

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF ENVIRONMENTAL PROTECTION  
ENVIRONMENTAL QUALITY BOARD

\* \* \* \* \*

IN RE: PENNSYLVANIA CLEAN VEHICLES PROGRAM AMENDMENTS

PUBLIC HEARING

\* \* \* \* \*

BEFORE: William F. Adolph, Junior Chair  
Michelle Tate, Member  
Marjorie Hughes, Member  
Joseph Deklinski, Member

HEARING: Tuesday, March 28, 2006  
10:00 a.m.

LOCATION: Marple Township Municipal Building  
227 South Sproul Road  
Springfield and Sproul Roads  
Broomall, PA 19008

WITNESSES: Nathan Willcox, Ann Fuchs, Dennis Winters,  
Claude Baldino, Ross DiBono, James Carson, Bill  
Brainerd, Joy Bergey, Sister Mary Elizabeth Clark,  
Sidne Bagline, Steve Gallop, Jason Brady, Vincent  
O'Grady, Mary Trayes, Erika Martin, Bill Seybold,

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1 WITNESSES:

2 Christine Knapp, Kenneth Brown, Kathy Sherman, Annie  
3 Leary, Juliette Pryor, Arthur Stamoulis, Thurman  
4 Brendlinger, Jim Black, Brian Zeck, Ann Moscony, Diana  
5 Mizer, Ed Larsen, Al Haynes, David Mindel, Matthew  
6 Nicholas, Tim Kearney, Peter Bauer, Bob Acheson, Henry  
7 Frank and Bernard McPherson.

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14 Reporter: Danielle M. Zamias

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NONE OFFERED

## P R O C E E D I N G S

CHAIR:

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2 -----  
3  
4 Good morning. I'm going to try to get  
5 this meeting started right on time. We have a very,  
6 very busy agenda. My name is Bill Adolph. I'm the  
7 State Representative from the 165th Legislative  
8 District, the garden spot of Pennsylvania, you're  
9 sitting in it right now. Okay. We have room here for  
10 about 50, I understand, seats, so those that are going  
11 to testify, I have a number of about 33, so if you  
12 want to leave after you testify, go right ahead. This  
13 way people that are standing can be able to find some  
14 seats. Okay. Now, that was my editorial for today.  
15 And I'll get down to official business.

16 Welcome to the Environmental Quality  
17 Board public hearing on the proposed amendment to the  
18 Pennsylvania Clean Vehicles Program. The purpose of  
19 this hearing is to formally accept testimony on the  
20 proposed regulations. My name is Bill Adolph. I  
21 represent the 165th Legislative District as Chairman  
22 of the House of Representatives Environmental  
23 Resources and Energy Committee, I am also a member of  
24 the EQB, the Environmental Quality Board. I would  
25 officially like to call this hearing to order at 10:00

1 a.m. With us today from the Department of  
2 Environmental Protection are Arleen Shulman with the  
3 Air Resource Management Division, Bureau of Air  
4 Quality, Michelle Tate, and Marjorie Hughes, DEP  
5 Regulatory Coordinator. The gentleman to my left is  
6 Joe Deklinski. He is the House Republican Executive  
7 Director of the Committee.

8           Before we launch into the testimony this  
9 morning, I would like to make a few brief opening  
10 remarks. Please make no mistake, this legislator,  
11 along with my colleagues in the House of  
12 Representatives are concerned about having clean air  
13 within Pennsylvania. Everyone has an idea about how  
14 to achieve the best air quality. I believe that we  
15 are all on the same page. We may have different  
16 opinions on how to get there but we all want the same  
17 result.

18           I also believe very strongly in the  
19 public input process. That is why as a member of the  
20 EQB, I voted to move this draft regulation to the  
21 public comment stage. It is very important to receive  
22 and to evaluate competing points of view. In that  
23 way, we can have the benefit of the collective  
24 thinking of a diverse group of stakeholders to achieve  
25 the best results.



1 Today is the last of three public  
2 hearings the EQB will hold to accept comments on this  
3 proposal to amend the Clean Vehicles Program  
4 regulations. There was a meeting held in Pittsburgh  
5 on March 14th, another meeting in Harrisburg on March  
6 20th. I asked to have this meeting here in Delaware  
7 County to represent the southeast section of  
8 Pennsylvania.

9 The amendment proposed by the DEP seeks  
10 to postpone the compliance date from model year 2006  
11 to model year 2008, to update several definitions and  
12 also propose a method to transition Pennsylvania into  
13 compliance with these changes if adopted.

14 This is one part of a 17-step regulatory  
15 review process. Ultimately if this regulation is  
16 approved, it will be submitted to the Environmental  
17 Protection Agency as a revision to the State  
18 Implementation Plan.

19 On February 11, 2006, the EQB published  
20 these proposed regulations for public review and  
21 comment in the Pennsylvania Bulletin. In addition,  
22 notice of this hearing has been published in 13  
23 newspapers statewide.

24 In order to give everyone an equal  
25 opportunity to comment on the proposal, the following

1 ground rules have been established. The witnesses who  
2 have pre-registered to testify at this hearing will be  
3 called first. After hearing from these witnesses, if  
4 time permits, other interested parties who are present  
5 will be given the opportunity to testify. Testimony  
6 is limited to ten minutes for each witness. Now, you  
7 don't have to go to that ten minutes. Okay. So you  
8 know, I'm sure we're going to hear an awful lot of  
9 testimony and some of it may be repetitive. So you  
10 know, that's a ten-minute maximum. I will hold you to  
11 the maximum. Okay. But I also welcome a speedy  
12 testimony.

13                   Organizations are requested to designate  
14 one witness to present testimony on its behalf. Each  
15 witness is asked but not required to provide these  
16 written --- three written of their testimony to aid in  
17 transcribing the hearing. Please provide to me, any  
18 copies you may have prior to presenting your  
19 testimony. Please state your name, home address, and  
20 affiliation for the record prior to presenting your  
21 testimony. Your help in spelling names and terms that  
22 may not be generally familiar is appreciated so that  
23 the transcript can be as accurate as possible.

24                   Because the purpose of the hearing is to  
25 receive comments on the proposal, EQB or DEP staff may

1 question witnesses. However, the witnesses may not  
2 question the EQB or DEP staff during this hearing. As  
3 noted in the Pennsylvania Bulletin and the newspaper  
4 notices, interested persons may also submit comments  
5 in writing or electronically. Specific instructions  
6 on submitting these comments can be found in the  
7 Bulletin or newspaper notices. Copies of the  
8 Pennsylvania Bulletin are available at the sign-in  
9 table. All comments received at this hearing, as well  
10 as those received in writing, or electronically during  
11 the public comment period, which extends from February  
12 11th to April 12th, 2006, will be considered by the  
13 Department in the finalization of these regulations.  
14 Anyone who is interested in a copy of the transcript  
15 of this hearing may contact the reporter here today to  
16 arrange to purchase a copy.

17 I now call the first witness, Nathan  
18 Willcox, PennEnvironment. Good morning, Nathan.

19 MR. WILLCOX:

20 Good morning. I have copies here so ---  
21 there are three there.

22 CHAIR:

23 Can everybody hear me okay? So if you  
24 speak up into the mic, Nathan, I would appreciate it  
25 and so would the people in the back. Thank you.

1                   MR. WILLCOX:

2                   All right. My name is Nathan Willcox. I  
3 am the energy and clear air advocate with  
4 PennEnvironment. Last name is W-I-L-L-C-O-X. Do you  
5 want home address or organization address?

6                   CHAIR:

7                   In your case, the organization.

8                   MR. WILLCOX:

9                   Organization. Organizational address is  
10 1334 Walnut Street, Sixth Floor, Philadelphia,  
11 Pennsylvania, 19107. Thank you to the Environmental  
12 Quality Board, for the opportunity to present  
13 testimony today on the important issue of the  
14 implementation of the Pennsylvania Clean Vehicles  
15 Program. PennEnvironment is a statewide nonprofit,  
16 nonpartisan environmental advocacy organization with  
17 more than 18,000 citizen members across the state.

18                   Given the public health and environmental  
19 threat posed by air pollution in Pennsylvania, the  
20 state should implement the strongest possible programs  
21 to reduce air pollution in the Commonwealth. Cars and  
22 trucks are a significant source of this air pollution,  
23 but thankfully there are both technologies that will  
24 drastically reduce pollution from automobiles and an  
25 established set of vehicle emission standards that

1 will bring these cleaner vehicles to Pennsylvania  
2 faster than weaker federal standards.

3           We urge the Environmental Quality Board  
4 to move ahead in implementing these standards in  
5 Pennsylvania as encompassed in the Pennsylvania Clean  
6 Vehicles Program.

7           While air quality has improved in  
8 Pennsylvania and across the country over the last  
9 three decades, Pennsylvania still suffers from air  
10 pollution levels that pose significant public health  
11 and environmental threats and levels that represent  
12 some of the worst air pollution in the country. One  
13 air pollutant of primary concern is ground-level ozone  
14 or smog pollution. Nitrogen oxides and volatile  
15 organic compounds react with heat and sunlight to  
16 create the smog that prompts Code Red ozone alert days  
17 advising citizens to limit their outdoor activities.

18           In 2003, Pennsylvania ranked 11th  
19 nationwide for the worst ozone smog pollution  
20 nationally, as measured by the number of exceedances  
21 of the Environmental Protection Agency's eight-hour  
22 health-based ozone standard. Preliminary data  
23 suggests that from May through August there were at  
24 least 20 days on which monitors in Pennsylvania  
25 recorded smog levels exceeding EPA's health-based

1 standard. In addition, 37 Pennsylvania counties have  
2 been named by EPA as non-attainment areas exceeding  
3 the eight-hour health-based ozone standard. In  
4 addition to creating smog pollution, nitrogen oxide  
5 also reacts with other substances in the air to form  
6 acid rain which damages forests, lakes and streams.

7           In addition to ozone smog pollution, to  
8 other air pollutants of particular concern in  
9 Pennsylvania are air toxics, such as benzene, and  
10 global warming pollutants, such as carbon dioxide.

11           Ozone smog pollution creates a host of  
12 public health problems, and exposure to even very  
13 little levels of ozone contributes to a wide range of  
14 adverse health effects. Much like a sunburn affects  
15 the skin, ozone burns our lungs and airways causing  
16 them to become inflamed, reddened and swollen.  
17 Children, senior citizens and people with respiratory  
18 diseases are particularly vulnerable to the health  
19 effects of ozone smog pollution. In 1997, the EPA  
20 tightened the National Ambient Air Quality Standards  
21 for ozone and concluded that when inhaled even at very  
22 low levels, ozone can cause chest pain, aggravate  
23 asthma, reduce lung function, increase emergency room  
24 visits for respiratory problems and lead to  
25 irreversible lung damage. Here in Pennsylvania, it is

1 estimated that ozone pollution triggers 370,000 asthma  
2 attacks annually. And there is 740,000 adult  
3 asthmatics in Pennsylvania or nearly eight percent of  
4 the state's adult population. Additionally, a new  
5 PennEnvironment report to be released next week found  
6 that smog pollution is responsible for 7,000 hospital  
7 admissions due to respiratory problems each year in  
8 Pennsylvania as well as 4,000 visits to emergency  
9 rooms due to asthma.

