtis2@hotmail.com

PHILIP A. CURTIS
HOUSE MAJORITY LEADER

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

Dear Secretary LaHood and Administrator Jackson:

As the Majority Leader of the Maine House of Representatives and a highway consultant, I am writing to you about the national fuel economy standards that the National Highway Traffic Safety Administration and Environmental Protection Agency are developing for 2017 to 2025.

Serving in both positions provides me with a clear understanding of the important role that transportation plays in Maine's economy. We are a rural state and rely a great deal on our cars and trucks to keep our families moving and businesses growing. Policies that make transportation more affordable — not more burdensome — are crucial to Maine families and businesses. This is especially true now as so many struggle to survive these tough economic times.

As you focus the attention of your agencies on developing new fuel economy standards, please keep in mind the many Maine people who, along with millions of Americans, live in rural areas and depend on our vehicles to travel each and every day. I ask that you consider adopting a single, national fuel economy standard that allows us to meet our transportation needs without increasing costs and limiting choices for families and businesses. That would be good policy.

I appreciate your time and attention to a matter that is critical to our state — affordable transportation.

Sincerely,

A handwritten signature in cursive script that reads 'Philip A. Curtis'.

Philip A. Curtis
State Representative

c: Honorable Olympia J. Snowe
Honorable Susan M. Collins
Honorable Michael H. Michaud
Honorable Chellie Pingree



Correspondence Management System

Control Number: AX-11-001-1543

Printing Date: July 19, 2011 10:22:21



Citizen Information

Citizen/Originator: Moroski, Joe

Organization: Ashtabula County Commissioners
Address: 25 W. Jefferson Street, Jefferson, OH 44047

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

Control Information

Control Number: AX-11-001-1543 **Alternate Number:** N/A
Status: Pending **Closed Date:** N/A
Due Date: Aug 2, 2011 **# of Extensions:** 0
Letter Date: Jul 14, 2011 **Received Date:** Jul 19, 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: Daily Reading File Concerns regarding proposed revisions to the ozone standards just recently revised in 2008.
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
OEAEE - 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 19, 2011	Aug 2, 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

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

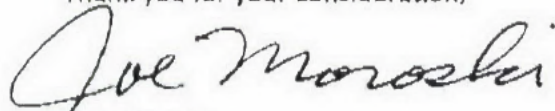
Administrator Jackson,

I am writing today to express concerns regarding proposed revisions to the ozone standards which were just recently revised in 2008. I understand the EPA is set to release new standards in July just three years after the 2008 standards were released.

Further tightening ozone standards when so many counties in Ohio are currently struggling to meet the current levels is just another example of overreaching regulations with no consideration of the impact to local communities such as Ashtabula county. Ohio, like many states, is struggling to recover from the economic downturn. We have seen many businesses close their doors taking with them thousands of jobs that once provided economic stability to our state. If the EPA continues with the push to once again lower ozone standards, the end result will be more hardships for business and industry in our state. Many are barely able to stay afloat and return any measure of a profit as it is without the burden of meeting further federal regulations.

When considering new regulations the EPA must take into consideration the economic impact over the long term these standards will have. I urge you, Administrator Jackson, to please reconsider lowering the ozone standards.

Thank you for your consideration,



Joe Moroski
Ashtabula County Commissioner

CC:

Bill Daley, White House Chief of Staff
Valerie Jarrett, White House Office of Public Engagement and Intergovernmental Affairs
John Kasich, Governor of Ohio
Senator Rob Portman
Senator Sherrod Brown



Correspondence Management System

Control Number: AX-11-001-1544

Printing Date: July 19, 2011 11:24:09



Citizen Information

Citizen/Originator: White, Arnette C

Organization: Executive Office of the President, Office of Management Budget
Address: 725 17th Street, N.W., Washington, DC 20503

Lew, Jacob J

Organization: Executive Office of the President, Office of Management and Budget
Address: 725 17th Street, N.W., Washington, DC 20503

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-1544

Alternate Number: N/A

Status: For Your Information

Closed Date: N/A

Due Date: N/A

of Extensions: 0

Letter Date: Jul 15, 2011

Received Date: Jul 19, 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 - M-11-27 Implementing the Telework Enhancement Act of 2010 Security Guidelines

Instructions: For Your Information -- No action required

Instruction Note: N/A

General Notes: Agency chief officers must identify a technical poc to DHS (FISMA.FNS@dhs.gov) (jl)

CC:
OARM - OARM -- Immediate Office
OCFO - OCFO -- Immediate Office
OEAE - Office of External Affairs and Environmental Education
OHS - Office of Homeland Security
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) Personal Privacy	OEX	OEI	Jul 19, 2011

History




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

THE DIRECTOR

July 15, 2011

M-11-27

MEMORANDUM FOR THE HEADS OF EXECUTIVE DEPARTMENTS AND AGENCIES

FROM: Jacob J. Lew
Director 

SUBJECT: Implementing the Telework Enhancement Act of 2010: Security Guidelines

President Obama signed into law the Telework Enhancement Act of 2010 (the Act; Public Law 111-292) on December 9, 2010, to improve telework across the Federal government. As part of its telework program, each agency must ensure that adequate information and security protections for information and information systems are used while teleworking. This memorandum provides guidelines on security requirements for the implementation of the Act, as required by 5 U.S.C. § 6504(c).

Telework provides multiple benefits for the Federal government, including resource savings, improved sustainability, employee recruitment and retention, as well as supporting the continuity of operations. With the passage of the Act, more Federal workers will soon begin to work from home or at shared government spaces to improve productivity, reduce the overhead costs and real estate footprint of the Federal government, and continue to deliver timely services to the public.

Telework leverages innovative technologies to allow Federal employees to work from any location to improve productivity, assure continuity of operations, and respond to the changing needs of the workforce. Some Federal agencies are testing effective telework models found in the private sector, such as "hoteling" stations. These stations provide laptop connections and can double or triple the number of workers in a work space; this maximizes space, reduces costs, and should be applied government-wide whenever possible.

The Administration has set up central resources across agencies that provide guidance and best practices for effective telework management, implementation, and monitoring.¹ The Office of Personnel Management (OPM) has recently issued a *Guide to Telework in the Federal Government*.² OPM, in collaboration with each agency, will compile and submit an annual report on the telework programs of each agency, beginning with the first report submitted 18 months after enactment of the law (June 2012), and annually thereafter.

¹ <http://www.telework.gov>

² http://www.telework.gov/guidance_and_legislation/telework_guide/telework_guide.pdf

Telework also provides Federal employees the ability to continue working during inclement weather, emergencies, or situations that may disrupt normal operations. However, telework is only as effective as the technologies used to support it, which is why it is critical for agencies to take immediate action to ensure that their employees are properly equipped.

If not properly implemented, telework may introduce new information security vulnerabilities into agency systems and networks. To prevent security incidents, agencies are responsible under the Federal Information Security Management Act of 2002 (FISMA) (Title III, Pub. L. No. 107-347; 44 U.S.C. § 3541-49) to provide protection for information and information systems commensurate with risk. Agencies must continue to follow Office of Management and Budget (OMB) policies, National Institute of Standards and Technology (NIST) standards and guidelines, and Department of Homeland Security (DHS) security reporting requirements. NIST has issued standards and guidelines to assist with the protection of remote devices; agencies should refer to NIST's security telework site for more information (<http://csrc.nist.gov/telework>).

Agencies are expected to implement security telework policies to best suit their unique needs. At a minimum, agency policies must comply with FISMA requirements and address the following:

- controlling access to agency information and information systems;
- protecting agency information (including personally identifiable information) and information systems;
- limiting the introduction of vulnerabilities;
- protecting information systems not under the control of the agency that are used for teleworking;
- safeguarding wireless and other telecommunications capabilities that are used for teleworking; and
- preventing inappropriate use of official time or resources that violates subpart G of the Standards of Ethical Conduct for Employees of the Executive Branch by viewing, downloading, or exchanging pornography, including child pornography.

Agency chief information officers (CIOs) must identify a technical point of contact to DHS (FISMA.FNS@dhs.gov) to aid with the implementation of telework security requirements. This point of contact will serve as a technical manager and must have operational and technical expertise to implement the Act within the agency.

Please direct questions on the security requirements referenced in this memo to the Cybersecurity Performance Management Office, Federal Network Security Branch, DHS at FISMA.FNS@dhs.gov or 703-235-5045. For NIST-policy related questions, please email telework@nist.gov.



Correspondence Management System

Control Number: AX-11-001-1564

Printing Date: July 19, 2011 02:54:47



Citizen Information

Citizen/Originator: Zaelke, Durwood

Organization: Institute for Governance & Sustainable
Address: 2300 Wisconsin Avenue, N.W., Washington, DC 20007

Constituent: N/A

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

Control Information

Control Number: AX-11-001-1564 Alternate Number: N/A
 Status: For Your Information Closed Date: N/A
 Due Date: N/A # of Extensions: 0
 Letter Date: Jul 18, 2011 Received Date: Jul 19, 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 - Thank you for your remarks during INECE's 9th International Conference
 Instructions: For Your Information -- No action required
 Instruction Note: N/A
 General Notes: N/A
 CC: OEAE - Office of External Affairs and Environmental Education
 OITA - Office of International and Tribal Affairs

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	OGC	Jul 19, 2011

History

Action By	Office	Action	Date
(b) (6) Personal Privacy	OEX	Control Created	Jul 19, 2011
(b) (6) Personal Privacy	OEX	Forward control to OECA	Jul 19, 2011
Moneika Small	OECA	Closed control by finished FYI task	Jul 19, 2011
(b) (6) Personal Privacy	OEX	Reopened Control	Jul 19, 2011

INECE

International Network for Environmental Compliance and Enforcement

18 July 2011

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

Dear Administrator Jackson,

On behalf of INECE's Executive Planning Committee, I am writing to express our deepest appreciation to you for the inspiring keynote address during INECE's 9th International Conference on Environmental Compliance and Enforcement, held in Whistler, British Columbia, Canada, on 20-24 June 2011.

Your remarks served as a powerful call to action on international cooperation to participants as the opening remarks to the Conference. As you recognized in your remarks, "collaborations with organizations across the globe are instrumental in strengthening our individual enforcement and compliance and expanding effective environmental governance around the world." This compelling statement set the stage for the participants' work together during the following days.

The Conference resulted in significant new commitments by participants to strengthen environmental governance through international cooperation, including the launch of a new environmental compliance and enforcement network among countries in the West Africa region, the launch of a new global network for environmental prosecutors, and the agreement by South American participants to launch an environmental compliance and enforcement network among countries in that region.

These and other Conference outcomes will form the backbone of INECE's work to protect human health and the environment by improving implementation of national regulations that respond to our most pressing challenges and that create opportunities for economic and social growth and technological innovation.

In concluding, we would like to recognize the significant contributions to the success of the Conference, and to the success of INECE as a whole, made by Catherine McCabe, Principal Deputy Assistant Administrator of the Office of Enforcement and Compliance Assurance; Susan Bromm, Director of the Office of Federal Activities; Robert Heiss, Director of the International Compliance Assurance Division; and Davis Jones, Associate Director of the International Compliance Assurance Division.

With best regards,



Durwood Zaelke, Director
Office of the INECE Secretariat

Secretariat of the International Network for Environmental Compliance and Enforcement

2300 Wisconsin Ave, NW | Suite 300B | Washington, D.C. 20007 USA

Tel +1-202-338-1300 | Fax +1-202-338-1810

<http://www.inece.org>



Correspondence Management System

Control Number: AX-11-001-1572

Printing Date: July 19, 2011 02:49:35



Citizen Information

Citizen/Originator: Iannelli, T. Anthony

Organization: The Greater Lehigh Valley Chamber of Commerce
Address: 840 Hamilton Street, Allentown, PA 18101

Hayes, John

Organization: The Greater Lehigh Valley Chamber of Commerce
Address: 840 Hamilton Street, Allentown, PA 18101

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number:	AX-11-001-1572	Alternate Number:	N/A
Status:	Pending	Closed Date:	N/A
Due Date:	Aug 3, 2011	# of Extensions:	0
Letter Date:	Jul 11, 2011	Received Date:	Jul 19, 2011
Addressee:	AD-Administrator	Addressee Org:	EPA
Contact Type:	FAX (Facsimile)	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 - Concern over proposed revisions to the 2008 ground level ozone standard		
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 R1 - Region 1 -- Immediate Office R2 - Region 2 -- Immediate Office 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 19, 2011	Aug 3, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					
Gloria Hammond	OAR	OAR-OAQPS	Jul 19, 2011	Aug 1, 2011	N/A
Instruction: DX - DIRECT REPLY - - PREPARE RESPONSE FOR THE SIGNATURE OF THE DIVISION DIRECTOR.					

