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Environmental Resources & Energy**  
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## Senate of Pennsylvania

February 2, 2006

To the Editor:

As sponsors of Senate Bill 1025, we take issue with your January 31, 2006 editorial claiming that clean air is at risk under this important legislation. As most of the points raised in your editorial appear to come directly from a memo sent by PennEnvironment earlier this week, we are led to believe that this memo served as the sole basis for your editorial. We greatly appreciate the opportunity to respond in an effort to provide some balance to the discussion.

You contend that allowing the Department of Environmental Protection to tie our Clean Vehicles Program to California's is not abrogating our authority to another state. Nothing could be further from the truth. If regulations are approved, setting a course to attainment under the Federal Clean Air Act with the California Air Resource Board (CARB) making the decisions, Pennsylvania's air quality improvement plans will become inextricably tied in with decisions made in California. Separating from this decision at anytime in the future will be, for all practical purposes, impossible.

Pennsylvania currently utilizes the Federal Tier II standards, crafted by the Clinton-Gore Administration. Approximately 40 other states also use the federal standards. Under federal law, states must choose either the California vehicle emission standard, or the federal standards. There is no "customizing" of the vehicle emission standards. It is important to note that nothing in this legislation would prevent a consumer from purchasing vehicles meeting the California emissions standard.

The Department of Environmental Protection (DEP) has repeatedly submitted air quality improvement strategies to the Environmental Protection Agency (EPA) which state that the Commonwealth will bring almost all counties into attainment utilizing the federal vehicle emission standards. EPA has cautioned states to not overstate the benefits of the California standards, advising that there may be only a 1-2% added benefit.

Allowing California to set our emission standards would in fact prohibit the sale of numerous vehicle models, including many diesel models. Furthermore, the citizens of the Commonwealth would be susceptible to further vehicle choice limitations depending on what California chooses to do in the future to address its own unique air quality needs.

Cars designed to meet the California standards cost more to manufacture, slowing down fleet turnover, and slowing the benefits from cleaner new cars. For example, estimates to meet the pending California carbon dioxide standard range from \$1,000 - \$3,000 per vehicle. If there

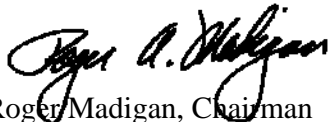
were no difference in manufacturing costs, logic dictates that manufacturers would simply make one model that can be certified in all 50 states. Some of the design modifications required to meet California's standards include redesigning V-6 engines to in-line 5 cylinder engines, installing narrow, low grip tires, developing new automated-manual transmissions and reconfiguring the alternator and the electric power systems. It is inconceivable that these modifications would come without any cost to the consumer.

Several years ago, when the Commonwealth embarked on a collaborative effort among various stakeholders in the air quality debate, an agreement was signed charting the best course of action for Pennsylvania. These agreements clearly stated that the Federal Tier II vehicle standard should be pursued, and were signed by representatives of PennFuture, DEP, the American Lung Association and the Clean Air Council.

Senate Bill 1025 does nothing more than implement the recommendation of the stakeholder group and does so to protect the consumers of Pennsylvania.

Our air is cleaner today than at any point in over a century. The federal standards now in place will produce cars 95% cleaner than those on the road just six years ago. We did not make this assertion – former President Bill Clinton did.

Sincerely,



Roger Madigan, Chairman  
Senate Transportation Committee



Mary Jo White, Chairman  
Senate Environmental Resources  
& Energy Committee