

**Senator Roger Madigan, Chairman  
Transportation**  
Room 286 Main Capitol Building  
Senate Box 203023  
Harrisburg, PA 17120-3023



**Senator Mary Jo White, Chairman  
Environmental Resources & Energy**  
Room 169 Main Capitol Building  
Senate Box 203021  
Harrisburg, PA 17120-3021

## Senate of Pennsylvania

May 23, 2006

Letters to the Editor  
Pittsburgh Post-Gazette  
34 Boulevard of the Allies  
Pittsburgh, PA 15222

Dear Editor:

As Terry Ann Halbert notes, strong environmental policies can lead to expanded economic development opportunities. As current and past chairs of the Senate Environmental Resources and Energy Committees, we have championed this belief for years, while seeking to strike the appropriate balance of a clean environment with an economic policy that encourages growth and development.

However, Ms. Halbert's correlation to the Clean Vehicles Program is misplaced. The Clean Vehicles Program was adopted in 1998, and utilizes the federal vehicle emission standards (Tier II) as the Commonwealth's official vehicle emission standard. Unfortunately, DEP wants to change this program to incorporate the California standard. There is no middle ground – we must choose one or the other. Adopting the California standard will subject us to whatever whims that state chooses in the future.

The question is, do we really need it? Evidence suggests there is little if any emission difference between the federal Tier II standards and the California standard, particularly since use of California fuel is prohibited in Pennsylvania. But these cars will cost more, especially in 2009 when California's carbon dioxide standard goes into affect. Nothing slows down fleet turnover more – and keeps dirtier cars on the road – than higher car prices.

Ms. Halbert states that 37 counties in Pennsylvania are listed as ozone non-attainment. Proper context of her contention would also note that 31 of these counties will be listed as attainment by 2009; the remaining six counties face a 2010 deadline, and do not rely upon the California standards to come into compliance. More steps will need to be taken regardless of whether we adopt the California standard.

Further, her contention that the Clean Vehicles Program is included in the Commonwealth's State Implementation Plan is correct; the implication that the California standard is relied upon for emission reductions, however, is false. Indeed, EPA has already confirmed that our legislation, which maintains the federal standards in PA while we conduct a comprehensive study of our air quality, would not subject us to fines and penalties. The contention that we will lose highway funds has been totally debunked.

Ironically, the federal Tier II standards we seek to maintain were crafted by the Clinton Administration. President Clinton said these standards will reduce emissions by 95% over cars made just seven years ago. So why should we make cars more expensive, abrogate our rulemaking authority to another state, for questionable added environmental benefit? AAA supports our bill, and we believe it is the best route for Pennsylvanians.

Sincerely,

Handwritten signature of Roger A. Madigan in black ink.

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Senate Transportation Committee  
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Handwritten signature of Mary Jo White in black ink.

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