DAILY READING FILE



July 11, 2011

Hon. Lisa Jackson
Administrator
Environmental Protection Agency
Ariel Rios Building
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Ms. Jackson,

On behalf of the membership of the Greater Lehigh Valley Chamber of Commerce, I write to express our grave concern over proposed revisions to the 2008 ground level ozone standard. In light of the fact that many members in our area are located in nonattainment areas, a further revision at this time would place an incredible burden on local industry and its ongoing efforts to recover from the economic downturn.

The Greater Lehigh Valley Chamber is comprised of multiple chambers and councils throughout the Northampton and Lehigh County in Pennsylvania and New Jersey's Warren County region. The Chamber also has a presence in eight urban core communities in Northampton and Lehigh counties and some 62 interconnected municipalities. Significantly for the ozone issue, both Lehigh and Northampton counties are currently designated as being in nonattainment (Lehigh: 80 parts per billion; Northampton: 78 parts per billion).

Another revision of the ozone standard to a range of 60-70 parts per billion, as proposed by the Environmental Protection Agency, would trigger a severe disruption of the regional economy, drive up production costs for local businesses, suppress plans for new capital investment, and make it extremely difficult to plan future expansions and necessary hiring of workers. In our region, there are now about 5 unemployed individuals available for each new job opening.


Lehigh Valley businesses and manufacturers sincerely believe in fostering a healthy, sustainable environment for Pennsylvania and New Jersey families. But these same businesses must balance these necessary environmental priorities with the need to sustain and grow in a globally competitive market. We are appreciative of the work the EPA has cooperatively accomplished with business under the Clean Air Act to make our air cleaner and safer to breathe. Great progress has been made, but there is much to be done under the mandates of the current ozone standard.

THE GREATER LEHIGH VALLEY CHAMBER OF COMMERCE
OFFICES IN ALLENTOWN, BETHLEHEM, EASTON AND PHILLIPSBURG
Located at 840 Hamilton Street, Suite 205, Allentown, 18101, 561 Main Street, Bethlehem, Suite 200, 18018
158 A Northampton Street, Easton, 18042, and 314 South Main Street, Phillipsburg, NJ 08865

www.lehighvalleychamber.org MAIN PHONE: 610-841-4582 MAIN FAX: 610-437-4907

The 300,000 working people at the more than 15,000 companies in Lehigh Valley are supporters of a clean environment. These working people also desire to provide a good future for their families, to produce quality goods and services, and to strengthen the regional economy. They deserve ground-level ozone standards that are founded on reasonable, attainable measures that make room for economic growth. We ask that EPA preserve the current ozone standard so that the economic recovery underway in the Lehigh Valley may go forward.

Very truly yours,



T. Anthony Iannelli
President & CEO
The Greater Lehigh Valley
Chamber of Commerce



John Hayes
Chairman, Energy & Environment Committee
The Greater Lehigh Valley
Chamber of Commerce

CC: U.S. Senator Robert P. Casey, Jr.
Fax (202) 228-0604
U.S. Senator Patrick Toomey
Fax (202) 228-0284
White House Office of Public Engagement and Intergovernmental Affairs
Fax (202) 395-3692

2
THE GREATER LEHIGH VALLEY CHAMBER OF COMMERCE
OFFICES IN ALLENTOWN, BETHLEHEM, EASTON AND PHILLIPSBURG
Located at 640 Hamilton Street, Suite 205, Allentown, 18101, 561 Main Street, Bethlehem, Suite 200, 18018
158 A Northampton Street, Easton, 18042, and 314 South Main Street, Phillipsburg, NJ 08865

www.LehighValleyChamber.com

MAIN PHONE: 610-841-4582

MAIN FAX: 610-437-4907

MAINE
S T A T E
CHAMBER
of
COMMERCE

July 18, 2011

The voice of Maine business

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

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20004

Dear Secretary LaHood and Administrator Jackson:

As the advocacy organization for more than 5,000 Maine businesses, the Maine State Chamber of Commerce seeks to ensure that companies in our state can compete successfully on local, regional, national and international stages.

Transportation costs for Maine businesses are high. Given our distance from markets as well as our limited access to rail and air service, we are dependent upon all types of motor vehicles to get our work done. Add to that the increased cost of fuel and you can imagine the financial concerns and competitive disadvantages many of our businesses face.

That is the reason I write to you today. The National Highway Traffic Safety Administration and Environmental Protection Agency may be able to provide some relief to our high transportation costs and help Maine businesses stay competitive. I understand that these agencies are in the process of developing the next phase of national fuel economy standards for 2017 through 2025.

During this process, I would suggest factoring in the economic impact that overly stringent regulations will have here in our state — more expensive vehicles will lead to even higher transportation costs, further hindering existing businesses and thwarting the development of new businesses. On behalf of our members, I encourage you to develop a single, national standard that is reasonable, one that balances our need for affordable, safe transportation with sensible fuel economy.

Thank you for considering the concerns of Maine businesses as you deliberate our already strong national fuel economy standards. The Maine State Chamber will continue to work to improve the economic climate in our state and provide opportunities to Maine businesses to compete on any stage.

Sincerely,



Dana Connors
President

c: Honorable Olympia J. Snowe
Honorable Susan M. Collins
Honorable Michael H. Michaud
Honorable Chellie Pingree



Correspondence Management System

Control Number: AX-11-001-1589

Printing Date: July 20, 2011 08:48:20



Citizen Information

Citizen/Originator: Iden, Brandt

Organization: Kalamazoo County Board of Commission

Address: 5955 West Main, Kalamazoo, MI 49009

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-1589

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 3, 2011

of Extensions: 0

Letter Date: Jul 13, 2011

Received Date: Jul 19, 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 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: 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 20, 2011	Aug 3, 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

RECEIVED

2011 JUL 19 PM 12: 24

OFFICE OF THE
EXECUTIVE SECRETARIAT

July 13, 2011

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

Dear Administrator Jackson,

In Kalamazoo County and throughout Michigan, state and local community leaders have worked hard to comply with ground-level ozone standards required by the Environmental Protection Agency. When our state was first tested in 2004, many counties, including Kalamazoo, were designated as "marginal". Today every Michigan County is in attainment with current EPA ozone standards, however many are marginal and struggling to meet the current requirements.

But just three years after a previous review the EPA is proposing to lower ozone levels even further. I am deeply concerned that this move toward more stringent regulation will be felt throughout our economy and be a costly burden on businesses, local communities and consumers in Michigan.

We approach economic development seriously in Kalamazoo County, working to recruit businesses to our area and to keep them here and growing. But many local companies operate in global markets and spending their capital to comply with unreasonable ozone standards will make them less competitive against foreign producers, less able to attract investment and less likely to keep their operations here.

As you may know, our state's unemployment rate is still more than 10 percent. With this in mind, stricter regulation should not come at the expense of much-needed economic and job growth here and across the nation.

I believe EPA's proposed ozone rules come too soon after previous levels were set and would stunt growth and job creation at a time when our economy is still sluggish. I urge you to reconsider going forward with new and stricter standards now.

Sincerely,

A handwritten signature in black ink that reads "Brandt Iden".

Brandt Iden
Commissioner
Kalamazoo County Board of Commission

CC: Michigan Congressional Delegation
Valerie Jarrett, Office of Public Engagement & Intergovernmental Affairs
William M. Daley, Assistant to the President & Chief of Staff



Correspondence Management System

Control Number: AX-11-001-1566

Printing Date: July 20, 2011 12:14:24



Citizen Information

Citizen/Originator: Barr, Jim

Organization: Ryder

Address: 11690 North West 105th Street, Miami, FL 33178-1103

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-1566

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 3, 2011

of Extensions: 0

Letter Date: Jul 15, 2011

Received Date: Jul 19, 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-Given your agencies are now developing national fuel economy standards for 2017-2025, we wanted 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
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 20, 2011	Aug 3, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					
Martha Faulkner	OAR	OAR-OTAQ	Jul 20, 2011	Aug 1, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					
Tanya Meekins	OAR-OTAQ	OAR-OTAQ-ASD	Jul 20, 2011	Jul 28, 2011	N/A
Instruction: N/A					

Supporting Information

Supporting Author: N/A

**DAILY READING FILE**

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:

As a supplier of logistics services, 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,

A handwritten signature in black ink, appearing to read "JRB".

Jim Barr
Vice President
Environmental & Government Affairs

cc: Distribution List (Florida US Senators and Representatives)



Correspondence Management System

Control Number: AX-11-001-1588

Printing Date: July 20, 2011 12:01:12



Citizen Information

Citizen/Originator: Parker, Sandra A.

Organization: Rochester Business Alliance
Address: 150 State Street, Rochester, NY 14614

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-1588

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 3, 2011

of Extensions: 0

Letter Date: Jul 20, 2011

Received Date: Jul 20, 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 agencies are now developing national fuel economy standards for 2017-2025, I wanted 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 20, 2011	Aug 3, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					
Martha Faulkner	OAR	OAR-OTAQ	Jul 20, 2011	Aug 1, 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.			

July 15, 2011

Chair of the Board
Thomas F. Judson, Jr.
The Pike Company

Vice Chair and Secretary
Susan R. Holliday
Rochester Business Journal

Treasurer
David H. Klein
Excellus BlueCross BlueShield

*President and
Chief Executive Officer*
Sandra A. Parker

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

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

Dear Secretary LaHood and Administrator Jackson:

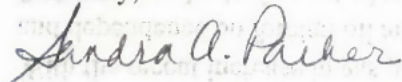
Today jobs, the economy and energy security are on the minds of every American. Rochester Business Alliance is focused on proactive policies to address these critical issues and grow Rochester toward a more secure future. Transportation is a critical component of our economic vitality and given that 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 region. Jobs in Greater Rochester are closely 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 Rochester.

As the regional chamber of commerce in Rochester, 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,



Sandra A. Parker
President & CEO

2011 JUL 19 PM 12:24
OFFICE OF THE
EXECUTIVE SECRETARIAT
RECEIVED



Correspondence Management System

Control Number: AX-11-001-1590

Printing Date: July 20, 2011 09:47:45



Citizen Information

Citizen/Originator: Cain, Jeanne

Organization: CalChamber

Address: 1215 K Street, Sacramento, CA 95814

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-1590

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 3, 2011

of Extensions: 0

Letter Date: Jul 20, 2011

Received Date: Jul 20, 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: New National Fuel Economy Standard for 2017 to 2025

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
OEAEE - 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 20, 2011	Aug 3, 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
-----------	--------	--------	------

DAILY MAILING FILE
RECEIVED

2011 JUL 19 PM 12: 24

OFFICE OF THE
EXECUTIVE SECRETARIAT



July 14, 2011

The Honorable Ray H. 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

Re: New National Fuel Economy Standard for 2017 to 2025

Dear Secretary LaHood and Administrator Jackson:

As you develop new national fuel economy standards for 2017 to 2025, the California Chamber of Commerce encourages you to take a balanced, reasonable approach that promotes uniformity and encompasses a variety of technologies and needs. The CalChamber is a not-for-profit organization committed to helping California businesses survive and thrive while complying with complex laws and regulations. Our almost 15,000 members are a diverse group, and ranges from small employers to large employers.

Transportation regulation and infrastructure plays an integral role in California's workforce. As you know many companies will be impacted by the price of fuel and fuel economy standard regulations. A balanced, sensible approach would have a positive impact on this vital industry as the new fuel standards put us on the path towards energy independence and efficiency. Jumping ahead in the development of regulations before all the appropriate data are collected however will negatively impact business, cost jobs, and slow economic recovery.

The push to increase fuel efficiency standards before all the data are collected and analyzed can raise the cost of vehicles, upwards of \$6,700 per vehicle according the Center for Automotive Research. This would be a disincentive for employers to invest in new fleet cars, and make it difficult for the average consumer to purchase cars for their own personal use. Automobile manufacturers would feel the pinch and the industry as a whole could be threatened. There needs to be a balanced approach to establishing higher fuel efficiency standards that are sensitive to the economy and protect jobs. Therefore, we encourage you to pursue policy that creates jobs, improves the economy and encourages businesses to invest in the state and in the nation.

The CalChamber encourages you to take steps that will benefit the environment and the economy alike, which means that the new fuel standard must be implemented in a deliberative approach.

Sincerely,

A handwritten signature in black ink that reads "Jeanne Cain". The signature is written in a cursive, flowing style.

Jeanne Cain
Executive Vice President, Policy

JC:ll

1215 K Street, Suite 1400
Sacramento, CA 95814
916 444 6670
www.calchamber.com

CHAIRMAN OF THE BOARD
JEFFREY L. HOLLISTER
President,
Vanguard Paints and Finishes, Inc.

PRESIDENT
ERIC L. BURKLAND

DAILY READING FILE
RECEIVED

2011 JUL 19 PM 12: 24

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 Ohio Manufacturers' Association is focused on proactive policies to address these critical issues and grow Ohio 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 Ohio. Jobs in Ohio 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 Ohio.

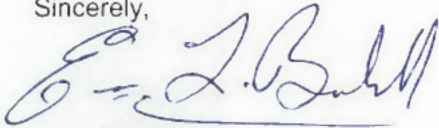
It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Americans need a range of vehicles to meet their family and business needs. Large families require automobiles with sufficient passenger space, including room for multiple child-safety 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. Manufacturing is an important source of revenue for the state, and it depends on vehicles to carry out day-to-day business needs.