10           Also toxic or hazardous air pollutants,  
11 such as benzene, have significant public health  
12 impacts as well. Many are known or suspected to cause  
13 cancer, birth defects, neurological damage and other  
14 serious health effects. Benzene specifically is known  
15 to cause leukemia.

16           In Pennsylvania, highway vehicles,  
17 including cars and light trucks, are responsible for a  
18 significant portion of the air pollution created.  
19 Specifically in 2001, highway vehicles emitted over  
20 300,000 tons of smog-forming nitrogen oxides, or 37  
21 percent of the state's total emissions, and over  
22 180,000 tons of volatile organic compound emissions,  
23 or 30 percent of the volatile organic compound  
24 emissions, in Pennsylvania. In 2001, transportation  
25 sources accounted for 27 percent of Pennsylvania

1 emissions of the global-warming gas, carbon dioxide.

2           Given the availability of pollution  
3 reduction technology and the need to reduce air  
4 pollution and its public health and environmental  
5 impacts, many states across the county have adopted a  
6 set of standards that will bring cleaner cars and  
7 their environmental benefits to the nation's roads  
8 sooner than under weaker federal standards.

9           These more stringent standards were  
10 developed by California and have since been adopted by  
11 ten states, including New York and New Jersey.  
12 Pennsylvania now has the opportunity to join these  
13 states by moving forward with the Pennsylvania Clean  
14 Vehicles Program, which implements these standards.  
15 The standards within the Pennsylvania Clean Vehicles  
16 Program require automobile manufacturers selling cars  
17 in Pennsylvania to certify under California's Low  
18 Emission Vehicle and LEV II requirements that their  
19 vehicles meet a set of more stringent vehicle emission  
20 standards than those required under federal Tier II  
21 standards, as well as fleet-wide average for  
22 hydrocarbon emissions.

23           Regarding the cost of these standards,  
24 the DEP's estimates that there is a negligible cost  
25 increase for Pennsylvania Clean Vehicles Program



1 vehicles are consistent with what has been determined  
2 by the California Air Resources Board, while this  
3 added cost per vehicle will likely increase in 2009,  
4 the cars being sold then will likely recoup additional  
5 costs in savings in operating costs, primarily reduced  
6 fuel consumption. Vehicles with increased fuel  
7 efficiency are in high demand. A recent national  
8 survey found that nine out of ten Americans say that  
9 U.S. consumers should have access to the more fuel-  
10 efficient vehicle models being offered by some U.S.  
11 automakers in other countries but not in the United  
12 States.

13                   Also regarding some of the cost estimate  
14 that have been put forward in documents from the  
15 Alliance of Automobile Manufacturers, it is worth  
16 noting that pre-regulatory estimates from both the  
17 automobile industry and the regulators are typically  
18 higher than what the costs end up being. Specifically  
19 in the 1970s, Chrysler estimated that adding catalytic  
20 converters to cars and trucks would add \$2,770 in  
21 today's dollars to the cost of vehicles. Regulators  
22 estimated the costs to be \$1,600 in today's dollars.  
23 The actual costs for adding catalytic converters ended  
24 up being \$875 to \$1,350 in today's dollars. Meaning  
25 Chrysler's estimate was roughly two to three times too

1 high and regulators also overestimated the cost.

2           Then in the 1990s, the automobile  
3 industry estimated that California's Low Emission  
4 Vehicle Standard would add \$788 to the cost of  
5 vehicles, while the California Air Resources Board  
6 estimated the added cost would be \$120. The actual  
7 cost to the Low Emission Vehicle Standard ended up  
8 being roughly \$83. Meaning that the automobile  
9 industry estimate was almost ten times too high, and  
10 even the California Air Resources Board estimate was  
11 nearly one and a half time too high.

12           Given this track record, to base any  
13 public policy decision on the \$3,000 added cost  
14 estimate that has been put forward by the automobile  
15 manufacturers with regard to the Pennsylvania Clean  
16 Vehicles Program simply doesn't make sense.

17           The Pennsylvania Clean Vehicles Program  
18 will result in cleaner vehicles being available in  
19 Pennsylvania that will create significant greater  
20 reductions in vehicle air pollution, than if  
21 Pennsylvania were to opt into the federal Tier II  
22 standards.

23           Automobile manufacturers are making cars  
24 that meet these standards and implementation of the  
25 Pennsylvania Clean Vehicles Program will ensure that

1 Pennsylvanians will be able to choose from these  
2 cleaner vehicles when buying a new car. Rather than  
3 limit consumer choice, Pennsylvanians choice of  
4 vehicles will be expanded to include cleaner models of  
5 vehicles that might not otherwise, be available if the  
6 state opts instead into the weaker federal Tier II  
7 standards.

8           With regard to air pollution reduction,  
9 the DEP estimates that by 2025, the Pennsylvania Clean  
10 Vehicles Program standards will result in a 6 to 12  
11 percent decrease in annual volatile organic compounds  
12 or a nine percent decrease in the annual nitrogen  
13 oxide emissions and a 7 to 15 percent decrease in  
14 toxic benzene emissions as compared to reductions  
15 achieved through the federal Tier II standards. These  
16 standards will also see greater reductions in global  
17 warming emissions and consumers would likely save  
18 money at the pump due to the increased fuel efficiency  
19 of the cars meeting the standards.

20           In conclusion, despite the progress that  
21 has been made in recent years, air pollution is still  
22 a serious environmental and public health problem for  
23 Pennsylvania. There are many policy handles that can  
24 be implemented to help tackle this problem and one key  
25 policy in this effort is the Pennsylvania Clean

1 Vehicle Program, a program whose emission standards  
2 will cut smog-forming pollutants by roughly ten  
3 percent and help the state meet its federal air  
4 quality attainment requirements. Rather than limiting  
5 vehicle choice, this program will increase the clean  
6 vehicles that Pennsylvanians can choose from when  
7 purchasing a car. And thankfully, the set of  
8 standards has already been researched and implemented  
9 by other states, including two of our border states.

10 For all these reasons, PennEnvironment  
11 strongly encourages the Environmental Quality Board to  
12 move forward in implementing the Pennsylvania Clean  
13 Vehicles Program. Thank you again for the opportunity  
14 to testify before you today.

15 CHAIR:

16 Thank you, Nathan. The next testifier on  
17 the list is Ann Fuchs, F-U-C-H-S. Ann? Going once.  
18 Going twice. Ann is not here. Okay. Is there a  
19 Dennis Winters here? Dennis?

20 MR. WINTERS:

21 Good morning. My name is Dennis Winters.  
22 I am the Vice Chair and Conservation Chair of the  
23 Southeastern Pennsylvania Group of the Sierra Club.  
24 On behalf of the approximately 10,000 members of the  
25 Sierra Club in Chester, Delaware, Montgomery and

1 Philadelphia Counties, I want to thank the  
2 Environmental Quality Board, Department of  
3 Environmental Protection and the House Transportation  
4 Committee and its Chairman for this opportunity to  
5 comment on critical issues for the Commonwealth's  
6 environment and the health of every Pennsylvanian.  
7 That should say the Environmental Energy Committee.

8           The Southeastern Pennsylvania Group of he  
9 Sierra Club would like to add its voice to others who  
10 are calling for implementation of the National Low  
11 Emission Vehicle (NLEV) Program in 2008. NLEV or the  
12 Clean Vehicles Program has already received unanimous  
13 votes of the EQB regulations under two governors.

14           The Clean Vehicles requirements will  
15 reduce transportation-related emissions, including the  
16 smog precursors, volatile organic compounds, or VOCs,  
17 and nitrogen oxides, or NOx, as well as other toxics  
18 and carbon dioxides, CO2, a major contributor to  
19 global warming and climate change. When fully  
20 implemented, NLEV will reduce VOCs by 12 percent, NOX  
21 by nine percent, toxic benzene by 15 percent and  
22 carbon dioxide by 15 to 30 percent.

23           The Clean Vehicles Program will reduce  
24 transportation costs for vehicle owners by providing  
25 improved fuel economy. With the rapid and persistent

1 rise in gasoline prices, doing anything to improve  
2 efficiency of the Commonwealth's vehicle fleet is  
3 performing a huge public service. There is every  
4 reason to believe that the annual savings to consumers  
5 will exceed any increase in clean vehicle production  
6 costs. This is particularly true if Pennsylvania  
7 joins New Jersey, New York, California and a host of  
8 other northeastern states that have already adopted  
9 these vehicle changes. As the vehicle manufacturers  
10 respond to this market, it is more than likely that  
11 production volumes will absorb any increase in  
12 production costs. The American automakers are already  
13 suffering for the lack of LEVs capable of competing  
14 with those of foreign manufacturers. How many  
15 otherwise worthwhile regulations actually saved  
16 consumers money and a major American industry?

17           More importantly, Pennsylvania Clean  
18 Vehicles requirement will aid cities and  
19 municipalities of the Commonwealth who attempt to  
20 reduce their overall greenhouse gas emissions. In  
21 Philadelphia's case, vehicles offering greater fuel  
22 efficiency will add significantly to an already  
23 aggressive program designed to meet the requirements  
24 of the U.S. Mayors Climate Protection Agreement. As  
25 of March 24th, 2006, 219 mayors representing 40 ---

1 almost 44 million Americans have signed onto the  
2 agreement. Mayor Street was one of the first U.S.  
3 Mayors to sign the agreement and because the vehicles  
4 that make up our transportation system produce  
5 approximately 40 percent of all greenhouse gasses,  
6 improving vehicle mileage results in less carbon  
7 dioxide as well as fewer emissions that are hazardous  
8 to the public's health.

9           In summary, implementation of the  
10 Pennsylvania clean car program in 2008 represents a  
11 single action that can improve air quality, reduce  
12 greenhouse gas emissions and save consumers money. We  
13 encourage you to adopt this program on schedule and  
14 without any weakening.

