



Senate Environmental Resources and Energy Committee

Senator Mary Jo White
Chairman

Patrick Henderson, Executive Director

Room 168 • State Capitol Building

Mailing address: Senate Box 203021 • Harrisburg, PA 17120-3021

Phone: 717-787-9684 • FAX: 717-787-6088

To: Senate Environmental Resources & Energy Committee Members

From: Senator Mary Jo White, Chairman

Date: May 22, 2007

Re: Senate Bill 354

A recent press release sent to your office from John Hanger, director of Pennfuture, continues to misrepresent the intent and impact of Senate Bill 354. I introduced this legislation to better define the scope of rulemaking petitions submitted to the Environmental Quality Board (EQB).

Last week, the EQB voted to accept a report issued by the Department of Environmental Protection (DEP) regarding a truck-idling petition. The petition was submitted by the Clean Air Board of Central Pennsylvania, and seeks to establish limits on how long commercial trucks can idle so as to reduce concentrated levels of air pollutants.

Mr. Hanger has claimed that should Senate Bill 354 be the law, the truck idling petition may very well have been disallowed. This is demonstrably false, as has been explained to Mr. Hanger previously.

Specifically, according to DEP's report the truck idling petition seeks to "*reduce emissions of PM_{2.5}, which is a regulated pollutant, by limiting the idling time of commercial diesel vehicles*". DEP's report goes on to state that the petition also seeks to address problems related to emissions of toxic air contaminants and oxides of nitrogen, which contribute to the formation of particulate matter and ground level ozone. DEP states, "*the regulation would be reasonably necessary to achieve and maintain the ambient air quality standards*" required by state and federal law.

As Mr. Hanger knows well, Senate Bill 354 specifically permits the submission of any petition to the EQB which seeks to further limit an already regulated emission (which includes PM_{2.5} and oxides of nitrogen) *or* which is necessary to comply with the requirements of any state or federal environmental statute. There is, therefore, no question that Senate Bill 354 would not have prohibited consideration of the Clean Air Board's petition.

People certainly have the right to disagree with the merits of proposed legislation. But they should not be permitted to simply lie in an effort to garner support for their position.

Senate Bill 354 has been re-committed to the Senate Environmental Resources and Energy Committee. I anticipate it will be scheduled for consideration at the Committee's next meeting. If you have any questions, feel free to contact me.