July 12, 2011
Pg. 2 of 2

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.

At the Ohio Manufacturers' Association, 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 blue ink, appearing to read "Eric L. Burkland". The signature is fluid and cursive, with a horizontal line drawn underneath the name.

Eric L. Burkland
President

Cc: Ohio Congressional Delegation



Correspondence Management System

Control Number: AX-11-001-1595

Printing Date: July 20, 2011 12:07:42



Citizen Information

Citizen/Originator: Conrad, William H.

Organization: City of Newberry

Address: 25440 West Newberry Road Post Office Box 369, Newberry, FL 32669

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-1595

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 3, 2011

of Extensions: 0

Letter Date: Jul 12, 2011

Received Date: Jul 20, 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: Docket EPA-HQ-OAR-2009-0234 and 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
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 20, 2011	Aug 3, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					
Martha Faulkner	OAR	OAR-OAQPS	Jul 20, 2011	Aug 1, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

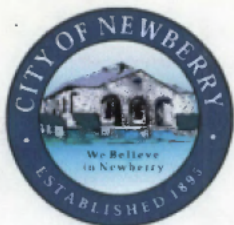
Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

CITY OF NEWBERRY

DAILY READING FILE



25440 West Newberry Road • P.O. Box 369
Newberry, Florida 32669
(352) 472-2161 • FAX (352) 472-7026

Office of the Mayor
William H. Conrad

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

2011 JUL 19 PM 12: 24
OFFICE OF THE
EXECUTIVE SECRETARIAT
RECORDED

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

July 12, 2011

Dear Administrator Jackson:

On behalf of the City of Newberry, 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 1500 customers. We participate in a Joint Action Agency that operates coal power plants 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:

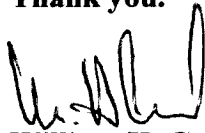
- The proposed rules do not provide our utility with enough time to comply. The short time frame for compliance risks us having to significantly raise electricity rates that could cause our customers economic hardship, particularly those negatively impacted by the current economic climate, such as the 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. [ADD THIS IF PROCUREMENT PROCESS IS SET BY STATE, COUNTY, OR CITY LAW – 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 'W. Conrad', written over a white background.

**William H. Conrad
Mayor**

**Cc: Senator Marco Rubio
Senator Bill Nelson
Congressman Cliff Stearns**



Correspondence Management System

Control Number: AX-11-001-1597

Printing Date: July 20, 2011 08:32:12



Citizen Information

Citizen/Originator: Engel, Julie

Organization: Greater Yuma Economic Development Corporation
Address: 899 East Plaza Circle, Yuma, AZ 85565

Nicholas, Douglas

Organization: Greater Yuma Economic Development Corporation
Address: 899 East Plaza Circle, Yuma, AZ 85565

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-1597

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 3, 2011

of Extensions: 0

Letter Date: Jul 12, 2011

Received Date: Jul 19, 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 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: OEAE - Office of External Affairs and Environmental Education
OP - Office of Policy
OSBP - Office of Small Business Programs
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 20, 2011	Aug 3, 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.			

DAILY READING FILE

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

RECEIVED
2011 JUL 19 PM 12:23

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. Greater Yuma Economic Development Corporation is focused on proactive policies to address these critical issues and grow the Greater Yuma region 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 Greater Yuma region 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 Greater Yuma region.

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

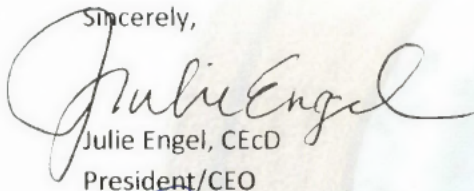


899 E. Plaza Circle ★ Ste 2 ★ Yuma, Arizona 85365
928 782-7774 ★ Fax 928 782-7775
www.greateryuma.org

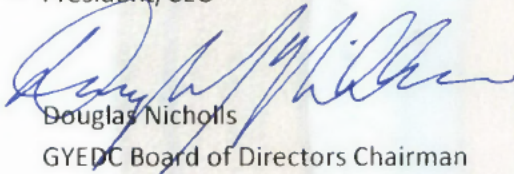
Our region's businesses all share the need for affordable transportation. The next phase of fuel economy standards should not pick winners and losers, but should support a variety of technologies and fuel diversity to preserve affordability. If fuel economy standards increase too quickly, resulting in 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 Greater Yuma EDC, 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,



Julie Engel, CEcD
President/CEO



Douglas Nicholls
GYEDC Board of Directors Chairman



899 E. Plaza Circle ★ Ste 2 ★ Yuma, Arizona 85365
928 782-7774 ★ Fax 928 782-7775
www.greateryuma.org



OFFICE OF THE
EXECUTIVE SECRETARIAT

2011 JUL 19 PM 12:23

REC'D

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

Dear Secretary LaHood and Administrator Jackson:

Union Pacific Railroad provides a variety of transportation services and products for the automotive industry. These offerings predominantly include the transport of finished vehicles to end markets as well as the movement of auto parts to support production. Given that your agencies are now developing national fuel economy standards for 2017-2025, we wanted to share our views.

We are concerned that the Administration is going down a regulatory path on fuel economy that will result in 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 are concerned 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.

The cost of overreaching is the loss of business 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 that reads "Linda A. Brandl" with a stylized initial "AB" at the end.

Linda A. Brandl
Vice President & General Manager – Automotive
Union Pacific Railroad



Correspondence Management System

Control Number: AX-11-001-1599

Printing Date: July 19, 2011 03:59:46



Citizen Information

Citizen/Originator: Nyquist, Roger

Organization: Linn County Board of Commissioners

Address: Linn County Courthouse Post Office Box 100, Albany, NY 97321

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-1599

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 2, 2011

of Extensions: 0

Letter Date: Jul 14, 2011

Received Date: Jul 19, 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 DOT and EPA developing national fuel economy standards for 201 7-2025 share 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
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 19, 2011	Aug 2, 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



LINN COUNTY BOARD OF COMMISSIONERS

ROGER NYQUIST
Commissioner

WILL TUCKER
Commissioner

JOHN K. LINDSEY
Commissioner

Linn County Courthouse
P.O. Box 100, Albany, Oregon 97321
Phone: 541-967-3825 Fax: 541-926-8228

RALPH E. WYATT
Administrative Officer

EXECUTIVE SECRETARIAT
OFFICE OF THE
2011 JUL 19 PM 12:23
REC'D

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:

Today jobs, the economy and energy security are on the minds of every American. As a Linn County Commissioner, I am focused on proactive policies to address these critical issues and grow Linn County 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 Linn County. Jobs in the management of freight 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 Linn County.

The Honorable Ray LaHood and

The Honorable Lisa Jackson

July 14, 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. The rare metals industry is an important source of revenue for Linn County, and it depends on vehicles to carry out day-to-day business needs.

Linn County 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 County Commissioner, I think every day about job creation and security for Linn County. 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 that reads "Roger Nyquist". The signature is written in a cursive, flowing style.

Roger Nyquist, Chairman

Linn County Board of Commissioners



Correspondence Management System

Control Number: AX-11-001-1600

Printing Date: July 19, 2011 04:48:19



Citizen Information

Citizen/Originator: Alexander, Larry D

Organization: Detroit Metro Convention & Visitors Bureau

Address: 211 W. Fort Street, Detroit, MI 48226

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-1600

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 3, 2011

of Extensions: 0

Letter Date: Jul 13, 2011

Received Date: Jul 19, 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 - 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: 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 19, 2011	Aug 3, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					

Supporting Information

Supporting Author: N/A

DAILY READING FILE

RECEIVED

2011 JUL 19 PM 12:23

OFFICE OF THE
EXECUTIVE SECRETARIAT

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

Dear Secretary LaHood and Administrator Jackson:

The Directors, staff and members of the Detroit Metro Convention & Visitors Bureau are keenly aware that our own jobs and those of thousands of others in this region are impacted by tourism travel into our region – most of which is by automobile. Making automobile travel generally more expensive by mandating unrealistic fuel economy standards for the auto manufacturing industry will negatively impact the Detroit region's recovery in myriad ways – not least by tightening inbound tourism into our region. As your agencies develop national fuel economy standards for 2017-2025, I hope I may add my voice to those encouraging standards that correspond to technological reality and consumer demand. Our future depends on such.

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 believe that overreaching regulations can place a significant cost burden on individuals, families and businesses here in Detroit.

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. And, as I noted above, tourism is heavily automobile dependent. Indeed, it was nearly a century ago that the American Automobile Clubs were founded specifically to encourage automobile tourism. It was big business even then.

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1

DETROIT METRO
CONVENTION & VISITORS BUREAU

Detroit-region businesses all share the need for affordable transportation. The next phase 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 many potential travelers will minimize trips to make up for higher transportation costs. Hotels, restaurants, museums, parks, theaters – all will be negatively affected.

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 "L. S. Alexander". The signature is written in a cursive style with a large, stylized initial "L".

Larry Alexander



Correspondence Management System

Control Number: AX-11-001-1606

Printing Date: July 19, 2011 04:49:29



Citizen Information

Citizen/Originator: Nutter, Michael A

Organization: City of Philadelphia

Address: Office of the Mayor, 215 City Hall, Philadelphia, PA 19107

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-1606

Alternate Number: N/A

Status: For Your Information

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Due Date: N/A

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Letter Date: Jul 12, 2011

Received Date: Jul 19, 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 - Green City, Clean Waters Plan

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
OP - Office of Policy
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	R3	Jul 19, 2011

History

Action By	Office	Action	Date
(b) (6) Personal Privacy	OEX	Control Created	Jul 19, 2011
(b) (6) Personal Privacy	OEX	Forward control to R3	Jul 19, 2011

DAILY READING FILE



CITY OF PHILADELPHIA

OFFICE OF THE MAYOR
215 City Hall
Philadelphia, PA 19107
(215) 686-2181
FAX (215) 686-2180

MICHAEL A. NUTTER
Mayor

July 12, 2011

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

Dear Administrator Jackson:

On behalf of the City of Philadelphia and our Water Department, I am writing to share the good news about our *Green City, Clean Waters* plan. On June 1, the PA Department of Environmental Protection (PADEP) and PWD signed a groundbreaking agreement that allows the PWD to officially launch the implementation of its innovative strategy that uses green practices to substantially reduce Combined Sewer Overflows (CSOs) to its waterways.

We sincerely believe that with the implementation of *Green City, Clean Waters* as outlined in our attached program summary and attachment G of the Consent Order and Agreement, we are empowered to honor the commitments we have made to our regulators to protect and restore our waterways, while enhancing our pledge to our citizens – to endow Philadelphia with a legacy of rivers and streams that are fishable, swimmable and breathtaking. As you know, this plan also furthers our vision of Philadelphia becoming the greenest city in America.

I have also attached a sampling of the public support and enthusiastic press that we have received since the signing of our agreement. The well wishes and pledges of many city and public partners have been reaching us daily.

Thank you for your ongoing support of this program and your participation and remarks at our Earth Day celebration – it has rallied the needed momentum to move this plan forward.

I look forward to and welcome the opportunity to continue to work with you and your colleagues to make *Green City, Clean Waters* a model for America.

Sincerely,

Handwritten signature of Michael A. Nutter.
Michael A. Nutter
Mayor

cc: Jon Capacasa, EPA
Joseph Feola, DEP
Jenifer Fields, DEP
Rina Cutler
Howard Neukrug

2011 JUL 19 PM 12:22
OFFICE OF THE
EXECUTIVE SECRETARIAL
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Green City, Clean Waters Program Summary

Total Area of the City of Philadelphia: ~92,000 acres (144 mi²)

Combined Sewer Service Drainage Area: ~41,000 acres (64 mi²)

Combined Sewer Service Impervious Cover: ~28,000 acres (44 mi²)

Program Summary

Green City, Clean Waters is a 25 year program for addressing water quality goals as set by the Pennsylvania and National CSO Control Policies, with metrics and milestones developed to measure progress along the way and end goals including reducing CSO volumes by almost 8 billion gallons and converting over 9,500 acres of impervious cover to Greened Acres.

The total program cost likely will exceed \$3 B with about \$2B in public expenditures, of which more than \$1.4B will be invested in green stormwater infrastructure.