15           CHAIR:

16           Thank you, Dennis. Our next testifier is  
17 Mr. Claude Baldino. Good morning, Claude.

18           MR. BALDINO:

19           Morning. How are you? My name is Claude  
20 Baldino. I represent the Pennsylvania Gasoline  
21 Retailers and Allied Trade, 906 Rhawn Street,  
22 Philadelphia, 19111. I've been involved with  
23 automobile emissions since 1984. I was the first in  
24 the State of Pennsylvania in 1984. I was the first in  
25 1997 with the dynamometer. We're talking about the

1 California car here. And I know we're not talking  
2 about automobile emissions. Quite frankly, we had a  
3 very good testing procedure in the State of  
4 Pennsylvania with the dynamometer, which tested the  
5 car right through the tailpipe and if you polluted,  
6 you failed, then you had to make repairs on the car.  
7 Since then, we got away from that. We don't test at  
8 the tailpipe anymore. We only test in the  
9 on-board computer plug on the vehicle. And if  
10 everything checks out in the car, we assume it's not  
11 polluting. But it's not a test that actually tells  
12 you if the car's polluting. Instead of inspecting the  
13 California vehicles that will cost the consumer a  
14 whole lot more money than normally, you have all these  
15 dynamometers in place in a five-county area. All you  
16 have to do is tighten specifications of these  
17 machines, keep checking at the tailpipe and you would  
18 have --- you have clean air. Because now you're  
19 actually checking the pollutants coming out of the  
20 tailpipe. Now, we had that. It started in 1997 and  
21 last year, our founding fathers in Harrisburg changed  
22 it to OBD II. Well, the consumer doesn't even know  
23 it. He goes into a service station or repair facility  
24 for an emission test because he --- and it's not going  
25 on the dynamometer if you have a 1996 car or newer.



1 You're only going on the dynamometer if you have a  
2 1995 car or older. The problem with this is, we're  
3 not seeing too many 1995 cars like we used to. So a  
4 lot of the people in the industry that have this  
5 \$50,000 to \$60,000 machine are not paying the \$1,000  
6 maintenance cost to keep it up. If we don't make a  
7 decision whether to get rid of it or keep it, they're  
8 all going to slowly go away in about two years. And  
9 if it ever gets back to that that we have to check at  
10 the tailpipe again, we'll have no place to go because  
11 those machines won't be there.

12 I really think that if you tighten the  
13 specification on that machine, we can test the car at  
14 the tailpipe. We've been doing it since 1997. I can  
15 tell you exactly what's coming out of the tailpipe and  
16 that's the way to cure your air pollution problem. We  
17 all need clean air. If we're going to test for it,  
18 let's really test for it. Let's not assume that it's  
19 not polluting by plugging into the OBD II connector.  
20 That's all you're doing right now. Plug into the car,  
21 if all the sensors are working correctly in the car,  
22 it assumes it can't pollute. The other way, we  
23 actually test the tailpipe. All you have to do, you  
24 have all these things in place now. I just don't  
25 understand why you're changing horses right now.

1 That's all I have to say.

2 CHAIR:

3 Thank you, Claude.

4 CHAIR:

5 Ross DiBono.

6 MR. BALDINO:

7 He's with me.

8 MR. DIBONO:

9 We represent --- we represent the same  
10 organization, and I'll stand by Claude's testimony.

11 CHAIR:

12 Okay. Thank you very much, Claude.

13 Thank you for your attendance. James Carson? James  
14 Carson?

15 MR. CARSON:

16 Yeah. Yes.

17 CHAIR:

18 James?

19 MR. CARSON:

20 Yes.

21 CHAIR:

22 Go to the mic, please.

23 MR. CARSON:

24 All right.

25 CHAIR:

1 State your name and home address.

2 MR. CARSON:

3 My name is James Carson. I live in  
4 Gradyville Road, Newtown Square, and I've lived there  
5 since 1930, so there have been some changes I've seen.  
6 I was an automobile dealer in Devon, PA for 40 years.  
7 The dealership was called Carson Petty. And we saw  
8 these regulations come and go. And at first, they  
9 were resisted very much by the dealers and by the  
10 industry because of the extra cost and the car didn't  
11 run right in the initial stages, but that was quickly  
12 worked out and all the manufacturers are capable of  
13 certainly producing a car that is going to meet the  
14 standards that we have. I talked to Mercedes Benz  
15 yesterday and frankly, any imported car, be it  
16 Japanese, German, what have you, does meet these kind  
17 of standards because they're not going to import cars  
18 that are not the same. The foreign car dealers do a  
19 lot of swapping around with cars. If somebody wants a  
20 red car and it happens to be in California, then  
21 someone else could make a trade because all of these  
22 imported cars do have the regulations, to the best of  
23 my knowledge. And no one is going to produce cars  
24 that don't meet the more stringent regulations. So I  
25 think that it shouldn't be hard for us, the different

1 states, to make the regulations. And as the last  
2 speaker just said, all you have to do is test the  
3 emissions at the tailpipe. Put the car on a  
4 dynamometer. So the things we have to do are quite  
5 simple. And that's about what I have to say except  
6 I'm very much in favor of it. When I first moved  
7 here, you could look up in the sky and see the stars  
8 and so forth. You can't do that anymore in Newtown  
9 Square. And it's very, very different now. I wish I  
10 could sort of turn the clock back a little bit. Thank  
11 you very much.

12 CHAIR:

13 Thank you very much, Mr. Carson. Bill  
14 Brainerd? Mr. Brainerd.

15 MR. BRAINERD:

16 My name is Bill Brainerd. I'm testifying  
17 as an individual. I live at 991 Palmers Mill in  
18 Marlborough Township. I support the California Low  
19 Emission Vehicle, CA LEV II, which I'll call it,  
20 regulations for Pennsylvania. I wish they had been  
21 adopted for not model year 2006 as they were  
22 originally intended to be. But I now support the  
23 two-year postponement of their implementation proposed  
24 by the state, as well as a three-year transition  
25 period during which automakers can accumulate credit

1 prior to full implementation of CA LEV II.

2 CA LEV II is good for human health, but  
3 today I will only talk about global warming and how it  
4 helps reduce that unfortunate effect. California has  
5 long had the nation's toughest regulations on vehicle  
6 emissions, like particulate matter and smog-forming  
7 nitric oxide, nitrogen dioxide and volatile organic  
8 compounds. Since July of 2002, when Governor Gray  
9 Davis signed the Pavley Law, California has also set  
10 limits on vehicle greenhouse gas emissions, GHG, I  
11 will refer to them. The California Air Resources  
12 Board estimates 40 percent of that state's global  
13 warming gasses come from passenger cars and light  
14 trucks, chiefly carbon dioxide from the tailpipe.  
15 Much smaller amounts of nitrous oxide and methane,  
16 more potent global warmers than carbon dioxide also  
17 come from the tailpipe. And chlorofluorocarbons,  
18 other potent global warmers as well as carbon dioxide  
19 come from auto air conditioners when they are serviced  
20 or junked. The California Air Resources Board  
21 predicts the limit it has set will eventually reduce  
22 greenhouse gasses for vehicles by 27 to 30 percent.

23 Pennsylvania cars and light trucks were  
24 responsible for about 20 percent of its global warming  
25 gasses in 1999, according to figures gathered by Adam

1 Rose of Penn State University, who chaired an  
2 inventory of state greenhouse gas emissions. The  
3 reason vehicles contribute 40 percent of the  
4 greenhouse gasses in California and only 20 percent  
5 here may be that people drive more out west or more  
6 likely Pennsylvania has so many electricity generating  
7 plants that burn bituminous coal that transportation's  
8 share of global warming emissions is necessarily less.  
9 Twenty (20) percent is still substantial because  
10 Pennsylvania ranks high among states in total global  
11 warming emissions. If as in California, the CA LEV II  
12 regulations can lower Pennsylvania's car and light  
13 truck greenhouse gas emissions by 27 percent, then  
14 those emissions will drop from 20 percent in  
15 Pennsylvania to about 15 percent of the state's total.  
16 A five percent reduction that approaches the five to  
17 seven percent below 1990 levels asked for in the Kyoto  
18 Protocol rejected by the U.S. government --- federal  
19 government.

20                   It is fair of Pennsylvania to adopt the  
21 CA LEV II regulations, 11 states, including New York  
22 and New Jersey have adopted them or are considering  
23 doing so. Seven of these states, but not  
24 Pennsylvania, are further reducing carbon dioxide  
25 emissions from their power plants under the Regional

1 Greenhouse Gas Initiative.

2           Opponents say CA LEV II will raise the  
3 price of a new car. One answer to that is that new  
4 cars will be more fuel efficient, hence cheaper to  
5 drive. But a better answer is that even the \$3,000  
6 price hike predicted by Detroit per car is a small  
7 price to pay for a substantial reduction in global  
8 warming.

9           For much of the following analysis, I am  
10 indebted to Don Brown, director of the Pennsylvania  
11 Consortium for Interdisciplinary Environmental Policy,  
12 this state's best response to global warming. World  
13 greenhouse gas emissions are now about seven billion  
14 tons a year. Just to stabilize the amount of carbon  
15 dioxide in the atmosphere at twice what it was before  
16 the industrial revolution, a point we are now  
17 approaching, world greenhouse gas emissions must be  
18 cut from seven to three billion tons, or 57 percent.  
19 The reason the amount of carbon dioxide in the air  
20 will increase even as we reduce emissions on earth is  
21 that the half life of carbon dioxide at present  
22 concentrations is just over 100 years. So we will  
23 continue to add more than is lost to degradation for a  
24 long time to come. The U.S. will have to cut its  
25 greenhouse gas emissions even more than 57 percent.

1 We have less than five percent of the world's  
2 population. And if, as China and India insist, future  
3 greenhouse gas credits are apportioned by population,  
4 our share of world greenhouse gas emissions will not  
5 be the 24 percent it is today, but closer to five  
6 percent. Five percent of three billion tons is 150  
7 million tons, nine percent of what we emit today. How  
8 many of us are ready to cut our driving and  
9 electricity use by 91 percent? The children to whom  
10 we are leaving this warm planet may wish we'd pay the  
11 extra \$3,000.

12 Legislative attempts to kill CA LEV II  
13 are shortsighted. They would force new pollution  
14 controls on non-source --- non-vehicle sources of air  
15 pollution that could cost this county jobs. Moreover,  
16 the federal Tier II vehicle emission regulations  
17 Pennsylvania would have to adopt in place of CA LEV II  
18 don't limit global warming gasses. In fact, they are  
19 silent on the subject of greenhouse gas emissions.

20 I commend you, Chairman Adolph, for  
21 keeping House Bill 2141 in the Environmental Resources  
22 and Energy Committee and hope you can keep its Senate  
23 companion 1025 from passing the House by a veto-proof  
24 two-third margin.

