

Statement on the Ozone National Ambient Air Quality Standards

September 2, 2011

Over the last 2½ years, my administration, under the leadership of EPA Administrator Lisa Jackson, has taken some of the strongest actions since the enactment of the Clean Air Act four decades ago to protect our environment and the health of our families from air pollution. From reducing mercury and other toxic air pollution from outdated power plants to doubling the fuel efficiency of our cars and trucks, the historic steps we've taken will save tens of thousands of lives each year, remove over a billion tons of pollution from our air, and produce hundreds of billions of dollars in benefits for the American people.

At the same time, I have continued to underscore the importance of reducing regulatory burdens and regulatory uncertainty, particularly as our economy continues to recover. With that in mind, and after careful consideration, I have requested that Administrator

Jackson withdraw the draft ozone national ambient air quality standards at this time. Work is already underway to update a 2006 review of the science that will result in the reconsideration of the ozone standard in 2013. Ultimately, I did not support asking State and local governments to begin implementing a new standard that will soon be reconsidered.

I want to be clear: My commitment, and the commitment of my administration, to protecting public health and the environment is unwavering. I will continue to stand with the hard-working men and women at the EPA as they strive every day to hold polluters accountable and protect our families from harmful pollution. And my administration will continue to vigorously oppose efforts to weaken EPA's authority under the Clean Air Act or dismantle the progress we have made.

The President's Weekly Address

September 3, 2011

At the end of September, if Congress doesn't act, funding for our roads and bridges will expire. This would put a stop to highway construction, bridge repair, mass transit systems, and other important projects that keep our country moving quickly and safely. And it would affect thousands of construction workers and their families who depend on the jobs created by these projects to make ends meet.

Now, usually, renewing this transportation bill is a no-brainer. In fact, Congress has renewed it seven times over the last 2 years. But thanks to political posturing in Washington, they haven't been able to extend it this time, and the clock's running out.

Allowing this bill to expire would be a disaster for our infrastructure and our economy. Right away, over 4,000 workers would be furloughed without pay. If it's delayed for just 10 days, we will lose nearly \$1 billion in highway funding that we can never get back. And if we

wait even longer, almost 1 million workers could be in danger of losing their jobs over the next year.

These are serious consequences, and the pain will be felt all across the country. In Virginia, 19,000 jobs are at risk; in Minnesota, more than 12,000; and in Florida, over 35,000 people could be out of work if Congress doesn't act.

That makes no sense, and it's completely avoidable. There's no reason to put more jobs at risk in an industry that has been one of the hardest hit in this recession. There's no reason to cut off funding for transportation projects at a time when so many of our roads are congested, so many of our bridges are in need of repair, and so many businesses are feeling the cost of delays.

This isn't a Democratic or a Republican issue, it's an American issue. That's why last week, I was joined at the White House by