First 5 year Deliverables:

- Implementation and Adaptive Management Plan (IAMP): PWD will develop IAMP for approval by the PADEP 6 months after signing of the COA. This IAMP will include a description of how the program will be executed and will include descriptions of the following items:
 - Adaptive Implementation: the IAMP will describe how adaptive implementation will be incorporated into the program
 - Capital Projects: the IAMP will include a list of Capital projects already completed or under way, and also the projected number and types of projects proposed to be implemented during the first 5 years
 - Green Stormwater Infrastructure data system(s): the IAMP will include a description of the Green Stormwater Infrastructure tracking system that PWD will be developing
 - Operation and Maintenance: the IAMP will include a description of the City's Operation and Maintenance plans to ensure that green stormwater infrastructure projects are operating according to design
 - Streamlining: a section of the plan that will include a descriptions of ways that PWD will seek to create or modify codes, policies, ordinances and interagency procedures to optimize implementation of the Green City, Clean Waters program
 - Sewer System Evaluation Survey (SSES): the IAMP will include a plan and schedule to address wet weather inflow and infiltration (WWII) in the City's separate sewer areas.
 - Outlying Communities report: the IAMP will include a description of the City's efforts to address wet weather peaking in the sanitary flows that are received from outlying communities under the terms of contracts (suburban wholesale wastewater customers).
 - Early Action Area project: The IAMP will include a proposal and schedule for the assessment of the effectiveness of green stormwater infrastructure in reducing combined sewer overflow volumes using early action areas.
- PWD will provide a Green Infrastructure Maintenance Manual development process plan at 12 months after signing the COA.
- PWD will provide a Comprehensive Monitoring Plan for the effectiveness of green stormwater infrastructure 18 months after signing the COA
- PWD will provide Facility Concept Plans for each of the three Water Pollution Control Plants 24 months after signing the COA
- PWD will provide an Updated Nine Minimum Controls Report 24 months after signing the COA
- PWD will provide a Tributary Water Quality Model for Bacteria 24 months after signing the COA
- PWD will provide a Tributary Water Quality Model for Dissolved Oxygen 36 months after signing the COA
- PWD will provide the First Edition of a Green Infrastructure Maintenance Manual 36 months after signing the COA
- PWD will provide a Tidal Waters Water Quality Model for Bacteria 48 months after signing the COA
- PWD will provide a Tidal Waters Water Quality Model for Dissolved Oxygen 48 months after signing the COA

Consent Order & Agreement
(Attachment G)
Deliverables

Paragraph 3.a. of the Consent Order and Agreement (COA) between Pennsylvania Department of Environmental Protection (DEP) and the City of Philadelphia (City) lists ten "Deliverables" that are required to be submitted by the City within the first four years of the term of the Agreement. Descriptions of the Deliverables are presented below.

Implementation and Adaptive Management Plan:

The Implementation and Adaptive Management Plan (IAMP) will provide details on how the LTCPU CSO Program will be implemented by the City during the first five years after approval, and it will outline the City's proposal for evaluating progress and making decisions at the five-year marks throughout the term of the Consent Order and Agreement. The IAMP will describe the City's plans for tracking, reporting, and assessing progress of the CSO Program activities. It will include information about the following:

- Adaptive Implementation: The IAMP will include a description of how the City will make decisions about adapting their efforts to address future circumstances. It will outline the decision-making process that the City proposes to be used when Evaluation and Adaptation Plans (EAP) are submitted in the future at the five-year, ten-year, fifteen-year, and twenty-year milestone dates.
- Capital Projects: The IAMP will list those LTCPU capital projects that are already completed or under way, and also the projected number and types of projects proposed to be implemented in the four and a half years leading up to the delivery of the first Evaluation and Adaptation Plan (EAP). It will describe projects including (but not necessarily limited to) those associated with green stormwater infrastructure, sewer separation, and interceptor relining.
- Green Stormwater Infrastructure data system(s): The IAMP will describe the data system(s) that will be used to track Green Stormwater Infrastructure projects, from construction of the project through the lifetime of the project including periodic inspections and maintenance. The Plan should describe reporting formats proposed to be used in the Annual Reports and EAPs.
- Operation and Maintenance: The IAMP will describe the City's plans to ensure that green stormwater infrastructure projects are operating according to design. While a comprehensive Green Infrastructure Maintenance Manual is in development (see below), the IAMP should provide a statement of the status of this issue in the interim. The IAMP will address how the City will provide for compliance with maintenance obligations for those projects where maintenance is the responsibility of others, including private entities.
- Streamlining: The IAMP will contain a detailed report describing the ways in which City codes, ordinances, policies, and interagency procedures have been, or will need to be, modified to optimize the implementation of the LTCPU. It will also address coordination with non-City entities, and any conflicts between State requirements and the implementation goals of the CSO Program. It will include recommendations for ways to overcome potential legal issues, such as those that could arise from the State Utility Law, ownership and liability concerns, and public/private boundaries issues. This section should supplement the information already provided as part of the Approved LTCPU.
- Sewer System Evaluation Survey (SSES): The IAMP will provide a plan and schedule for the implementation of a program to address wet weather inflow and infiltration (WWII) in the City's separate sewer areas. Within 3 years of the effective date of the CO&A, the City will complete a sanitary sewer evaluation survey (SSES) to better explore the potential for further remedial controls on sanitary sewer infiltration and inflow to reduce CSOs. Within two years thereafter, the City must develop and initiate implementation of a strategy to address any WWII issues identified as having a significant potential to reduce CSO discharges. In developing the scope of work for the SSES PWD will follow the American Society of Civil Engineers (ASCE) and the Water Environment Federation (WEF) Manual of Practice FD-6, "Existing Sewer Evaluation and Rehabilitation."
- Outlying Communities report: The IAMP will provide a description of the City's efforts to address wet weather peaking in the sanitary flows that are received from outlying communities under the terms of contracts (suburban wholesale wastewater customers). This section will describe actions taken to date as well as actions proposed for the future, and will address how the outlying communities themselves may be engaged in the effort to find opportunities and implement corrective action to reduce wet weather peak flows.
- Early Action Area project: The IAMP will include a proposal and schedule for the assessment of the effectiveness of green stormwater infrastructure in reducing combined sewer overflow volumes using early action areas. Early action areas are areas where green stormwater infrastructure will be implemented in a relatively concentrated area, and wet weather flows will be monitored, to demonstrate the impact of green stormwater infrastructure on the

CSS flows. The proposal should address the issues of scale and timing for this effort, and should also discuss the identification of candidate areas.

Green Infrastructure Maintenance Manual development process plan:

This deliverable will describe the process and schedule for developing the Green Infrastructure Maintenance Manual.

Comprehensive Monitoring Plan:

This document will contain a description of the City's plans for performing monitoring of natural and engineered systems that are associated with the CSO Program. It will address the monitoring and assessment of surface waters, ground water, rainfall, CSO discharges, sewer flows, and green infrastructure performance.

In addition to monitoring, the Plan will also address hydrologic and hydraulic modeling. The City uses modeling to support various aspects of the CSO Program. A description will be provided of the methods to be used for performance tracking of the CSO Program in the form of hydrologic/hydraulic modeling with verification using metered data, as discussed in Section 10 of the LTCPU. There will also be a discussion of how the City will handle future updates or changes to the model itself. If the City should make changes to the model, DEP will wish to have a way to make a meaningful comparison between future modeling results and the information already presented as part of this effort, including information in the September 2009 LTCPU.

Facility Concept Plans for each of the Water Pollution Control Plants:

There will be a separate Facility Concept Plan for each of the three Water Pollution Control Plants. Each Plan will describe specific engineering and construction proposed to increase the maximum wet weather flow rate through the facility, and thereby to increase the capture rate of combined sewage. These Plans will provide design and construction performance standards (in terms of "percent complete") for the five-year, ten-year, and fifteen-year milestone periods. These performance standards will become permit requirements by being incorporated into future versions of the NPDES permits. (Note: The Water Pollution Control Plant upgrade projects are expected to be completed at the end of the twenty-year period.)

Updated Nine Minimum Controls Report:

To support the LTCPU, the City will update the "Implementation of Nine Minimum Controls" document, which was originally submitted in September, 1995. The updated report should indicate how the City's activities are being carried out currently, and highlight how these activities may have changed as a result of new technology, new practice, or other circumstances.

Tributary Water Quality Model - Bacteria:

This report will describe the methods, and provide the results, of a project to model the receiving water quality in the Tacony/Frankford Creek and the Cobbs Creek. The work will include the collection of field data for model development and validation. The model will be used to assess the projected impact of the CSO Program in future years, and to evaluate alternative implementation options.

Tributary Water Quality Model - Dissolved oxygen:

This report will describe the methods, and provide the results, of a project to model the receiving water quality in the Tacony/Frankford Creek and the Cobbs Creek. The work will include the collection of field data for model development and validation. The model will be used to assess the projected impact of the CSO Program in future years, and to evaluate alternative implementation options.

Green Infrastructure Maintenance Manual:

The Manual will address the operation and maintenance of the full range of types of green stormwater infrastructure projects that have been, and that are proposed to be, implemented by the City as part of the CSO Program. The Manual will be designed to be used by City agencies and anyone else who has responsibility for performing maintenance of green stormwater infrastructure. The Deliverable required by the Consent Order and Agreement should be considered the "first edition" of the Manual, since it is expected that the Manual will need to be updated periodically as the technology of green stormwater infrastructure advances, and as experience is gained with specific



THE EARTH'S BEST DEFENSE

Philadelphia Gains Approval of Landmark Green Infrastructure Plan, a Model for Smart Water Practices Nationwide

By Larry Levine, NRDC Staff

Wednesday, June 1, 2011

Philadelphia is known nationwide for its cheese steaks and the Liberty Bell – but it's now one step closer to adding "greenest city in America" to that list.

Today, the city will secure its place as a national leader in using cutting-edge techniques to clean up its rivers and other surrounding waterways. The Philadelphia Water Department and state environmental officials are signing an ambitious agreement, which commits the city to deploy, over the next 25 years, the most comprehensive network of green infrastructure found in any U.S. city. Philadelphia is about to get, quite literally, a lot greener – and, as a result, its water a lot cleaner.

Philadelphia AFTER Green City, Clean Waters Initiative



(Images courtesy of Philadelphia Water Department)

"Green infrastructure" is a collective term for smarter practices on land that stop water pollution, like green roofs, porous pavement, roadside plantings and increased park space. These methods stop rain where it falls, allowing it to filter back into the ground. That keeps it from turning into runoff that carries pollution, like oil and gas products, trash, and pet waste, from paved surfaces into the water. In the hundreds of U.S. cities where storm runoff and sewage flow through the same pipes, it also keeps rain from overloading those outdated "combined sewer systems" and triggering overflows of raw sewage -- a.k.a. poop -- directly into nearby waters.

This all makes for not only cleaner waterways, but also, as Philadelphia recognizes, all-around healthier, more pleasant places to live. By accounting for a range of social, economic, and environmental benefits that come from adding green spaces to city neighborhoods, Philadelphia has projected that a green approach to reducing sewer overflows

will yield more than two dollars in benefits for every dollar invested!

It's no wonder that other cities around the country – from New York to Los Angeles, Kansas City to Cleveland – have been looking to green infrastructure to help clean up their waters in recent years. Green infrastructure is widely recognized as often the best and most cost-effective way to do the job. But Philly is the first to embrace these smarter water practices with such enthusiasm, by committing to a comprehensive citywide program that will benefit its neighborhoods and its rivers alike.

Cities around the nation should take note. Under the plan approved today, Philadelphia will transform at least one-third of the impervious areas (think concrete and asphalt) served by its combined sewer system into "greened acres" -- spaces that use green infrastructure like roadside planting strips, rain gardens, trees and tree boxes, porous pavement, cisterns, and other features to infiltrate, or otherwise collect,

prevent each of runoff from any storm. That amounts to capturing 80% of annual rainfall from these areas out of the city's over-burdened sewer system.

In combination with targeted investments in sewage treatment plant expansions, these green approaches will reduce Philadelphia's annual sewer overflows by nearly 8 billion gallons per year. The majority of this improvement will come from the intensive greening efforts to keep water out of the sewers -- at a cost billions of dollars less than the "traditional" approach of building underground storage tanks to deal with runoff after it's already entered the sewer system.

When Philadelphia first proposed its Green City, Clean Waters program in 2009, NRDC commissioned a review by independent experts, which found that the city's plan was based on solid -- even conservative -- projections of how much sewage pollution it could prevent through widespread use of green infrastructure. Working with two local organizations, Penn Future and Clean Water Action, we offered recommendations to the city and the state and federal environmental agencies that oversee its clean water programs, on how to strengthen the plan even further, to ensure it succeeds over the long term.

So we're pleased to see that, in today's agreement, state environmental regulators took a number of our recommendations to heart, signing-off on a beefed-up version of the original plan that includes stricter limits on both the total volume of sewage overflows and the amount of key pollutants released into city waterways. The agreement includes final limits the city must meet at the end of 25 years, as well as enforceable, interim targets for the 5-, 10-, 15-, and 20-year marks, to ensure the city makes steady progress over time.



Philadelphia Gains Approval of Landmark Green Infrastructure Plan, a Model for Smart Water Practices Nationwide

(The agreement also leaves some key issues unresolved, at least for now. For example, while the Clean Water Act requires protection of each and every one of the city's rivers and creeks, the agreement only sets pollution limits on a citywide basis, and does not appear to guarantee specific levels of pollution reduction for any individual waterway.)