25 CHAIR:



1 Thank you. Our next testifier is Joy  
2 Bergey.

3 MS. BERGEY:

4 My name is Joy Bergey. I'm testifying on  
5 behalf of the Pennsylvania Interfaith Climate Change  
6 Campaign. And the address is there at the top, 1632  
7 Chattin Road, Laverock, PA. The Pennsylvania  
8 Interfaith Climate Change Campaign has been in  
9 existence since 1999. Our mission is to educate the  
10 faith community, policy makers and the broader public  
11 about the threat posed by global warming and effective  
12 responses we can take collectively and individually to  
13 address the problem.

14 The tailpipe emissions from passenger  
15 vehicles are a major component of all the global  
16 warming pollution created in Pennsylvania and thus of  
17 great concern to the Interfaith Climate Change  
18 Campaign.

19 The faith community cares deeply about  
20 global warming. Every major religious tradition calls  
21 on its followers to respect God's earth and its  
22 infinite resources --- finite resources. We live in a  
23 world of precious balance, which our actions can  
24 inadvertently upset, and global warming is driving  
25 that lesson home. We are compelled to act by our love

1 and concern for future generations. For it is they  
2 who will be hurt first and foremost by global warming.

3           This concern comes from every corner of  
4 the faith community. The United States Conference of  
5 Catholic Bishops, the National Council of Churches,  
6 the Greek Orthodox Church and Conservative Orthodox  
7 and Reformed Jews. Most recently, the Evangelical  
8 Climate Initiative issued a treatise signed by almost  
9 100 of the nations senior Evangelical leaders  
10 representing millions of Americans, including  
11 Pennsylvanians. Their call is for prompt mandatory  
12 action to prevent further damage to God's children,  
13 especially the poor around that world, from global  
14 warming. The Evangelical statement is powerful. I  
15 quote, whether we will enter the public square and  
16 offer our witness there on global warming is no longer  
17 an open question. We are in that square and we will  
18 not withdraw, unquote.

19           It is morally incumbent upon us to fully  
20 implement the Pennsylvania Clean Vehicles Program with  
21 the proposed amendments. Why? Because we're such a  
22 significant global contributor to global warming.  
23 Pennsylvania alone produces more greenhouse gas  
24 emissions than 105 developing countries combined. We  
25 rank third worst among the states in global warming

1 pollution, trailing only California and Texas.  
2 Pennsylvania produces one percent of the world's total  
3 global warming pollution. Just us.

4           The biblical prophet Micah says that God  
5 requires nothing of us but to do justice, to love  
6 kindness, to walk humbly. Our dirty cars  
7 disproportionately hurt those least able to defend  
8 themselves. God's call for justice requires us to  
9 act.

10           And ultimately, as you said yourself,  
11 Representative Adolph in the remarks, don't we all  
12 want the same future where our children and  
13 grandchildren will lead healthy lives. The  
14 Pennsylvania Clean Vehicles Program takes a big step  
15 in that future. Some argue that the cost of cars will  
16 be a bit higher if we implement the program. I'm not  
17 at all sure that's true. But what are the costs of  
18 not implementing the program? We will be turning our  
19 back on our responsibility to leave a healthy world  
20 for today's little ones. The true price will be the  
21 unbearable cost of injustice.

22           If we fail to implement the Pennsylvania  
23 Clean Vehicles Program as proposed, then we leave a  
24 failed legacy. Killing this program would mean that  
25 we care more about our own short-term interests than

1 in following our hearts along the path of justice and  
2 equity for future generations.

3           In the Book of Genesis, after each  
4 magnificent day of creation, God said, it is good.  
5 The earth, our world, our Pennsylvania home are good.  
6 It is, in fact, the sacred and irreplaceable gift of  
7 our creator. Our love of God and deep concern compel  
8 us to implement full the Pennsylvania Clean Vehicles  
9 Program. Thank you.

10           CHAIR:

11           Thank you. The next testifier, Sister  
12 Mary Elizabeth Clark. Watch your step.

13           MS. CLARK:

14           Thank you, Representative Adolph, for  
15 convening this session. I speak on behalf of the  
16 Sisters of Saint Joseph Cecilian Center for Earth,  
17 Arts and Spirit, a sponsored work in Mount Airy,  
18 Philadelphia. As a religious congregation, we feel  
19 called to address the critical issue of earth's  
20 sustainability. In the past 50 years since the age of  
21 industrialization, humans have caused more destruction  
22 to earth's atmosphere than was caused over thousands  
23 of years prior. I am here to support the proposed  
24 amendments to the Pennsylvania Clean Vehicles Act.  
25 The Federal Clean Air Act requires Pennsylvania to cut

1 pollution from cars and trucks. Cleaner vehicles will  
2 benefit more than --- these cleaner vehicles will  
3 benefit more than a million Pennsylvanians who now  
4 suffer breathing problems that are made worse by air  
5 pollution.

6           However, it is not only the human that  
7 needs protection but also the atmosphere that provides  
8 protection for all of nature. Future generations are  
9 counting on us to stop the destruction and to act with  
10 responsibility to the future generations of life on  
11 this planet. Rather than add to the already existing  
12 scientific facts, which I applaud and I know you have  
13 read, I want to urge you to act for justice and not  
14 simply fall into the current trend of making decisions  
15 based upon greed or convenience. There are thousands  
16 of Pennsylvanians who suffer asthma now as a result of  
17 the increased air pollution in our state. You have  
18 the power to reduce that suffering now. It is  
19 critical that you make decisions that improve air  
20 quality for all of us and for all of nature.

21           Thank you for the opportunity to provide  
22 comment on the program. I look forward to your  
23 response.

24           CHAIR:

25           Thank you. The next testifier is Sidne

1 Bagline. Am I ---?

2 MS. BAGLINE:

3 Bagline (corrects pronunciation).

4 CHAIR:

5 Bagline (confirms pronunciations).

6 MS. BAGLINE:

7 Good morning. That's okay. My name is  
8 Signe Bagline. I live at 4103 Battles Lane in Newtown  
9 Square. I guess that it's no secret that I support  
10 the amendments to the rules governing the Pennsylvania  
11 Clean Vehicles Program.

12 There are quite a few good reasons for  
13 strengthening regulations on new vehicle emissions.  
14 Having cleaner air to breathe seems like it should be  
15 a sufficient reason, but fuel efficiency, compliance  
16 with the Clean Air Act and reducing greenhouse gas  
17 emissions by up to 30 percent are also valid arguments  
18 for these amendments.

19 However, I'd like to spend my allotted  
20 time speaking about the health issues that are an  
21 integral part of today's discussion. I'd like you to  
22 meet Andrew. Andrew. Andrew is a seven year old boy  
23 that loves to do the things that seven year olds love  
24 to do, including street hockey and football, bicycling  
25 and Capture the Flag. He's also a birder and an

1 naturalist. And he also has asthma. He's prone to  
2 these attacks. And when they're playing outdoors, his  
3 ten year old brother listens for wheezing and runs  
4 home to tell their mom that Andrew needs his smoke  
5 machine, his nebulizer. When the air quality is  
6 particularly bad, he stays inside playing board games  
7 while the other children play outdoors. He is one of  
8 a million Pennsylvanians who suffer from respiratory  
9 diseases, but I think he's special because he's my  
10 grandson and he is the major reason that I am here  
11 today.

12                   In talking to people about these hearings  
13 in recent weeks and the amendments, I was struck by  
14 the fact that nearly everyone knows someone who has  
15 problems with breathing. Some told me that they were  
16 fine as children, but have developed asthma as adults.  
17 Some listed children, grandchildren or elderly  
18 relatives who have respiratory problems that seem to  
19 get worse when quote, the air is heavy, or they spend  
20 time outdoors. My husband volunteers at a hospital in  
21 the city working with children in the emergency room  
22 or those who have been admitted to the hospital. He  
23 meets city children who make frequent trips to the  
24 hospital emergency room visits due to their severe  
25 asthma. It's estimated that there are 370,000 asthma

1 attacks annually, resulting in emergency room visits  
2 and in some cases, in premature death. 370,000 is a  
3 number, but I'd like you to try and put faces to those  
4 numbers. Here's one face, but I'm sure everyone in  
5 this room can put another face to that 370,000.

6           In addition to the health aspect, our  
7 state government needs to recognize the result in  
8 Medicaid costs, lost wages, lost days of school  
9 attendance and the demands on community emergency  
10 services. While not all respiratory problems stem  
11 from pollution, the correlation between polluted air  
12 and increased respiratory trauma is well founded.

13           In 2003, the State of Pennsylvania ranked  
14 11th in the nation for the worst smog pollution from  
15 cars and trucks. We're also downwind of the  
16 industrial pollution from Ohio. That has led to 37  
17 counties in Pennsylvania failing to meet federal air  
18 quality standards. This county, this garden spot as  
19 you called it, Representative Adolph, does not meet  
20 federal standards. I am here and most of us are here  
21 to plead for better air to breathe. That doesn't seem  
22 like an unreasonable demand, does it?

23           By adopting these amendments to the Clean  
24 Vehicles Program, we can move from the ranks of the  
25 11th worst state for smog pollution due to cars and



1 trucks, to the 11th most proactive state in the Union  
2 by joining out neighbors, New York and New Jersey,  
3 most of the New England states and three west coast  
4 states in setting higher emission standards for new  
5 cars. Pennsylvania can improve air quality for its  
6 citizens, protect public health, reduce medical costs,  
7 improve auto efficiency, begin to address a  
8 contributing factor to global warming and help the  
9 Andrews in this state lead normal, active, healthy  
10 lives. Thank you.

11 CHAIR:

12 Thank you. Steve Gallop? Steve?  
13 Morning.

14 MR. GALLOP:

15 Morning. My name is Steve Gallop. I am  
16 currently a resident of Bunker Township, 58 Clayton  
17 Park Drive, Glenn Mills. I previously lived in  
18 Newtown Square and I spent most of my time as a doctor  
19 of optometry right here in Broomall, just up the road.  
20 And first I would like to say thank you for the  
21 opportunity to air my views in this public forum. I  
22 wish to go on record as supporting the proposed  
23 amendments to the rules governing Pennsylvania Clean  
24 Vehicles Program.

25 While I'm glad that my home state is

1 working on trying to improve its air quality, it  
2 simply amazes me that in the year 2006, we are still  
3 actually debating the importance of clean vehicles and  
4 clean air. One hundred years ago, early  
5 environmentalists began attempts to rein in technology  
6 and development with warnings of potential hazards to  
7 the environment. In the 1960s, environmental  
8 consciousness frequently garnered front page coverage  
9 and made its way into mainstream awareness, if not  
10 actual acceptance. This growing environmental  
11 awareness brought us the first celebration of Earth  
12 Day in 1970 thanks to Senator Gaylord Nelson and a  
13 massive grassroots movement.

