

To: Jackson, Ryan[jackson.ryan@epa.gov]
From: Market Connections
Sent: Tue 8/22/2017 1:21:35 PM
Subject: Federal Decision Makers: Your input is needed

As a public sector opinion leader, you have been selected to participate in an online survey to better understand federal government decision makers' media habits (i.e., publications, websites, social media).

Your participation is critical as the reliability of the findings for this one of a kind study depends heavily on receiving responses from each person in the sample. Under no circumstances will your individual answers be divulged – they will only be reported in aggregate with those of other people responding to the study.

Please take a few moments to complete this online survey by simply clicking the following link (or copying and pasting the following URL at your Internet browser prompt):

[Click Here to Start the Survey](#)

We value your input and sincerely hope that you will share your thoughts with us. We greatly appreciate your assistance in this landmark study.

Market Connections Inc.
11350 Random Hills Road, Suite 800
Fairfax, VA 22030
www.marketconnectionsinc.com

This message was sent by Market Connections Inc, 11350 Random Hills Road, Suite 800, Fairfax, VA 22033.

If you would prefer not to receive any future surveys simply clicking the following link (or copying and pasting the following URL at your Internet browser prompt): [Unsubscribe](#)

To: Jackson, Ryan[jackson.ryan@epa.gov]
From: Brian C Mormino
Sent: Fri 9/22/2017 5:14:28 PM
Subject: Followup on Cummins Mtg with Administrator
[PruittEMAHandout9.20.17.pdf](#)

Hi Ryan. Hope you are doing well. My CEO along with other leaders in the industry had a great discussion with the Administrator earlier this week. Attached is the handout that we provided to him and the rest of the EPA team that was in the meeting. As we discussed in the meeting, it seems like we have the potential for a collaborative initiative on NOx for the commercial vehicle sector which aligns with the Administrator's goals. Let me know if you would like to discuss.

Thanks,

Brian

Brian C. Mormino
Executive Director -- Worldwide Environmental Strategy & Compliance
Cummins Inc.

MC 60203, 500 Jackson Street
Columbus, IN 47201
812-377-0512 (p)
202-669-3597 (c)
brian.c.mormino@cummins.com

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September 20, 2017

**Requests for Regulatory Action and Relief
Heavy-Duty Commercial Vehicle and Engine Manufacturers**

Our industry is vital to the U.S. economy and American jobs

- Trucks operate in interstate commerce and move 70% of the nation's freight by weight
- Substantial U.S. manufacturing presence with significant capital investment in jobs and infrastructure; leaders in developing innovative technologies
- Compared to passenger cars: smaller production volumes, more diverse product lines, more limited resources; extremely long planning cycles; few players
- Customers ranging from large commercial fleets to small businesses invest significant capital resources in trucks and require reliable, durable and affordable products
- Manufacturers need regulatory certainty, feasibility, stability and leadtime

Strong Support for Phase 2 Greenhouse Gas Rule

- Three Phase 2 rules in play: EPA, NHTSA and CARB
- Must maintain full regulatory alignment/uniformity and avoid uncertainty of change as extensive planning and coordination is already in place to meet comprehensive negotiated regulatory schedule
- Certain technical corrections are required (*e.g.*, chassis/aero testing, credit-reporting, etc.)
- Requested Action: EPA should implement the Phase 2 rule as finalized, but should make required technical amendments as agreed upon by industry and the Agency

EPA's leadership in developing a streamlined national low-NO_x rule can be a win-win for business and the nation's air quality

- The nation's interests in clean air and NAAQS attainment are best served by a cost-effective national program
- A new paradigm of next-tier low-NO_x regulations to improve air quality for all Americans affords a unique chance for a streamlined national program that could:
 - achieve significant real-world in-use NO_x reductions
 - reduce current regulatory burdens and costs (*e.g.*, 2-for-1 reductions, including streamlining OBD and several up-front certification and testing requirements)
 - provide sufficient lead time, phase-ins and a subsequent period of regulatory stability to allow manufacturers to recoup their capital investment, while avoiding adverse impacts on fuel efficiency/GHG Phase 2 implementation
- Requested Action: It is critical that EPA publicly signal that the Agency will take the lead in developing and implementing nationwide, next-tier, streamlined and cost-effective low-NO_x regulations that will allow U.S. manufacturers to grow their businesses and that will promote NAAQS attainment across the country