The approved plan now serves as city's official "Long Term Control Plan." All cities with combined sewer overflows must develop and implement such plans under the federal Clean Water Act. But Philadelphia's is unique in the nation. It is the first to:

Invest more in green infrastructure than in traditional ("gray") infrastructure, like costly holding tanks and tunnels;

Rely on green infrastructure for a majority of the required reductions in sewage overflows;

Include enforceable requirements for thousands of acres to be retrofitted with green infrastructure, citywide; and

Leverage investments from the private sector to help satisfy pollution reduction requirements.

Still, many challenges lie ahead, especially for the city's Water Department, which bears primary responsibility for implementing this visionary program. The plan's long-term success will hinge on active participation by community organizations, businesses, private property owners, and, especially, a wide range of other city agencies. (For example, the city Streets Department just completed its first porous street last month, in cooperation with the Water Department.)

Of course, if done right, it will all be well worth the effort. Key next steps for the Water Department include developing detailed protocols to design, install, and maintain thousands of new green infrastructure installations throughout the city, and to monitor their effectiveness at reducing sewer overflows. Within the next six months, the Water Department will also submit plans for "early action areas" within the city to target first, with focused greening efforts. And the city must also get to work on "streamlining" various local codes, ordinances, policies, and inter-agency procedures, identifying and resolving any barriers to smooth implementation of the program.

In the coming months and years, NRDC and our local partners will remain deeply engaged, tracking the city's implementation and contributing our expertise to help make it a success. And even as the Philadelphia story unfolds, we'll continue working to make green infrastructure the centerpiece of smarter water management nationwide.





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Our Partner is Saying

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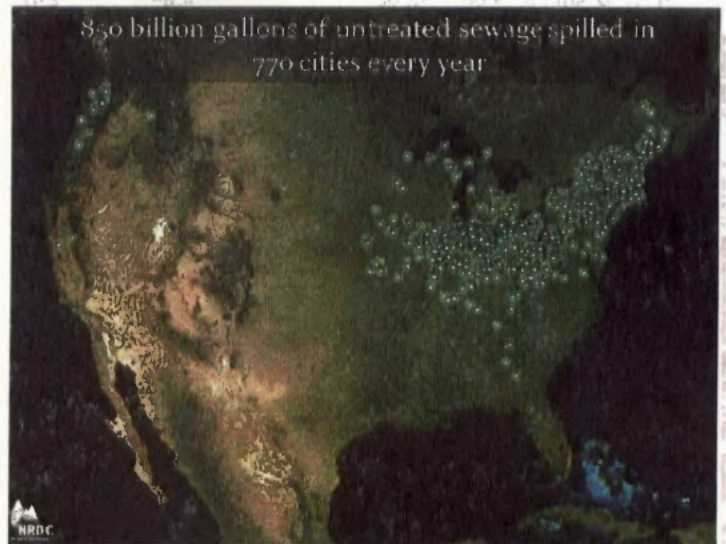
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In the coming months and years, NRDC and our local partners will remain deeply engaged, tracking the city's implementation and contributing our expertise to help make it a success. And even as the Philadelphia story unfolds, we'll continue working to make green infrastructure the centerpiece of smarter water management nationwide.





Green City, Clean Waters

The Green City Clean Waters plan details the Philadelphia Water Department's vision for protecting and enhancing our watersheds by managing stormwater with innovative green infrastructure, maximizing economic, social, and environmental benefits to Philadelphia and creating a green legacy for future generations.

What Our Partners are Saying

"Philadelphia has proposed Green City, Clean Waters, a novel initiative that will invest \$2 billion over the next 25 years to green our city's stormwater infrastructure and recreate the natural processes that keep storm water out of our systems," said Mayor Michael A. Nutter. "Currently under consideration by the U.S. EPA and approved by the Pennsylvania Department of Environmental Protection, this plan will make our city greener, healthier and more liveable." - Mayor Michael Nutter, City of Philadelphia

"The Mayor's commitment to making Philadelphia the greenest city in America is well served by this innovative program that encourages water infrastructure to be spent in a sustainable fashion. This ground-breaking \$2 billion plan will produce financial, environmental and social benefits over the next 25 years. I believe it will become the national model for stormwater management." - Rina Cutler, Deputy Mayor of Transportation and Utilities, City of Philadelphia

"Green City, Clean Waters will be transformative for Philadelphia. The 25 year plan will invest \$2 billion in our infrastructure and communities, yielding tremendous benefits for our environment and water quality, while at the same time improving quality of life and stimulating economic development." - Katherine Gajewski, Director of Mayor's Office of Sustainability, City of Philadelphia

"Instead of investing in one project that treats one concern, green infrastructure allows us to protect the health of our waters, save money and make our communities more attractive places to buy homes and build businesses." "We want to use the win-win strategies we see here [Big Green Block, Philadelphia] and other projects throughout the city to make every community healthier, more prosperous and more sustainable." - Lisa Jackson, U.S. Environmental Protection Agency Administrator

"Cities across the nation are now looking at Philadelphia as the preeminent model for managing stormwater through green infrastructure." "This approach will benefit Philadelphians by protecting their drinking water, making rivers and streams more attractive recreation amenities, and supporting economic growth." - Paul King, President & CEO, Pennsylvania Environmental Council

"The Philadelphia Water Department's Green City, Clean Waters initiative is a terrific way to clean up our environment and grow the economy. It is an outside-the-box, innovative, cost-effective, and green solution to the problem of sewer overflows that will improve our rivers, make our water safer, and make Philadelphia a more vibrant place to live, work, and play." - Brian Glass, Senior Attorney for Citizens for Pennsylvania's Future (PennFuture)

"Philadelphia is setting a national model for smarter, greener ways to clean up troubled rivers, lakes and beaches. Green infrastructure is often the best and most cost-effective way to tackle water pollution. The city is pioneering a broad investment in measures that not only deliver cleaner water, but dramatically improve the overall health and quality of life for its residents at the same time. The rest of the country would be wise to take notice." - Lawrence Levine, Natural Resources Defense Council, Senior Water Attorney

LET US KNOW WHAT YOU THINK:

visit us: www.phillywatersheds.org
email us: questions@phillywatersheds.org

Pennsylvania, Philly Sign \$2 Billion Landmark Clean Water Plan

By Joann Loviglio, Associated Press

June 01, 2011

PHILADELPHIA -- Pennsylvania and the city of Philadelphia have embarked on what environmental officials say is the largest project in the U.S. to reduce stormwater pollution through eco-friendly measures, such as porous asphalt and rooftop gardens.

The state and city, the country's fifth largest with 1.5 million people, signed a "Green City, Clean Waters" plan Wednesday, kicking off a 25-year, \$2 billion effort to modify infrastructure to reduce the amount of rainwater tainted with road oil, litter and raw sewage flowing into rivers and streams.

Officials with the U.S. Environmental Protection Agency and national environmental groups said the initiative should serve as a blueprint for cities and towns nationwide. The changes are expected to reduce by 5 billion to 8 billion gallons the amount of sewer overflow going into the city's waterways each year, including the Delaware and Schuylkill rivers. That represents an 80 percent to 90 percent reduction.

"Philadelphia is setting the national model for how to clean up troubled waterways, and how to do it right," said Lawrence Levine of the Natural Resources Defense Council, one of several environmental advocacy groups that helped the city develop the plan.

Funding over the lifetime of the project will come from a combination of city water fees, state and federal grants and loans, as well as support from private investors and foundations. The Pennsylvania and the Philadelphia water departments are spearheading the project, which also includes roadside plantings and thousands of new trees.

The Philadelphia Water Department estimates the improvements would add \$8 to a typical resident's monthly water bill over the next two decades. But Levine said the "Green City" plan is less expensive than other infrastructure expansions the city considered.

"Philadelphia's visionary approach ... is great for the environment, and for the economy," said Brian Glass of PennFuture, an environmental group. "It will save Philadelphians real money, while making the city of brotherly love a more vibrant place to live, work and play."

Sixty percent of Philadelphia has what is called a "combined sewer system," which allows runoff from streets and wastewater from bathrooms and kitchens to flow through the same pipes. The drainage system can handle that in dry weather, properly sending wastewater to water treatment plants and storm water to streams, but during rains it overflows and sends storm water laced with motor oil, trash, and human waste pouring into surrounding waterways and raising bacteria levels.

More than a decade ago, officials ruled out separating storm water and sanitary lines as was done in newer parts of the city because that would mean reconfiguring 1,600 miles of pipes at enormous expense. Other traditional options - a huge expansion of the city's three sewage plants or construction of gigantic underground tanks to hold overflows - were less efficient and prohibitively expensive.

The city then began working with state officials and environmental consultants on a major departure from the conventional approaches. They crafted a plan to install green roofs on city buildings, plant trees and other vegetation along sidewalks, and repave streets, basketball courts and parking lots with porous asphalt and concrete that let rainwater flow through.

Water Department Commissioner Howard Neukrug said the goal is to improve the health of the city's creeks and rivers and "achieve a host of tangible environmental, social and economic benefits" from cleaner air, improved quality of life and the creation of jobs. The initial steps include a six-month citywide assessment to determine which neighborhoods to target first.

"We are thrilled and grateful that DEP has recognized the incredible environmental and public value of this plan, (which) makes significant progress toward Philadelphia becoming the greenest city in the country," Mayor Michael Nutter said.

The city has already begun to roll out some elements of the initiative. Last month, it paved a small Philadelphia street with porous asphalt, which looks like traditional impervious blacktop but has tiny spaces so storm water can drain through the surface into a bed of stones below, then seep into the soil underneath, instead of rushing into storm drains and sewers and creating potholes in winter.

The Philadelphia Inquirer

Thursday, June 2, 2011

Philadelphia Moves Ahead With 25-year Water-Management Plan

By Sandy Bauers, Inquirer Staff Writer

Philadelphia got the green light Wednesday for a \$2 billion storm-water plan that will transform the way the city deals with rain. The 25-year plan, which has been hailed as a national model, envisions green roofs on office buildings, porous pavement on city streets and parking lots, and plants and trees with tubs of gravel below ground to hold water and stall runoff in a storm. All would be designed to let rainwater seep back into the ground rather than gush into an aged sewer system where it mixes with raw sewage and overflows into streams and basements.

Officials of the city Water Department and the state Department of Environmental Protection on Wednesday signed a consent agreement - constituting official approval of the plan - in the atrium of the DEP regional headquarters in Norristown. In front of a 5,000-gallon cistern that collects rainwater for flushing the building's toilets, they clinked glasses of public water in a toast. Called "Green City, Clean Waters" and proposed in 2009, the plan "is our pledge and our investment to make our rivers and streams fishable, swimmable, and breathtaking," said Howard Neukrug, the city water commissioner.

The agreement "signals our recognition that the best way to manage storm-water runoff is to control it at its source," said Jenifer Fields, head of the DEP's regional water-quality program. Although the plan remains controversial among some business owners for its fees, it has the mayor's support. Officials contend the plan - because of all the trees and plants - will help beautify the city, revitalize neighborhoods, clean the air, cool the region, and save energy.

They also say the plan is cheaper and better than the route some cities have taken - building miles-long underground tunnels that act as giant reservoirs for storm water until it can be gradually pumped out and treated at a sewer plant. "It's extremely innovative," said Robert Traver, a Villanova University professor of civil engineering and a national storm-water expert. "Other places are watching this, and they're going to be following our lead." Some projects are already in place. Far more are coming.

The problem the plan attempts to solve is called "combined sewer overflows." While some cities have separate systems - one for regular sewage, another for storm water - most of Philadelphia has a combined system, sending all water waste into one matrix of pipelines. This works when the weather is dry. But when it rains, the system becomes overwhelmed, and storm water that is now carrying raw sewage and other contaminants gushes into streams.

One group that has opposed the plan from the outset is the Unified Building Owners of Philadelphia, which represents 100 of the largest businesses in Philadelphia, according to its chair, Stuart Parmet. It was formed specifically to fight one part of the plan - a new way to charge for storm-water treatment. Previously, businesses were charged based on the water they used, on the notion that what goes into a building eventually comes out.

Now, however, fees are based on a recognition that properties produce storm water when it rains, and the city bears the expense for treating it. The problem is that businesses with little water use, but with large roofs and parking lots that rainwater

sluices from, face steep hikes. Parmet, owner of American Box & Recycling Co., said his monthly fees would increase from \$300 to \$4,900. In a tight economy and with many jobs going to the suburbs, this is a fee Philadelphia businesses can ill afford, he said.

The Water Department has agreed to cap the increases at 10 percent a year for the next two years, but Parmet said the plan was still "ineffective and inappropriate." Businesses can avoid the fee by putting in gardens or porous pavement to reduce runoff. But Parmet said it would cost his company \$350,000 to meet the specs. "To renovate something or make it green would have been great if they gave us eight or nine years to plan," he said. "So people wouldn't have spent hundreds of thousands of dollars to blacktop areas or put new roofs on."