14           The technology we so desperately need  
15 today was already in existence in the early 1970s,  
16 much of it being used on a small scale thanks to the  
17 efforts of devoted individuals. Unfortunately, when  
18 these inspired and ingenious inventors and  
19 entrepreneurs attempted to elicit the help of our  
20 government, they got the cold shoulder. In fact, the  
21 vast majority of the grant money at that time went to  
22 oil companies and other large corporations,  
23 essentially putting a stranglehold on the development  
24 of this important technology. Not only that, but it  
25 enabled these corporations who had a vested interest

1 in controlling this technology for themselves to keep  
2 the technology out of public awareness.

3           Had we, America that is, developed these  
4 kinds of technologies beginning 30 years ago, we would  
5 be in better environmental shape, we would be in  
6 better employment and economic shape and we would be  
7 leading the entire world into the new millennium with  
8 our heads held high. Instead other countries are  
9 leading the way as the United States denies the  
10 existence of global warming and thwarts international  
11 efforts to reverse environmental damage.

12           I think anyone who is prepared to treat  
13 this issue honestly will have to admit that the  
14 dreamers and pioneers of the environmental movement  
15 that began in earnest in the 1960s were actually onto  
16 something important. According to the results of a  
17 Harris Poll of 1,217 U.S. adults surveyed by telephone  
18 by Harris Interactive between August 9th and August  
19 16th, 2005, three in four U.S. adults, 74 percent,  
20 agree that quote, protecting the environment is so  
21 important that requirements and standards cannot be  
22 too high. And continuing environmental improvements  
23 must be made regardless of cost, unquote. In  
24 addition, a plurality of adults, 47 percent, agree  
25 that quote, there is too little government regulation

1 and involvement in the area of environmental  
2 protection, unquote. These attitudes are  
3 significantly more pro-environment than in 2000, the  
4 last time Harris Interactive examined these issues.

5           As I said, it simply amazes me that  
6 there's still so much resistance to the idea of  
7 protecting our planet and all that it provides so that  
8 a species like ours may thrive. One cannot help but  
9 conclude that there is simply utter contempt for the  
10 children and grandchildren of our time as we  
11 simultaneously use up every resources in sight and  
12 pollute whatever remains. We cannot allow  
13 corporations and their lobbyists to write our laws and  
14 put their profits ahead of environmental safety and  
15 the very future of life on this planet. We cannot and  
16 must not continue to not just blindly but willfully  
17 pretend that we are unaware that our actions are  
18 causing certain harm not only to ourselves but to our  
19 children and their children and those yet to come. A  
20 blind person knows better than to cross what sounds  
21 like a busy highway without taking precautions. We do  
22 not seem to have that kind of commonsense as we bully  
23 our way into the future.

24           I don't have numbers handy and we've  
25 heard many of them already and they're certainly

1 available. For example, if we simply increase the  
2 mileage requirements even modestly, we would save an  
3 enormous amount of fuel. I know that it's not what is  
4 on the table here, it's just one of countless examples  
5 of how we can easily improve our situation. I'm  
6 currently driving a Toyota Prius, which gets at least  
7 40 miles to the gallon. Even though that is the best  
8 gas mileage of any car I've ever owned, it's still  
9 seems paltry. I'm mainly taking solace in the fact  
10 that the car has, what is called, almost zero  
11 emissions. We must, in fact, begin to move away from  
12 a fossil fuel based economy as quickly as possible.

13           Even the compromise we are here today to  
14 discuss is relatively insignificant since the  
15 manufacture and use of the catalytic converters that  
16 we now call upon to reduce emissions, in fact, create  
17 significant environmental health hazards of their own  
18 by polluting the environment with heavy metals. We  
19 cannot simply assume that technology based on the same  
20 set of assumptions and denials that brought us to the  
21 precipice can save us from the damage previous  
22 technologies have created. It is long past time for a  
23 new philosophy and technology that considers earth  
24 first. The only people who are fighting this kind of  
25 progress are those who stand to gain personally in the

1 short term or those who continue to live in denial of  
2 the consequences that are sure to take their toll, if  
3 not in our lifetime, then certainly in the lives of  
4 our children.

5 I implore you not to let this pollution  
6 continue any longer than is absolutely necessary to  
7 make the changes, the change from not caring to caring  
8 and the change from absolute selfishness to  
9 recognizing that everything is connected, that we are  
10 all in this together. When will the most advanced and  
11 powerful nation in history finally realize the earth  
12 does not belong to us, we belong to it?

13 CHAIR:

14 Thank you, Steven. If you could say your  
15 home address one more time?

16 MR. GALLOP:

17 Yes, 58 Clayton Park Drive, Glenn Mills,  
18 19312.

19 CHAIR:

20 Thank you. Next up is Jason Brady.  
21 Jason? Morning.

22 MR. BRADY:

23 Morning. Yes, my name's Jason Brady. I  
24 live at 4401 Baltimore Avenue, Philadelphia, 19104.  
25 May I? I would just first like to thank the

1 Environmental Quality Board for the opportunity to  
2 come up and share my thoughts on the regulations with  
3 regard to the Clean Vehicles Program. I am here in  
4 support of the proposed changes for the Clean Vehicles  
5 Program. I believe that many of the ideas that have  
6 been brought up in regards to public health and  
7 helping reduce global warming are valid and important  
8 reasons why this regulation should go through in 2008.  
9 It would be a perfect start to get Pennsylvania on the  
10 right road --- on the right road of reducing high  
11 emissions in this state. This is Pennsylvania's  
12 choice. I am here to support Pennsylvania making that  
13 decision to move forward and choose the California  
14 standards, the vehicle standards that are stronger  
15 than what the federal government's emissions standards  
16 have for us in store. So in concluding, I'm just up  
17 here today to say that I am supporting of the Clean  
18 Vehicles Program.

19 CHAIR:

20 Thank you very much, Jason. Vincent  
21 O'Grady? Good morning.

22 MR. O'GRADY:

23 Morning. My name is Vincent O'Grady. I  
24 live at 515 Plymouth Road in Plymouth Meeting, 19462.  
25 I will skip the formalities and go directly to ask

1 your attention regarding the Pennsylvania Constitution  
2 Article I, Section 27. It states that the people have  
3 the right to clean air, pure water and a preservation  
4 of the environment. Pennsylvania's public natural  
5 resources are the common property of all the people,  
6 including generations yet to come. As trustee of  
7 these resources, the Commonwealth shall conserve and  
8 maintain them for the benefit of all people. So it's  
9 directly from our state constitution. And I'd like to  
10 remind everybody that the Commonwealth includes  
11 thousands of children here, children with asthma who  
12 are not able to be here today to express their  
13 opinions for clean air.

14               Next I'd like to say at the federal  
15 level, frankly speaking the U.S. EPA has repeatedly  
16 failed to implement emission standards and fuel  
17 efficiency regulations that protect our health and  
18 welfare. And consequently I feel that we, as  
19 citizens, need to take localized action, practice  
20 democracy at our level to protect those rights to  
21 clean air. And we can do that through the strongest  
22 Clean Vehicles Program possible.

23               Next I'd like to remind everybody that  
24 air and water are the biological basics of life.  
25 Without air, we cannot live more than two or three



1 minutes. And clean air is a major part of that  
2 biological process.

3 And finally, for those who say that clean  
4 cars are too expensive, I'd like to remind people that  
5 it is the Toyota Prius, not the Ford Fusion or a Chevy  
6 Impala or those kinds of cars, it is the Toyota Prius  
7 that is the fastest selling passenger car in the  
8 country. So that demonstrates in very ample terms on  
9 a market basis that consumers feel that clean cars are  
10 a good value and are affordable. Thank you.

11 CHAIR:

12 Thank you, Vincent. Mary Traves? Watch  
13 your step, Mary.

14 MS. TRAVES:

15 Thank you. Good morning.

16 CHAIR:

17 Good morning.

18 MS. TRAVES:

19 Hello. My name is Mary Traves. I am  
20 with the Center for the Celebration of Creation,  
21 that's 8812 Germantown Avenue, Philadelphia, 19118.  
22 The center was founded in 1990 as part of Chestnut  
23 Hill United Methodist Church in Philadelphia. Our  
24 work includes advocating on behalf of the faith  
25 community on matters of ecological justice, pressing

1 for better policy and legislation at the federal,  
2 state and local levels.

3           The Center for the Celebration of  
4 Creation fully supports the changes proposed by the  
5 Department of Environmental Protection to the  
6 Pennsylvania Clean Vehicles Program and supports full  
7 implementation of this program as suggested by the  
8 DEP.

9           God tells us in Psalm 24 that the world  
10 and everything in it belong to God. We've been given  
11 the sacred gift of life on earth and its precious and  
12 finite resources. We must use these irreplaceable  
13 gifts responsibly and respectfully.

14           Driving has become a way of life, even a  
15 requirement for most Americans. Because government  
16 subsidized roadways much more heavily than public  
17 transit, we simply can't get to all the places we need  
18 to be by public transit, bicycle, or on foot. But  
19 when we get in the car and start the engine, our love  
20 for God requires us to understand the implications of  
21 driving so many miles each year.

22           Our tailpipe emissions cause smog that  
23 triggers asthma attacks and other diseases. According  
24 to the American Lung Association, one million  
25 Pennsylvanians have respiratory illnesses that result

1 from and are worsened by air pollution. The  
2 uncomfortable answer is that the elderly, the sick,  
3 the very young and the old are at most risk. Those  
4 who are least able to take care of themselves and with  
5 the weakest voice in the political process. It is on  
6 their behalf, we testify today.

7           Pennsylvania must also make significant  
8 progress on reducing our contribution to global  
9 warming now more than ever with a complete lack of  
10 federal leadership on this critical problem. The  
11 research shows that our Clean Vehicles Program once  
12 fully implemented could result in up to 30 percent  
13 reduction in global warming pollution.

14           Federal standards on tailpipe emissions  
15 don't go far enough to improve Pennsylvania's air.  
16 The Pennsylvania Clean Vehicles Program and the  
17 changes proposed to it by DEP will do far more to  
18 protect our health than relying on the federal  
19 standards.

20           Let us honor the creator, the sacred gift  
21 of creation and human life. Let's implement DEP's  
22 proposed changes to the Pennsylvania Clean Vehicles  
23 Program and the full program itself. Thank you.

24           CHAIR:

25           Thank you, Mary. Erika Martin?

1                   MS. MARTIN:

2                   Morning. My name is Erika Martin and I  
3 live at 215 Ravenscliff Road, Ravenscliff is one word,  
4 Saint Davids, PA, 19087. Thank you for the  
5 opportunity to speak. I am a concerned citizen. I am  
6 a mother of a 21 year old and a 24 year old. I am  
7 aunt to 11 nieces and nephews and, I hope, a friend to  
8 countless other young people. I am concerned for  
9 their future and the future of the planet that we all  
10 share. I highly support the Pennsylvania Clean  
11 Vehicles Program.