Others praised the new fee structure as equitable. Overall, "this is the kind of technology we wish more cities were using to manage storm water," said Brady Russell, eastern Pennsylvania director of Clean Water Action. "High fives all around." But he is worried about the maintenance that many projects will need. Porous streets have to be vacuumed so debris doesn't clog the pores. Rain gardens have to be weeded. "This is going to be throughout the city, on land owned by multiple agencies," Russell said. "The Water Department is going to have to keep an eye on it all." Lawrence Levine, senior water attorney at the Natural Resources Defense Council, a New York-based nonprofit advocacy group, called the plan "a national model for how to clean up polluted urban waterways."

Levine said it's the first plan he knows of in which a city will get credit for managing storm water when private property owners install green infrastructure. The city now requires large developments or redevelopments to install systems to capture runoff. The Water Department is developing plans for homes, schools, public facilities, parking lots, industry, and others, offering technical assistance, design services, and incentives for green storm-water projects.

Although the plan was formally approved Wednesday, the city has been incorporating and recognizing projects for more than a year. Columbus Square in South Philadelphia has huge planters that detour rainwater. Nearby at Second and Reed, a playground incorporates garden areas to hold runoff.

On Earth Day, U.S. Environmental Protection Agency administrator Lisa P. Jackson came to town for a tree-planting in a rain garden at Kensington High School for the Creative and Performing Arts - one part of a "Big Green Block Initiative" that is a prime example of what could happen throughout the city, Neukrug said. Not long after, Mayor Nutter dedicated the city's first street with porous pavement - the 800 block of Percy Street in Bella Vista - by pelting the pavement with water balloons and watching the liquid disappear. Percy was chosen because the street needed other repairs, a tactic officials plan to repeat. Repaving streets just for the sake of going green would cost too much.

Eventually, says the Water Department's deputy commissioner of environmental services, Chris Crockett, projects that are actually visible - like the planters - "are going to be as commonplace as manhole lids."

The Philadelphia Inquirer

Saturday, June 4, 2011

Inquirer Editorial: Stormwater Solution

Having Philadelphia hailed by influential environmental groups for its plan to deal with storm runoff that contributes to water pollution is a win-win for the city.

If the plan given official approval on Wednesday works as designed, Philadelphia in coming years will be greener - with more parkland, gardens, trees, and cutting-edge streets and paving that soak up water, instead of letting it run down the drain.

With it being so important for a city's image and growth to create positive buzz, it's also an achievement that other metropolitan areas are said to be watching Philadelphia.

According to a New York-based environmental group, the city is being seen as "a national model for how to clean up polluted urban waterways."

The Water Department-led effort to minimize rain runoff that triggers polluting sewage overflows will rely on infrastructure improvements that permit water to percolate into the ground rather than storm drains.

That's a far greener and less intrusive approach than the most likely alternative - which would be tunneling deep underground to create caverns where storm water is held and then pumped out to be treated, as is being done by the District of Columbia.

So, rather than a major, costly public-works project to build storm-water holding tanks, the city's strategy is to let a thousand smaller infrastructure projects bloom - both public and private.

Some streets due for reconstruction will be repaved by the city with porous materials, as was already done on the 800 block of Percy Street in Bella Vista as a pilot effort. Street trees, similarly, could be fitted with catch basins to collect water, and paved areas around city facilities will be converted into green spaces.

Over a 25-year span, the city will devote \$2 billion to these upgrades. Much of the heavy lifting on this plan, though, must be done by private property owners. That's a potential strength, but could become a pitfall, if not enough property owners opt in.

No doubt, some building owners will understand the value and move ahead with projects such as creating green roofs that soak up water. But there are hundreds of other business properties with vast parking and other impervious surfaces whose conversion would be costly, yet help make a big dent in water pollution.

A looming hike in storm-water management fees on properties blamed for runoff has put those owners on notice that they could save on fees by going green. At the same time, the city will need to come up with positive incentives for owners to make conversions in this effort to tame the rain.



Correspondence Management System

Control Number: AX-11-001-1622

Printing Date: July 20, 2011 01:31:33



Citizen Information

Citizen/Originator: **Brown, Jewel**

Organization: United States Department of State
Address: 2201 C Street, 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-11-001-1622 **Alternate Number:** N/A
Status: Closed **Closed Date:** Jul 20, 2011
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Letter Date: Jul 18, 2011 **Received Date:** Jul 20, 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
 OEAE - 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 20, 2011

History

Action By	Office	Action	Date
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July 18, 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 18-20	Central Asia and Afghanistan Women's Economic Symposium, Bishkek
Jul 18*	U.S.-Georgia Charter Security Cooperation Working Group, Washington
Jul 19	2nd Round U.S.-India Strategic Dialogue, New Delhi
Jul 20-21*	Visit of Prime Minister Ansip of Estonia to Washington
Jul 21-23	East Asia Summit (EAS) Informal Foreign Ministers' Consultations and 18th Association of Southeastern Asian Nations (ASEAN) Post Ministerial Conference (PMC) and ASEAN Regional Forum (ARF) Ministerial, Lower Mekong Initiative (LMI), Bali
Jul 22*	Visit of Prime Minister Key of New Zealand to Washington
Jul 22-24	ASEAN Regional Entrepreneurship Summit , Bali
Jul 24	U.S.-Indonesia Joint Commission Meeting, Bali
Jul 24	Presidential Elections in Sao Tome and Principe-2nd Round
Jul 25-26	UNGA High-Level Meeting on Youth, New York

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LOOKING FORWARD

Jul 27*	Visit of Defense Minister Smith of Australia to Washington
Jul 28	Presidential Inauguration in Peru
Jul 28	U.S.-ASEAN Senior Officials Meeting on Transnational Crime and Counterterrorism, Singapore
Aug 7	Presidential Elections in Cape Verde
Aug 11-12*	Visit of Foreign Minister Stoere of Norway to Washington
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	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

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- Sep 12-26 Asia-Pacific Economic Cooperation (APEC) Senior Officials' Meeting 3 and Related Meetings, San Francisco
- 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
- 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

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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 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

Oct TBD* U.S.-India Higher Education Summit, Washington

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 7 Parliamentary Elections in Morocco

Oct 9-10 Summit on the Global Agenda 2011, Abu Dhabi

Oct 9 Parliamentary Elections in Poland

Oct 11 Presidential and Legislative Elections in Liberia

Oct 16 G-20 Finance Ministerial, Paris

Oct 16-17 APEC Workshop on Terrorist Abuse of Non-Profit Organizations, Kuala Lumpur

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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 21-23 World Economic Forum on the Middle East, Dead Sea, Jordan

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 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

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- Nov 11 Asia-Pacific Economic Cooperation (APEC) Ministerial Meeting, Honolulu
- 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

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Dec 5	International Afghanistan Conference, Bonn
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
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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Correspondence Management System

Control Number: AX-11-001-2057

Printing Date: July 20, 2011 03:06:13



Citizen Information

Citizen/Originator: Gossett, Lewis F.

Organization: South Carolina Manufacturers Alliance

Address: 1340 Bull Street, Columbia, SC 29201

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

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Alternate Number: N/A

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Received Date: Jul 20, 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
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 20, 2011	Aug 4, 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

RECEIVED
2011 JUL 20 PM 12:36
OFFICE OF THE
EXECUTIVE SECRETARIAT

June 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

Dear Secretary LaHood and Administrator Jackson:

Today jobs, the economy, and energy security are on the minds of every American. The South Carolina Manufacturers Alliance is 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, we wanted to share our views.

Safe, efficient, and reliable transportation impacts each individual, family, and business in our 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 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 South Carolina.

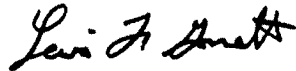
It is important that standards for 2017-2025 support a broad range of consumer needs in terms of utility and function. Americans need a range of vehicles to meet their family and business needs. Large families require automobiles with sufficient passenger space, including room for multiple child-safety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

source of revenue for our state and local communities, and companies depend on vehicles to carry out day-to-day business needs.

South Carolina 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 state'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 raising fuel economy.

At SCMA 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 that reads "Lewis F. Gossett". The signature is written in a cursive, slightly stylized font.

Lewis F. Gossett
President & CEO



DAILY READING FILE
Village of Lordstown

1455 SALT SPRINGS ROAD, S.W.
LORDSTOWN, OHIO 44481-9658
(330) 824-2507 • FAX (330) 824-3703

RECEIVED
2011 JUL 20 PM 12:36
OFFICE OF THE
EXECUTIVE SECRETARIAT

Office of the Mayor

July 15, 2011

Village Council

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

Office of the Clerk

Office of the Treasurer

Board of Public Affairs

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

Water Department

Zoning Department

Zoning Board of Appeals

Dear Secretary LaHood and Administrator Jackson:

Street Department

Income Tax Department

Today jobs, the economy and energy security are on the minds of every American. As the Mayor of Lordstown, Home of the Chevy Cruze, 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.

Parks Department

Recreation Department

Planning Commission

Safe, efficient and reliable transportation impacts each individual, family and business in my city. Jobs in Lordstown 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.

Buildings & Grounds
Department

Transportation Department

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.

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.

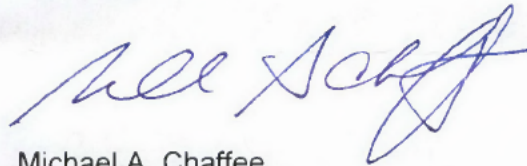
As a mayor, I think every day about job creation and security for my city. As a policymaker, I know that good regulations and laws are often a balancing act of competing demands. I encourage you to carefully balance the factors that impact sensible fuel economy standards, including consumer choice, affordability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

I have been very proud of the work that the Federal government has done with fuel efficiency over the past few years. I am also proud of the partnership that Lordstown, the Federal Government, and General

Motors has forged over the past few years to save and create jobs in my town and the entire Mahoning Valley and all of Ohio. I look forward to working together with your agencies to proudly and responsibly move forward with fuel efficiency in a safe and productive way.

Please feel free to contact me if I can be of any further assistance.

Lordstown Pride!



Michael A. Chaffee
Mayor, Village of Lordstown
330-727-2198

chafvb@hotmail.com

DAILY READING FILE



41ST DISTRICT
STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514
PHONE: (517) 373-1783
FAX: (517) 373-8660
E-MAIL: martyknollenberg@house.mi.gov

MICHIGAN HOUSE OF REPRESENTATIVES

MARTY KNOLLENBERG

STATE REPRESENTATIVE

COMMITTEES:
COMMERCE
EDUCATION
TRANSPORTATION
TRANSPORTATION SUBCOMMITTEE:
PUBLIC TRANSIT

July 14, 2011

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

Dear Administrator Jackson:

I strongly oppose the Environmental Protection Agency's plan to lower the primary ozone standard. The economic effects of this proposal would be devastating to Michigan communities.

My district in the Michigan House of Representatives includes Oakland County. Our ozone levels have improved considerably; after being in nonattainment under the 8-hour ozone standard from 2004 through 2008, we have been in compliance for the last two years.

However, arbitrarily lowering the current standard as low as 60 ppb would almost certainly plunge us back into nonattainment. That would mean mandatory offsets, restrictions on building permits and forced installation of expensive equipment.

Employment would suffer from the financial effect these measures would have on local businesses. A recent study indicated that over the next ten years an ozone standard as low as 60 ppb would trigger the loss of 122,000 Michigan jobs. It would reduce our state gross product by \$10.2 billion and cost businesses and communities \$12.8 billion in attainment costs.

Michigan's struggle against unacceptably high unemployment levels over the last decade is well documented. Between 2000 and 2009, we had the highest percentage job loss in the nation. An incredible 24% of all private sector jobs lost in the United States during that time period came from Michigan.

EXECUTIVE SECRETARIAT

OFFICE OF THE

2011 JUL 20 PM 1:03

REMOVED

Our unemployment rate today is still higher than the national average. Even though our jobless figure in May was two and a half percentage points better than it was in May 2010, we continued to lose jobs. Michigan employers laid off 13,000 workers last month.

It is obvious that we cannot stand any additional barriers to job creation. Lowering the ozone standard would directly cause the loss of thousands of family wage Michigan jobs and I think it would be incredibly callous for a federal agency to knowingly put any policy in place that would have that result.

With all due respect, I ask that you abandon this plan to lower the ozone standard. Michigan businesses and Michigan workers would be too severely impacted to consider implementing such a policy at this time.

Sincerely,



Marty Knollenberg
State Representative
41st District

CC: Michigan Congressional Delegation
Mr. William M. Daley, Assistant to the President & Chief of Staff
Ms. Valerie Jarrett, Office of Public Engagement & Intergovernmental Affairs

Sources:

MI jobs <http://understandingsociety.blogspot.com/2009/09/michigan-job-loss-tsunami.html>

<http://www.freep.com/article/20110616/BUSINESS06/106160455/Michigan-s-jobless-rate-up-slightly?odyssey=mod%7Cnewswell%7Ctext%7CFRONTPAGE%7Cs>



Correspondence Management System

Control Number: AX-11-001-2067

Printing Date: July 20, 2011 02:39:18



Citizen Information

Citizen/Originator: Hitt, Robert M.

Organization: South Carolina Department of Commerce

Address: 1201 Main Street, Columbia, SC 29201

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2067

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 3, 2011

of Extensions: 0

Letter Date: Jul 14, 2011

Received Date: Jul 20, 2011

Addressee: AD-Administrator

Addressee Org: EPA

Contact Type: LTR (Letter)

Priority Code: Normal

Signature: AA-OW-Assistant Administrator - **Signature Date:** N/A

OW

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 South Carolina's business community, I write to oppose the proposed rule and strongly urge the EPA to consider a method that would offer state flexibility through the use of technological alternatives, and sitespecific cost-benefit analyses.

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

Instruction Note: N/A

General Notes: N/A

CC: OCIR - Office of Congressional and Intergovernmental Relations

OEAEE - 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	OW	Jul 20, 2011	Aug 3, 2011	N/A
Instruction: AA-OW-Prepare draft response for signature by the Assistant Administrator for OW					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

DAILY READING FILE



Nikki R. Haley
Governor

SOUTH CAROLINA
DEPARTMENT OF COMMERCE

Robert M. Hitt III
Secretary

July 14, 2011

The Honorable Lisa P. Jackson
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Dear Administrator Jackson:

I am informed that the U.S. Environmental Protection Agency (EPA) has issued a revised rule governing cooling water intake structures at existing electric generation and manufacturing facilities. On behalf of South Carolina's business community, I write to oppose the proposed rule and strongly urge the EPA to consider a method that would offer state flexibility through the use of technological alternatives, and site-specific cost-benefit analyses.

For more than thirty years, the EPA and the states have worked together to apply the requirements of the Clean Water Act on a site-by-site basis, examining the impacts of cooling water intakes on the specific aquatic environment. We continue to believe the rule should provide for technologies other than closed-cycled cooling for existing facilities to be considered by the state permit writers. At a time when the economy is slowly recovering and unemployment remains high, we feel strongly that our nation's industries cannot afford the costs of this new mandate without negatively affecting our economy. EPA's own study shows that this new rule would add \$400 million dollars to the cost of doing business while the benefit is unclear.

Additionally, we believe that this new mandate will result in increased industrial costs and impact electricity supply. As South Carolina works to recruit new job-generating investment, competitive industrial costs and reliable industrial power are critical assets in our ability to attract new industry and encourage expansions among our existing industrial base. Federal mandates that could jeopardize this competitive asset will hamper economic growth.

South Carolina supports efforts to protect the quality of our waters, and we believe the current regulatory regime has been effective in doing so.

We would urge the EPA to avoid imposing a new national mandate that could impact electricity supply, reliability and affordability for business and industrial customers in South Carolina. Thank you for your attention to this important matter.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Hitt III", written over a faint circular stamp.

Robert M. Hitt III

RMH/jy/vw

OFFICE OF THE
EXECUTIVE SECRETARIAT

2011 JUL 20 PM 1:03

RECORDED



Correspondence Management System

Control Number: AX-11-001-2069

Printing Date: July 20, 2011 03:20:00



Citizen Information

Citizen/Originator: Holdren, John P

Organization: Executive Office of the President, Office of Science and Technology Policy
Address: 725 17th Street, Room 5228, Washington, DC 20502

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2069 Alternate Number: N/A
Status: Pending Closed Date: N/A
Due Date: Nov 4, 2011 # of Extensions: 0
Letter Date: Jul 19, 2011 Received Date: Jul 20, 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 - 2011 Presidential Early Career Awards for Scientists and Engineers

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

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	ORD	Jul 20, 2011	Nov 4, 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
(b) (6) Personal Privacy	OEX	Assign ORD as lead office	Jul 20, 2011

DAILY READING FILE

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF SCIENCE AND TECHNOLOGY POLICY
WASHINGTON, D.C. 20502

July 19, 2011

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

Dear Administrator Jackson:

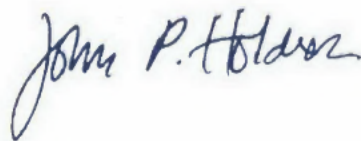
I am writing to invite the Environmental Protection Agency to submit three nominees for the 2011 Presidential Early Career Awards for Scientists and Engineers (PECASE).

PECASE awards identify and honor outstanding Federal researchers who are beginning their independent research careers and who show outstanding potential for leadership in the years and decades ahead. Selection for this award is based on two criteria: (1) performance of innovative research at the frontiers of science and technology relevant to the mission of the sponsoring organization or agency; and (2) commitment to community service, as demonstrated through scientific leadership, education, or community outreach.

PECASE awards foster innovative developments in science and technology, increase awareness of careers in science and engineering, give recognition to the scientific missions of participating agencies, enhance connections between fundamental research and many of the grand challenges facing the Nation, and highlight the importance of science and technology for America's future.

Your participation in the PECASE nomination process supports all these goals and helps maintain an important means of inspiring early-career scientists and engineers to persevere in their work. Please forward to me the names of your 2011 PECASE nominees by November 7, 2011, and please extend my appreciation to the members of your staff who continue to make this award program a success.

Sincerely,



John P. Holdren
Director

cc: Mr. Anand Rajagopal Mudambi



Correspondence Management System

Control Number: AX-11-001-2082

Printing Date: July 20, 2011 03:13:17



Citizen Information

Citizen/Originator: Cohen, Emily

Organization: Engineering & Utility Contractors Association
Address: 17 Crow Canyon Court, San Ramon, CA 94583

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2082 **Alternate Number:** N/A
Status: Pending **Closed Date:** N/A
Due Date: Aug 4, 2011 **# of Extensions:** 0
Letter Date: Jul 13, 2011 **Received Date:** Jul 20, 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
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 20, 2011	Aug 4, 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



ENGINEERING & UTILITY
CONTRACTORS ASSOCIATION

RECEIVED
2011 JUL 20 PM 1:42
OFFICE OF THE
EXECUTIVE SECRETARIAT

OFFICERS

PRESIDENT

Rob Layne
O.C. Jones & Sons, Inc.

July 13, 2011

SECRETARY/TREASURER

Mike McElroy
FMG, Inc.

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

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Jeff Jones
Jones Bros. Enterprises, Inc.

Dave Bianchini
D.E. Bianchini, Inc.

Kenneth Detrick
Detrick Corporation

CHIEF EXECUTIVE OFFICER

Mark Breslin

Dear Secretary LaHood and Administrator Jackson:

The Engineering & Utility Contractors Association (EUCA) 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:

EUCA 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.

EUCA represents more than 450 Contractor and Industry-Associated firms throughout the Western United States, with well over 25,000 employees and more than 25 million man-hours in the construction industry. Our contractor members build California's roads, highways, bridges and water infrastructure systems.

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. EUCA 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 "Emily Cohen". The signature is fluid and cursive, with the first name "Emily" being more prominent than the last name "Cohen".

Emily Cohen
EUCA Director of Government Relations



Correspondence Management System

Control Number: AX-11-001-2085

Printing Date: July 20, 2011 03:30:15



Citizen Information

Citizen/Originator: Proos, John

Organization: The Senate State of Michigan
Address: P.O. Box 30036, Lansing, MI 48909-7536

Constituent: Lori, Matt

Organization: Michigan Senate
Address: P.O. Box 30036, Lansing, MI 48909-7536

Nesbitt, Aric

Organization: Michigan House of Representatives
Address: 80th District State Capitol Post Office Box 30014, Lansing, MI 480909-621

Pscholka, Al

Organization: The Senate State of Michigan
Address: P.O. Box 30036, Lansing, MI 48909-7536

Tyler, Sharon

Organization: Michigan Senate
Address: P.O. Box 30036 State Capitol, Lansing, MI 48909-7536

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2085

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 3, 2011

of Extensions: 0

Letter Date: Jul 10, 2011

Received Date: Jul 20, 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- We write to express our concerns about the impact of the proposed Hazardous Air Pollutants Rule (HAPs).

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



Correspondence Management System

Control Number: AX-11-001-2085

Printing Date: July 20, 2011 03:30:15



Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 20, 2011	Aug 3, 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

Action By	Office	Action	Date
(b) (6) Personal Privacy	OEX	Assign OAR as lead office	Jul 20, 2011

Comments

Commentator	Comment	Date
No Record Found.		



21ST DISTRICT
STATE CAPITOL
P.O. BOX 30036
LANSING, MI 48909-7536
PHONE: (517) 373-6960
TOLL-FREE: (866) 305-2121
FAX: (517) 373-0897
E-MAIL: senjproos@senate.michigan.gov
ONLINE: www.senatorjohnproos.com

MICHIGAN SENATE
JOHN PROOS
STATE SENATOR

APPROPRIATIONS COMMITTEE
SUBCOMMITTEES:
CORRECTIONS (CHAIR)
JUDICIARY (CHAIR)
ENERGY, LABOR AND ECONOMIC
GROWTH (VICE CHAIR)
HUMAN SERVICES
ENERGY AND TECHNOLOGY
(VICE CHAIR)
FINANCE
REDISTRICTING

July 10, 2011

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

2011 JUL 20 PM 1:42
OFFICE OF THE
EXECUTIVE SECRETARIAT
RECORDED

Dear Administrator Jackson,

As elected representatives from Southwest Michigan, our districts consist of thousands of constituents, many of whom are customers of Indiana Michigan Power (I&M). We write to express our concerns about the impact of the proposed Hazardous Air Pollutants Rule (HAPs).

Representing an area of our state that contains so much natural beauty, we appreciate the Environmental Protection Agency's (EPA) efforts to protect the environment and public health. We clearly have made great strides as a nation during the agency's 40-year history in improving the quality of our air, water and land. We are concerned, however, about the significant economic cost of achieving the incremental improvements that will occur under the HAPs provision of the Clean Air Act. American Electric Power, I&M's parent company, has already announced what rate increases will be required to comply with HAPs and the Clean Air Transport Rule. We urge you to consider a compliance plan that will allow utilities, that operate coal-fueled power plants, to comply without double-digit rate increases and the job losses that would surely follow among their customers and our constituents.

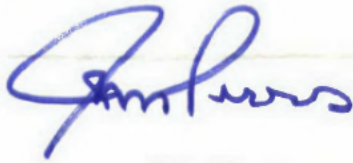
EPA's public assessment of this rule attributes almost all of the claimed health benefits to reductions in emissions of substances other than hazardous air pollutants, in particular to reductions of fine particulates. But air quality modeling submitted to the EPA by the Midwest Ozone Group demonstrates that the reductions made to comply with the Clean Air Interstate Rule, and other requirements already in effect, will allow nearly all areas of the U.S. to meet the current fine particulate air quality standard. Thus EPA's assessment of the HAPs rule claims benefits that are already going to be achieved across large portions of the U.S. by meeting other environmental rules. If the benefits EPA is claiming are based on improvements in areas that already attain the public health standards, it seems they may be vastly overstated. Before the EPA imposes multi-billion dollar compliance programs on families and job providers, it's imperative that the agency assess these benefits accurately. The public deserves nothing less.



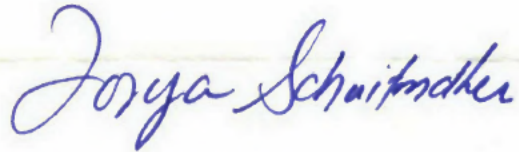
environmental benefits. Those in Southwest Michigan living on a fixed income, particularly senior citizens, have endured rising costs of food, gasoline, and other necessities without an increase in social security cost of living. The HAPs rule, if enacted, will add yet another unnecessary burden on some of our region's most vulnerable citizens.

We all share the goal of having a clean environment, not only for our constituents but also for future generations. However, Southwest Michigan's largest concerns continue to be good-paying jobs and affordable energy prices, which we fear will be negatively impacted by this rule. We strongly urge the EPA to revisit the impact of the HAPs rule on job providers and working families.

Truly,



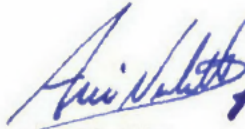
John Proos
State Senator
21st District



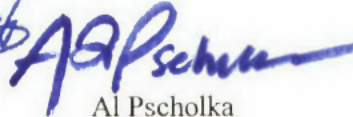
Tonya Schuitmaker
State Senator
20th District



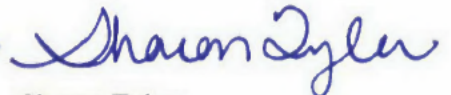
Matt Lori
State Rep.
59th District



Aric Nesbitt
State Rep.
80th District



Al Pscholka
State Rep.
79th District



Sharon Tyler
State Rep.
78th District



Correspondence Management System

Control Number: AX-11-001-2088

Printing Date: July 20, 2011 03:42:14



Citizen Information

Citizen/Originator: Ladd, David

Organization: International Automotive

Address: 28333 Telegraph Road, Southfield, MI 48034

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2088

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: N/A

of Extensions: 0

Letter Date: Jul 6, 2011

Received Date: Jul 20, 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: Daily Reading File-Given that your agencies are now developing national fuel economy standards for 2017-2025m we want 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: 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
No Record Found.					