12                   Last week I asked some friends,  
13 acquaintances and strangers to sign a petition in  
14 support of the Clean Vehicles Program. Six people  
15 chose to write letters and 27 signed the petition.  
16 Some were disappointed that they could not attend the  
17 public comment meeting due to work schedules. A  
18 degree of enthusiasm and support gave me reason to be  
19 optimistic. I have the six letters with me and I have  
20 the petition signed by the 27 people, which I will  
21 give you.

22                   I think I would like to note here that I  
23 purposely chose speaking to a diverse group of people,  
24 rather than talking to all my relatives. You know, I  
25 could have had --- I could have gotten 15 relatives to

1 sign this. I only actually talked to two. And I  
2 spoke to people whose --- well, you know, some were a  
3 friend and I know them pretty well, but there were  
4 other people, acquaintances where I know their first  
5 name but I really had to look on the petition to see  
6 what their last name is. And I tried, you know, to  
7 have diversity in the group of people I was talking  
8 to. So it was actually pretty exciting because I  
9 looked at the list at the end, I thought it really was  
10 varied. I don't know everybody's party affiliation,  
11 of course, but I have to tell you that there are  
12 Independents, Democrats and Republicans represented.  
13 I know that there are represented on the list  
14 Catholics, Protestants, Jewish and there's one  
15 Buddhist. There's certainly is diversity of income  
16 and wealth and lifestyle. On this list is one person  
17 who is --- well, she's a little bit of a struggling  
18 artist. But there is also a very successful real  
19 estate developer on this list. So I say to myself,  
20 you know, when I look at the list, you know, I think,  
21 well, what is the common denominator here? And the  
22 common denominator is that --- it's real simple, we  
23 all need air for survival to live. And we all want  
24 clean air to keep our bodies healthy and to keep our  
25 plants healthy and planet healthy.

1           So the problem, as we all see it, is that  
2 we cannot count on the federal government to protect  
3 us when it comes to environmental issues in general  
4 and specifically here we're talking about air quality.  
5 And we feel like we were --- are in harm's way.  
6 Certainly all kinds of health problems with asthma and  
7 allergy, acid rain, ozone damage, harm to the  
8 environment, mercury contamination, and certainly  
9 global warming. You know, I could go through a whole  
10 list of things here, like for instance, the Clear  
11 Skies Initiative, which was anything but, again, an  
12 attempt to reduce the air quality standards. Big tax  
13 incentives for people to buy larger and bigger and  
14 more polluting vehicles and SUVs. The list goes on.

15           I mean, I have to say that personally I  
16 feel like the federal government is fanning the flames  
17 of the problems rather than actually trying to contain  
18 them or hopefully mitigate them or get rid of them.  
19 So it's incredibly sad, but I think all of us here who  
20 got involved in this are feeling like to whom can we  
21 turn to for protection. I am emphasizing the word  
22 protection.

23           Last night I just happened to be watching  
24 TV. And I don't know the details of this but there  
25 was a mayor on --- I think it was Seattle, Washington

1 and now some 2,000-some mayors have joined hands to  
2 try and improve the air quality and the impact of  
3 global warming because the federal government is not  
4 protecting us and so these mayors are. And well, God  
5 bless them for doing that.

6 And so I think we're all here today  
7 looking at you and asking for your protection. We're  
8 imploring you to protect us and implement this Clean  
9 Vehicles Program as soon as possible. And I thank you  
10 for listening to all of us here.

11 CHAIR:

12 Thank you. We have a little announcement  
13 to make prior to our next testifier. We have a grey  
14 Mini Cooper blocking traffic out there, so everybody  
15 shut their eyes and we won't know who the bad person  
16 is out there.

17 OFF RECORD DISCUSSION

18 CHAIR:

19 License number is SL2.

20 UNIDENTIFIED SPEAKER

21 No. 2XL.

22 CHAIR:

23 Bill Seybold? Bill Seybold? Good  
24 morning.

25 MR. SEYBOLD:

1                   Good morning. I'm Bill Seybold, 1101 New  
2 Jersey Avenue in West Chester, PA, 19380. My family  
3 and I have lived in West Chester are for almost 40  
4 years. I welcome this opportunity to give a few  
5 thoughts on some concerns. Not only my wife and I,  
6 but also colleagues, many of whom are either in this  
7 room or have signed the petition that I shall leave  
8 with you.

9                   The air that we all breathe is polluted  
10 in a variety of ways, but two are prominent, soot from  
11 coal burning plants and emissions from motor vehicles.  
12 Most of these are responsible for placing Pennsylvania  
13 annually as one of the nation's ten most air polluted  
14 states. Most of these sources of pollutants should  
15 and can be remedied. And I shall confine my remarks  
16 to the latter.

17                   The technology exists to provide means to  
18 which motor vehicles can produce less polluted  
19 emissions. For years California has demonstrated this  
20 and continues to be progressive on this issue by  
21 setting emission standards that are being emulated by  
22 other states, for example, New York and New Jersey.  
23 We in this Commonwealth cannot wait until hybrids  
24 become the vehicle of choice or until we have cars  
25 powered by hydrogen, whose only emission is water, by



1 the way.

2           There are those, particularly among the  
3 auto lobby that claim that such emission enhancing  
4 procedures will result in increased sticker price and  
5 hence lower sales. Perhaps. I belong to an age that  
6 listed a car radio as an option, that later had  
7 directional signals as an option, that presently list  
8 air bags as optional. Did the automakers eventually  
9 make standard these innovations that provided for the  
10 pleasure and safety of the driver? Of course. How  
11 much more important is it that they make standard  
12 devices on autos and trucks that provide for the  
13 common good, that is the health of the populace?

14           The evidence continues to mount that  
15 global warming is an ever-present and threatening  
16 reality despite those who invoke the notion of bad  
17 science and would have us quote, wait and see. I  
18 would rather cast my lot with those who know that  
19 better emission standards contribute to a lessening of  
20 released carbon dioxide that contributes to global  
21 warming. It is particularly vexing to me that when I  
22 talk with heads of families and hear them speak of the  
23 sacrifices they make to ensure the future financial  
24 and educational well-being of their children and  
25 grandchildren, that those same folks seem reluctant to

1 make sacrifices that will ensure a healthy world for  
2 those same children.

3           As a member of a faith community, I  
4 cannot stand by idly when I see evidence of certain  
5 segments of the human family seem to be working  
6 against the preserving of God's creation. I ask this  
7 Board, how can a body of my elected representatives  
8 pass a resolution against cleaner autos? It is  
9 somewhat encouraging to observe that some of this  
10 nation's states are passing laws that overcome weak  
11 federal legislation, for example, minimum wage and  
12 voting procedures.

13           It is my hope that this Board will move  
14 to have Pennsylvania join the ranks of environmentally  
15 progressive states by supporting the work of the State  
16 Department of Environmental Protection's proposed  
17 changes to the Pennsylvania Clean Vehicles Program.  
18 To do otherwise is to take several giant steps  
19 backwards when we should be leading efforts to provide  
20 a healthier environment for us all. Thank you for  
21 your attention to my remarks.

22           CHAIR:

23           Thank you. Christine Knapp? Christine?

24           MS. KNAPP:

25           Good morning. My name is Christine Knapp.

1 I live at 327 Kauffman Street in South Philadelphia,  
2 Pennsylvania, 19147. I'm here today to voice my  
3 support for the proposed amendments to the rules  
4 governing the Pennsylvania Clean Vehicles Program. I  
5 think this program will make great strides for  
6 improving Pennsylvania's health and environment. And  
7 I fully support implementation as recommended by the  
8 DEP.

9           I support the Pennsylvania Clean Vehicles  
10 Program because while the federal government standards  
11 would make improvements, they don't go far enough in  
12 reducing vehicle emissions. The CA LEV II reduce  
13 emissions by an additional 6 to 11 percent over the  
14 federal standards. Ten other states have already done  
15 this and they represent one-third of the auto sales in  
16 the United States, so we should be the next one to  
17 adopt it as well.

18           California cars are also more fuel  
19 efficient. With gas prices soaring and peak oil  
20 looming, Pennsylvanians are finding their wallets  
21 significantly lighter after visiting a gas station.  
22 Years from now, I think we'll all be glad that  
23 Pennsylvania had the foresight to bring cleaner more  
24 efficient vehicles to our state as quickly as  
25 possible.

1                   Reducing oil consumption not only  
2 lightens a significant financial burden but also  
3 lightens our footprint on our planet. It's abundantly  
4 clear that global warming is a looming threat that  
5 must be addressed immediately. The CA LEV standard  
6 cars would reduce emissions of greenhouse gasses by 30  
7 percent with little or no cost to our taxpayers.

8                   While facts and figures show enough  
9 reasons why the Pennsylvania Clean Vehicles Program  
10 should be implemented, I also have personal reasons  
11 why I support the program. I am an avid runner and  
12 bike rider and I'm also one of the one million  
13 Pennsylvanians who suffer from breathing problems. I  
14 have asthma. And my asthma is made worse by air  
15 pollution produced by cars. I live near the Delaware  
16 waterfront and I also run along the trail and that  
17 trail also runs along I-95. So every time I go  
18 running, I'm exposed to emissions coming from the  
19 thousands of cars that are on I-95. I also ride my  
20 bike to and from work during rush hour when the  
21 streets are most heavily congested with cars. Being  
22 exposed to these emissions makes these activities less  
23 enjoyable to me and certainly less healthy. Cleaner,  
24 more efficient cars would make a significant  
25 improvement in my daily life and on my health. In the

1 future if my asthma worsens, my doctors have told me  
2 that the area that I live in is not the best for my  
3 asthma and they said I should move out and in the  
4 future that may be something that I would have to  
5 consider. If I or other asthma sufferers have to move  
6 or stopped from moving into Pennsylvania because of  
7 air pollution that is a real loss and limit on our  
8 economy. So I think that, you know, doing this ---  
9 going to this program now is not only a good thing for  
10 the health of our state but also for the economy of  
11 our state but one to attract and keep the people that  
12 are living here now.

13 I appreciate the time that you've given  
14 me and the opportunity to voice my support for the  
15 program.

16 CHAIR:

17 Thank you, Christine. Kenneth R. Brown?

18 MR. BROWN:

19 Thank you, Mr. Chairman, for holding a  
20 hearing and for the opportunity to speak.

21 CHAIR:

22 Could you speak up a little bit, ---

23 MR. BROWN:

24 Yes, sir.

25 CHAIR:

1                   --- Mr. Brown? I'm not sure if that  
2 mic's working to its fullest capacity.