Supporting Information

Supporting Author: N/A

Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
(b) (6) Personal Privacy	OEX	OAR	Jul 20, 2011
Martha Faulkner	OAR	OAR-OTAQ	Jul 20, 2011

History

Action By	Office	Action	Date
(b) (6) Personal Privacy	OEX	Forward control to OAR	Jul 20, 2011

July 6, 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 20 PM 1:41
OFFICE OF THE
EXECUTIVE SECRETARIAT

Dear Secretary LaHood and Administrator Jackson:

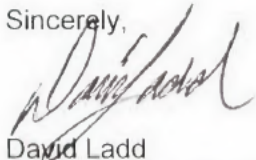
As a leading supplier of automotive interiors, our economic vitality relies heavily on the success of the automobile industry. Given that your agencies are now developing national fuel economy standards for 2017-2025, we wanted to share our views.

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,



David Ladd
Executive Director, Corp. Communications & Government Affairs



Correspondence Management System

Control Number: AX-11-001-2172

Printing Date: July 22, 2011 06:19:46



Citizen Information

Citizen/Originator: Warrick, Ray

Organization: Mason Tea Party

Address: N/A

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2172

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 4, 2011

of Extensions: 0

Letter Date: Jul 21, 2011

Received Date: Jul 21, 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: Our members are outraged at the federal government's latest regulatory overstep to raise fuel economy standards to new and unreasonable levels.

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

R5 - Region 5 -- Immediate Office

Lead Information

Lead Author: JoNell Iffland

Office: OAR-OTAQ-ASD

Due Date: Jul 29, 2011

Assigned Date: Jul 22, 2011

Complete Date: N/A

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

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 21, 2011	Aug 4, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					
Sabrina Hamilton	OAR	OAR-OTAQ	Jul 21, 2011	Aug 2, 2011	N/A
Instruction: OTAQ - Prepare response for the signature of Margo T. Oge, Director of the Office of Transportation and Air Quality (OTAQ).					

July 14, 2011

The Hon. Ray LaHood
Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590
ray.lahood@dot.gov

The Hon. Lisa Jackson
Environmental Protection Agency
1200 Pennsylvania Ave., NW
Washington, D.C. 20004
jackson.lisa@epa.gov

Dear Secretary LaHood and Administrator Jackson,

The decision before you to establish our country's future fuel economy standard has incredible significance. Your choice will affect every American given our heavy reliance on automotive transportation. I hope you maintain the standard at its present level and not implement aggressive new requirements in the 2017-25 period.

As a former CEO and current small business consultant, I understand the fragile nature of the marketplace more than most. I have lived it first-hand and now try to help others reach success despite our economy's enormous obstacles. Small businesses face hurdles day in and out, making their long-term survival uncertain. I assure you, the impact of a higher fuel economy standard is something small businesses do not need, particularly in our present economy.

Furthermore, I write you as the founder of the Mason Tea Party in Mason, Ohio. We are a non-partisan organization of citizens united in a mission to secure policy policies to limit government and encourage fiscal responsibility. Setting the fuel economy standard may seem unrelated to our group's charge, but in fact it is entwined with our very existence.

Government has a significant role to play for the betterment of our society, but government must be prudent in what it does and be sensible in how far it goes to implement public policy. Our country is facing a huge deficit, a weak economy and record levels unemployment. The fuel economy standard cannot be established in a vacuum without examining the correlation of these major factors. One thing is undeniable, negative repercussions for our country's economy will be the result if the standard is set too high.

Respectfully,

Ray Warrick
Founder, Mason Tea Party
ray.warrick@masonteparty.org



Correspondence Management System

Control Number: AX-11-001-2273

Printing Date: July 22, 2011 11:20:23



Citizen Information

Citizen/Originator: Suttan, Kerry

Organization: Office of the Director of National Intelligence

Address: Washington, , DC 20511

Mason, L. Roger

Organization: Office of the Director of National Intelligence

Address: Washington, , DC 20511

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-11-001-2273

Alternate Number: N/A

Status: Pending

Closed Date: N/A

Due Date: Aug 22, 2011

of Extensions: 0

Letter Date: Jul 20, 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 - Identifying Intelligence Priorities for Fiscal Years 2014-2018

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

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
(b) (6) Personal Privacy	OEX	OHS	Jul 22, 2011	Aug 22, 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



EXECSEC: Identifying Intelligence Priorities for Fiscal Years 2014-2018

NASAEExecSec, EPAExecSec, renee.taylor,
kerryds to: michael.gallagher, Allison.ensor, joi.a.jones, jtrimble, 07/20/2011 07:39 PM
asmathe, FCCExecSec, SES-O, USDAExecSec,
Cc: Justin.Huff

Please find attached an invitation to participate in the identification of Intelligence Community Strategic Priorities for Fiscal Years 2014-2018 by providing your customer information priorities and areas of low mission value to the Office of the Director of National Intelligence. These inputs will help the Director of National Intelligence shape future national and military intelligence capabilities through a mission-focused, customer-driven process. Inputs are due to ODNI on **22 August 2011**.

Thank you.

Kerry Suttan

Systems and Resource Analyses

Office of the Director of National Intelligence

(open) 703-275-2968

(secure) 917-2968



- Memo - Customer Information Priorities FINAL.pdf



- Attachment 1 - Instructions and

Template - Customer Information Priorities.xlsx



- Attachment 2 - Presentation - Customer Information Priorities.pdf

OFFICE OF THE DIRECTOR OF NATIONAL INTELLIGENCE
ASSISTANT DIRECTOR OF NATIONAL INTELLIGENCE FOR
SYSTEMS AND RESOURCE ANALYSES
WASHINGTON, DC 20511

SRA-11-0041

MEMORANDUM FOR: Distribution

SUBJECT: Identifying Intelligence Priorities for Fiscal Years 2014-2018

The Office of the Director of National Intelligence is determining Intelligence Community (IC) strategic priorities for fiscal years (FY) 2014-2018. These priorities will help the Director of National Intelligence (DNI) shape future intelligence capabilities through a mission-focused, customer-driven process.

I invite your participation in an important phase of this prioritization process. I am asking National Intelligence Managers (NIMs) and IC-supported customers to provide up to five top information priorities. Specifically, we are asking that you look out into the FY 2014-2018 timeframe, anticipate missions and objectives, project information gaps that may be associated with those missions and objectives, and identify your critical top five information priorities. These priorities should reflect information gaps and challenges unsatisfied by current intelligence and not recognized in current programming. Also, they should convey informational priorities, not infrastructure needs. In addition, NIMs and customers also are asked to identify up to three anticipated areas of low mission value that may be duplicative, low impact, or no longer required in three to five years.

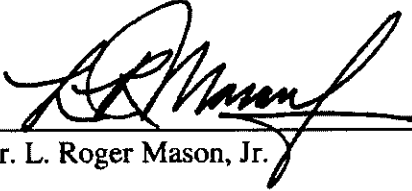
The offices of the Deputy Director of National Intelligence for Intelligence Integration, the Assistant Director of National Intelligence for Partner Engagement, and the Under Secretary of Defense for Intelligence, in its capacity as Director of Defense Intelligence, will partner to collect, evaluate, and consolidate submissions.

Definitions and instructions for submitting priorities are attached. An informational meeting will be held on 28 July 2011 from 10:00 a.m.-12:00 p.m. in room 1B450A/B at Liberty Crossing 2 to support this activity. Please RSVP to the email addresses below and pass your clearances, if necessary.

Please submit priorities via the attached template by **22 Aug 2011** to planning@dni.ic.gov (TS), planning@dnis.sgov.gov (Secret), or planning@dni.gov (Unclass). For inquiries or questions, please contact Kerry Suttan at 917-2968 (secure), 703-275-2968 (open) or Karen Hembree at 917-3275 (secure), 703-275-3275 (open).

Subject: Identifying Intelligence Priorities for Fiscal Years 2014-2018

I look forward to your participation and appreciate your continued support in helping shape the capabilities of the IC.



Dr. L. Roger Mason, Jr.

20 July 2011

Date

Attachments:

1. Instructions and Template for Submission of Customer Information Priorities for Fiscal Years 2014-2018
2. Presentation on Customer Information Priorities



Correspondence Management System

Control Number: AX-11-001-2284

Printing Date: July 22, 2011 02:47:18



Citizen Information

Citizen/Originator: DuVall, Barry

Organization: Virginia Chamber of Commerce
Address: 9 South Fifth Street, Richmond, VA 23219

Parker, Joanna

Organization: Virginia Chamber of Commerce
Address: 9 South Fifth Street, Richmond, VA 23219

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number:	AX-11-001-2284	Alternate Number:	N/A
Status:	Pending	Closed Date:	N/A
Due Date:	Aug 5, 2011	# of Extensions:	0
Letter Date:	Jul 20, 2011	Received Date:	Jul 22, 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_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: 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
R3 - Region 3 - Immediate Office

Lead Information

Lead Author: JoNell Iffland

Office: OAR-OTAQ-ASD

Due Date: Jul 29, 2011

Assigned Date: Jul 22, 2011

Complete Date: N/A

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

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
(b) (6) Personal Privacy	OEX	OAR	Jul 22, 2011	Aug 5, 2011	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					



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:

The Virginia Chamber of Commerce is focused on proactive policies that support business interests and provide Virginia with a more secure future. Transportation is a critical component of our economic vitality and given that the U.S. Environment Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) are now developing national fuel economy standards for 2017-2025, I wanted to share my views.

Safe, efficient and reliable transportation is necessary to businesses across our commonwealth. Many jobs and businesses in Virginia are tied directly to cost effective transportation, especially for many of our members who operate large vehicle fleets. We support your efforts to improve fuel economy by laying out a long-term program, but encourage you to carefully consider a business-friendly, balanced and thoughtful approach.

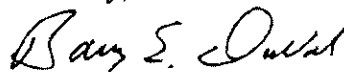
Many of our members depend on large fleets of vehicles in their day to day operations. If fuel economy standards increase too quickly; resulting in more expensive vehicles, many of our members would have no choice but to extend the life of their aging vehicles, deferring new purchases. This, no doubt, puts jobs across the country at risk.

Businesses across Virginia and the country rely on a wide range of vehicles to meet their needs. Some businesses require automobiles with sufficient passenger space, while others need vans and utility vehicles to conduct commerce. Agriculture depends on pickup trucks, as do the construction industry and local trades. Fuel standards need to be as diverse as the transportation needs of our nation.

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

At the Virginia Chamber of Commerce, 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 that reads "Barry S. DuVal". The signature is written in a cursive, flowing style.

Barry DuVal
President & CEO

AMERICAN AUTOMOTIVE POLICY COUNCIL



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

Dear Secretary LaHood and Administrator Jackson:

On behalf of the American Automotive Policy Council (AAPC) and its member companies – Chrysler Group LLC, Ford Motor Company and General Motors Company – we wish to share our views regarding national fuel economy standards for 2017-2025. First, we thank your agencies for finding a balance between protecting the environment, helping create American jobs and giving manufacturers a degree of near-term certainty for the 2012-2016 standards, and we look forward to working with you to achieve this outcome again.

Our companies take pride in their commitments to the current ambitious standards and are working hard to meet them. In fact, by the EPA's own estimates, the industry will spend \$51.5 billion in research and development to achieve these standards.

Moving forward, we encourage NHTSA and EPA to develop one national fuel economy standard and increase fuel economy standards to the maximum feasible level, which Congress defines as a level that balances technological feasibility with economic practicability. Standards that do not maintain this balance will not only dramatically increase the costs of vehicles, they will lead to job loss just as the industry is rebounding.


Sales are up, our companies are hiring new workers and we are creating new shifts at assembly plants – all while producing some of the most fuel-efficient vehicles on the road. But the government's own study, conducted by the U.S. Energy Information Administration (EIA), warns about a decline in vehicle sales if overly aggressive fuel economy standards are put in place. According to the EIA, car sales would drop by 8 percent if the fuel economy standard was just 47mpg (3% year over year) and 14% at the level of 62 mpg (6% year over year).

GM, Ford and Chrysler directly account for approximately 200,000 jobs and many of these jobs would be endangered by a standard that does not balance technological feasibility and economic practicability. Job losses will not be limited to just our companies, but thousands of suppliers, dealerships and repair facilities across the country as well.

Even with today's high gas prices, trucks and SUVs account for about half of sales. A standard that does not meet the balance Congress established would not only mean higher car and truck prices for families, but small businesses that depend on vans, SUVs and pickups would face limited choices as well.

The auto industry's ability to continue to design, build and sell the vehicles that supports these jobs depends on one reasonable national fuel economy standard. We ask that you balance these factors as you develop the 2017-2025 fuel economy standards.

Sincerely,

A handwritten signature in black ink that reads "Matt Blunt". The signature is written in a cursive, flowing style.

Matt Blunt

AAPC

President