3                   MR. BROWN:

4                   My name is Ken Brown and I'm a retired  
5 physician. My address is 8111 Winston Road,  
6 Philadelphia, 19118. My affiliations are as a  
7 visiting scholar in the Natural Sciences at Gordon  
8 College of Massachusetts, and as an adjunct faculty  
9 member of the School of Medicine at the University of  
10 Pennsylvania. However, I am not representing either  
11 of those groups. I was born in Erie, Pennsylvania,  
12 graduate of the University of Pennsylvania School of  
13 Medicine and except for four years away at college in  
14 Illinois, six months in Pensacola in the Navy, three  
15 years in San Diego as a faculty member of a medical  
16 school, three years in Ethiopia as a medical  
17 missionary and a medical school faculty member, my  
18 career has been in Pennsylvania. My first encounter  
19 with air that was difficult to breathe was when living  
20 in California. I had to go to Los Angeles to obtain a  
21 license to practice medicine. I was struck by the  
22 difficulty I had in breathing and my eyes watered.  
23 When I returned, my wife reminded me that whenever I  
24 went out to cut the grass in San Diego, the garden  
25 spot of the earth, I was similarly affected.

1                   After about three years, we moved to  
2 Ethiopia in 1972 where the air, for the most part, was  
3 much cleaner. The main exception to this was in the  
4 homes which most of the people lived in, which were  
5 round huts made of poles bound together and covered  
6 with grass. Inside, the families made a fire in the  
7 center and at night, the children were allowed to  
8 sleep as a favor closest to the fire. This practice  
9 led to many burns and to an unacceptable incidence of  
10 lung disease.

11                   So it's on behalf of all Pennsylvanians,  
12 but especially the children and the elderly of  
13 Pennsylvania that I requested this opportunity to ask  
14 for your strong support of the amendments and full  
15 implementation of the rules and laws governing the  
16 Pennsylvania Clean Vehicles Program. I attempted to  
17 read through the law which provides the basis for this  
18 implementation, but I realized I was not prepared to  
19 cope with all the details, all the dates for  
20 implementation, et cetera. I will leave that to those  
21 attorneys and others who have written the law and  
22 those who must implement it. However, I feel that I  
23 have enough understanding of the law and its  
24 regulations to make a few comments.

25                   The direct and indirect negative health

1 effects of tailpipe emissions on human health are  
2 clear. They're not speculative, but  
3 well-established cause and effect relationships.  
4 While some of the human data are best derived from  
5 epidemiologic studies, there is a substantial body of  
6 data from animal studies that correlates well with the  
7 conclusions from studies in humans.

8           Thus we know that when hydrocarbons,  
9 whether gasoline or petrodiesel are burned under  
10 pressure in the otto engine, OTTO, the standard  
11 four-cycle internal combustion engine, the tailpipe  
12 emits the following chemicals or classes of chemicals  
13 that include but are not limited to carbon dioxide,  
14 carbon monoxide, various oxides and nitrogen,  
15 particulates of varying compositions known as PM and  
16 in this discussion PM 10 for particle size, volatile  
17 organic compounds, known as VOC, unburned hydrocarbons  
18 and oxides and sulfur.

19           The interaction with some of these  
20 tailpipe conditions in the presence of ultraviolet  
21 light from the sun produce ozone. Ozone at the proper  
22 altitude is an important filter for keeping harmful UV  
23 radiation from the earth. However, when present in  
24 the air we breathe, ozone and the products of  
25 combustion mentioned above combine to cause injury to



1 various tissues of the respiratory tree and lungs and  
2 act as important triggers in many cases to asthma. In  
3 addition to asthma, ozone and particulates contribute  
4 to other cardiovascular and cardiorespiratory disease.  
5 Although there are many studies to support the need to  
6 do everything we can to keep ozone and PM levels down,  
7 I will summarize one such study and allude to two  
8 others that direct our attention to the need for the  
9 full implementation of the amendment. At the end of  
10 this testimony, you will find the abstracts of these  
11 studies contained in the key data and conclusions.

12                   To implement more convenient  
13 transportation and facility use and for better  
14 security of the 1996 games in Atlanta, Olympic Games,  
15 that city chose to close down altogether some areas  
16 ordinarily available for vehicular traffic. The CDC,  
17 the Federal Centers for Disease Control and Prevention  
18 used this opportunity to look for any possible  
19 correlation between automobile use, air quality and  
20 the incidences of visits to emergency rooms for acute  
21 asthma attacks. The control period consisted of four  
22 weeks before and four weeks after the games. The  
23 actual study period was 17 days during the games, at  
24 which time all but essential vehicular traffic was  
25 kept out of the restricted zone. The study

1 demonstrated that during the games, visits for  
2 asthma-related events in children 16 years of age and  
3 younger, decreased by 44, 42, 19 and 11 percent  
4 respectively at four study sites compared to their  
5 experiences during the control period. By providing  
6 an enlarged area free of the usual vehicular traffic,  
7 the city was able to lower ambient ozone levels  
8 significantly and provide an important demonstration  
9 of the health benefits associated with those changes  
10 in ozone levels.

11           There is additional useful data that link  
12 higher than PM 10, particulate matter ten micron,  
13 levels to both a higher incidence of admissions to  
14 hospitals for congestive heart failure. And in a  
15 separate study to an increase in ischemic strokes,  
16 that is caused by narrowed arteries or blood clots,  
17 not by bleeding. The potential benefits to our health  
18 of citizens by improving air quality to the maximum  
19 are not insignificant or inconsequential. Why should  
20 something as simple and generally beneficial as  
21 improving air quality under existing law and current  
22 regulations be under debate?

23           There are two ways to ensure the intended  
24 health benefits to Pennsylvanians by lowering harmful  
25 automobile emissions. Number one, decrease the number

1 of vehicles on the road or require that the vehicles  
2 licensed for our roads emit lower levels of fewer  
3 toxic gasses and particles. For this, we ask your  
4 support on behalf of our parents, our children and  
5 their children.

6           You can buy a cleaner car, but you cannot  
7 buy a new set of lungs.

8           On the third page of the piece I handed  
9 up I've placed a small smudge of black dye, actually  
10 there are two. One is to correct a typo. The other  
11 is to remind us that if ozone and PM 10 were visible  
12 to the naked eye, we would not be here today.

13           CHAIR:

14           Thank you, Doctor. Kathy Sherman? Good  
15 morning.

16           MS. SHERMAN:

17           Good morning. I'm Kathy Sherman, 252  
18 Merion Road, Merion Station, Pennsylvania, 19066. I'm  
19 here in support of the Pennsylvania Clean Vehicles  
20 Program on my own behalf and on the behalf of my  
21 colleagues and my patients. I've been a registered  
22 nurse practicing in the State of Pennsylvania for well  
23 over 30 years. I have been personal witness to the  
24 terrible effects on the public health from the  
25 pollution in our air. Increases in asthma, allergies

1 and many chronic obstructive pulmonary diseases are  
2 just the tip of the iceberg. I've held too many hands  
3 of children who have been dying, and their parents and  
4 families, not to come here today to beg you to support  
5 this legislation. To a great extent, my career has  
6 been based on the principles of a nurse theorist named  
7 Florence Nightingale. Florence Nightingale is not  
8 just one romantic figure in the long dress with the  
9 lamp. She was a scientist, a statistician, and a  
10 researcher. She collected data to support one of her  
11 observations and in 1860, she published a book called  
12 Notes on Nursing: What It Is and What It Is Not. She  
13 listed 13 basic principles of nursing and patient  
14 care, which has informed my practice and the practice  
15 of generations of nurses and hopefully generations of  
16 nurses to come. These 13 tenets or principles are  
17 well supported by research and data. The various  
18 first one is clean air. Some of the others are good  
19 food, a quiet environment, observation and data  
20 collection, sunlight. But clean air was the first  
21 one. 1860 was the publishing date.

22                   I want to leave you with a quote from  
23 this book, this is according to Florence Nightingale,  
24 1860, that which however above all is known to injure  
25 our children most seriously is foul air. Let's not

1 turn our back on our children and on history.

2 CHAIR:

3 Thank you. Annie Leary? Good morning.

4 OFF RECORD DISCUSSION

5 MS. LEARY:

6 Hi. Thanks for hearing my testimony  
7 today. My name is Annie Leary, here as a citizen of  
8 Pennsylvania. I live at 804 Catherine Street,  
9 Philadelphia, 19147. Thanks again for holding this  
10 public hearing here and listening to everyone speak  
11 for clear air and clean cars here in Pennsylvania. As  
12 an active Pennsylvania citizen, I am here to express  
13 my support for all of the Pennsylvania Department of  
14 Environmental Protection proposed amendments to the  
15 Pennsylvania Clean Vehicles Program. Approving these  
16 amendments and implementing the Clean Vehicles Program  
17 will allow Pennsylvania citizens more choices in  
18 choosing cars and trucks that give off less global  
19 warming and smog pollution and also reduce the threat  
20 these have on public health. I'm not going to go into  
21 a lot of facts and details because we have heard over  
22 and over today.

23 But I will state the obvious, which is  
24 smog and ozone pollution are manmade and they are  
25 proven to be dangerous to public health and also a

1 threat to our environment. We have the technology to  
2 make cleaner cars and we here in Pennsylvania should  
3 be taking a proactive approach in controlling and  
4 reducing emissions from cars and trucks as much as  
5 technology allows. Pennsylvania contributes more  
6 greenhouse gasses to the earth's atmosphere than 105  
7 other nations combined. With the proposed amendments  
8 to the Clean Vehicles Program, we can cut smog  
9 pollution by an estimated ten percent and global  
10 warming pollution by an estimated 25 percent. Not  
11 only do greenhouse gasses contribute to global  
12 warming, but smog pollution can exacerbate asthma, as  
13 we've heard here today, and other respiratory  
14 illnesses in some of our most sensitive citizens.

15           I myself am a pretty active Pennsylvania  
16 citizen, and am thankful that I don't suffer from  
17 asthma like many of the people we've heard from. But  
18 according to a study done by the Pennsylvania  
19 Department of Health, the unfortunate reality is  
20 approximately nine percent of Pennsylvanians do suffer  
21 from asthma. Carrying an asthma inhaler has become as  
22 common for a school kid as carrying their lunchboxes  
23 around. And actually you could say that carrying an  
24 asthma inhaler is as common as a county in  
25 Pennsylvania being out of attainment for federal air

1 quality standards.

2                   It's outrageous that the majority of  
3 people in this room today probably live in a county  
4 that is not currently meeting federal air quality  
5 standards as I do. Philadelphia, Delaware,  
6 Montgomery, Chester and 33 other counties in  
7 Pennsylvania do not currently meet federal air quality  
8 standards. This is unacceptable. But approving the  
9 proposed amendments to the Pennsylvania Clean Vehicles  
10 Program is definitely one way to help southeastern  
11 Pennsylvania and the whole state move closer to  
12 attaining federal air quality standards.

13                   I've lived n Pennsylvania for just over a  
14 year now. So far it has everything I want, except for  
15 the poor air quality. I don't have children now, but  
16 I do plan on having children some day. I'm going to  
17 have to say raising a family in a place where my  
18 children are more susceptible to asthma attacks and  
19 respiratory illnesses is a pretty scary thing. I was  
20 actually talking to a friend named Heather Hale who  
21 couldn't make it here today because she has three  
22 children, including twin boys, who suffer from asthma  
23 and also lives up in Mount Airy, who is considering  
24 moving out of the area because of the air quality.

25                   According to research by the World Health

1 Organizations, car exhaust can lead to more deaths  
2 than car accidents. This is a huge red flag for me  
3 and I know that I'm not the only person who feels this  
4 way. Other states that meet federal standards are  
5 out-competing Pennsylvania for jobs and growth and  
6 unfortunately I can understand why. Quality of life  
7 is not just the money you make or the home you live  
8 in. It's the air that we breathe and the water that  
9 we drink. We deserve to make Pennsylvania a cleaner  
10 state where we can boast about our quality of life.  
11 This is good for the economy and good for public  
12 health.

13                   New York, New Jersey and ten other states  
14 have adopted similar programs and Pennsylvanians  
15 deserve the same thing. We all have the right to  
16 breathe clean air and live in a state where our state  
17 agencies, state officials, representatives and  
18 Senators are fighting first and foremost for public  
19 health and the right to breathe clean air. It's  
20 important that the Environmental Quality Board approve  
21 all of the DEP's proposed amendments to the  
22 Pennsylvania Clean Vehicles Program and bring  
23 Pennsylvania to the forefront for protecting and  
24 promoting public health.

25                   On a different note, I just wanted to be



1 sure to state for the record today, that I have been a  
2 member of AAA, the automobile association for ten  
3 years and am disappointed that AAA has lobbied and  
4 testified against the Pennsylvania Clean Vehicles  
5 Program and its proposed amendments. As a ten-year  
6 member, I'd like to state that AAA does not represent  
7 in any way my interests or my beliefs. I've expressed  
8 this to them in writing, but just wanted to make sure  
9 that I said that for the record here today.

10 In summary, we all deserve to breathe  
11 clean air and we all deserve a chance to make  
12 Pennsylvania a safer and cleaner place to --- for  
13 people to raise families and be proud of the quality  
14 of life that their community offers. I urge you to  
15 protect public health, help save consumers money at  
16 the pump and improve the quality of life in  
17 Pennsylvania by approving all of the DEP's proposed  
18 amendments to the Clean Vehicles Program. Thanks  
19 again.

20 CHAIR:

21 Thank you, Ann. Greg Dana? Greg? Greg  
22 Dana? Juliette Pryor?

23 MS. PRYOR:

24 This is not my speech, don't worry. Good  
25 morning.

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CHAIR:

Good morning.

MS. PRYOR:

My name is Juliette Pryor. My address  
230 Foulkrod Boulevard, King of Prussia, PA, 19406. I  
am here today to support the Clean Vehicles Program  
because of the people that I love. Like Andrew and  
like Christine, who spoke, and like many other people  
who spoke, I have a real face to put. This is my son,  
Colin. You're not allowed to keep that. Okay. My  
son Colin was born a full term, very healthy, little  
boy. He was never sick until he was about 19 months  
old and that is when he had his first asthma attack.  
As you've heard asthma is on the rise. Since 1980  
asthma has increased by over 160 percent in children  
under the age of five years old. And as of the year  
2004, 8.9 million children in the U.S. have asthma.  
I've never experienced anything more heart wrenching  
or painful than watching my little boy struggle to  
breathe. And because I am his mother, he looks to me  
to fix it, to make anything better, but I was  
powerless to help him. Colin's first asthma attack  
lasted three days with two of those days spent in the  
hospital. Imagine struggling to breathe for three  
days with no understanding of what was happening to

1 you or if it would ever stop. Ten percent of children  
2 in the U.S. have asthma, but Colin is 100 percent to  
3 me. To me Colin is everything. Clean air is of the  
4 utmost importance for Colin. For Colin clean air  
5 means not just health but freedom, freedom to breathe  
6 deeply without the fear of another asthma attack,  
7 freedom to be a typical little boy.

8 I have one other person to show you.  
9 This is my niece, Jennifer.

10 CHAIR:

11 Any wedding pictures?

12 MS. PRYOR:

13 All right. Now you're going to be upset  
14 because now you're going to be sad. Unfortunately my  
15 niece, Jennifer, is no longer with us. My niece died  
16 in October of 2004. She was another person who was  
17 greatly affected by clean air. She died from  
18 complications due to cystic fibrosis. Cystic fibrosis  
19 is a disease affecting a person's lungs and digestive  
20 system. Jennifer's lungs were filled with mucous.  
21 Despite her condition, Jennifer was generally healthy  
22 most of her life with few trips to the hospital. But  
23 in the last few years of her life, her condition  
24 became worse and her lungs finally failed her in  
25 October of 2004. Would Jennifer still be alive if the

1 air she breathed was cleaner? I don't know for sure,  
2 but perhaps if she had less scar tissue her lungs  
3 would have been able to recover much easier. Sadly  
4 it's too late for Jennifer, but it is not too late for  
5 two brothers who also have cystic fibrosis. For her  
6 brothers Brian and Matthew clean air means life.

7           As you know, Pennsylvania's cities are  
8 ranked as some of the worst areas in the country for  
9 air pollution. So please, please start taking  
10 responsibility now and let this smart solution that  
11 other have successfully adopted, let's not let that  
12 pass us by. Thank you very much.

13           CHAIR:

14           Arthur Stamoulis?

15           MR. STAMOULIS:

16           Good morning. My name is Arthur  
17 Stamoulis, S-T-A-M-O-U-L-I-S. I live at 261 North  
18 Third Street, Apartment Three in Philadelphia, 19106.  
19 And I live in Philadelphia with my wife and our 14  
20 month old daughter. My family supports the  
21 Pennsylvania Clean Vehicles Program and urges that it  
22 be implemented as quickly as it can be. There are  
23 days each year when the air quality in Philadelphia is  
24 so bad the government actually warns the public to  
25 limit outdoor activities. I think it's an outrage

1 that in this day and age, simply going outside and  
2 breathing can be dangerous to my family's health.

3           The U.S. Environmental Protection Agency  
4 predicts that even when its recent air quality rules  
5 governing emissions from coal-fired power plants are  
6 fully in effect a decade from now, Philadelphia will  
7 still not be meeting basic air quality standards. The  
8 state needs to be doing everything it can to ensure  
9 that all people have the right to breathe clean,  
10 healthy air. The so-called CA LEV requirements,  
11 Pennsylvania Clean Vehicles Program is an important  
12 tool for improving air quality that should remain a  
13 key part of the city's pollution reduction strategy.

14           My family believes the costs associated  
15 with the Clean Vehicles Program would be well worth  
16 the public health benefits even they were not  
17 recuperated (sic). It is my understanding however  
18 that the program is expected to help improve the fuel  
19 economy of most vehicles, that most motorists will  
20 actually save money as a result of the program. It's  
21 a win/win situation for public health and for  
22 consumers. I can think of no other large scale program  
23 to reduce smog pollution that actually benefits  
24 consumers in this way.

25           My family is also very concerned about

1 global warming. With the icecaps melting, flowers  
2 blooming earlier than ever before, the record high  
3 temperatures experienced in recent years, the problem  
4 seems much more pressing than most in government are  
5 willing to acknowledge.

6           Last year, the National Science Academies  
7 of eleven countries, including the United States,  
8 Britain, China, Brazil, all stated that there is now  
9 strong evidence significant global warming is  
10 occurring. It's occurring right now. A study that  
11 appeared in the Journal of Science, which looked at  
12 over 900 peer reviewed scientific papers on climate  
13 change, found that not one questioned the consensus  
14 that pollution from human activities is causing global  
15 warming.

16           In the absence of federal leadership on  
17 this issue, it is the responsibility of state  
18 governments to act. The Clean Vehicles Program is  
19 expected to reduce global warming pollution from  
20 passenger vehicles by about 30 percent. This is a  
21 huge step forward in reducing America's global warming  
22 emissions, particularly if other states implement  
23 similar standards, which we know they are doing.

24           The threat to global warming that it  
25 poses in terms of extreme weather, insurance price

1 hikes, disease spread, crop failure, these things  
2 cannot be taken lightly. The Clean Vehicles Program  
3 should move forward with the global warming emission  
4 reduction standards firmly in place.

5 In regards to the specific proposal to  
6 move the implementation date of the program back by  
7 two years, I would like to see the Clean Vehicles  
8 Program implemented as soon as possible. If two years  
9 from now is the earliest manufacturers can begin  
10 meeting the standards here in the state, so be it. I  
11 believe the Clean Vehicles Program should have already  
12 been implemented and I urge that delays be minimized  
13 to the greatest extent possible from here on out.  
14 Thank you very much.

15 CHAIR:

16 Thank you, Arthur. Thurm Brendlinger?

17 MR. BRENDLINGER:

18 Thank you for the opportunity to speak  
19 before you here today. My name is Thurman Brendlinger  
20 and I'm a resident of Delaware County. I support the  
21 Clean Vehicles Program and would like to see it  
22 implemented as soon as possible.

23 I'm an avid bicycler. Not only do I ride  
24 on weekends, but I also ride to work two or three days  
25 per week. I share the road with vehicles that are a

1 significant source of air pollution. The primary  
2 pollutants, carbon monoxide, oxides of nitrogen or NOx  
3 and volatile organic compounds, VOCs, and the ozone  
4 that is formed by the reaction of NOx and VOCs affect  
5 my breathing directly when I'm riding. This effect is  
6 greater in the hot summer months.

7           The Pennsylvania Clean Vehicles Program  
8 would reduce the pollution significantly, much more  
9 quickly than the federal standards. I've also  
10 provided additional clean vehicle choices for  
11 Pennsylvania residents. You might even see more  
12 emission free bicycles on the road when bikers don't  
13 have to contend with the vehicle emissions that are so  
14 great at this time.

15           An additional benefit of the vehicles  
16 --- the Clean Vehicles Program is the greenhouse  
17 emissions reductions that would be realized from the  
18 California Air Resources Board certification. I  
19 believe that the drastic storms we have seen in the  
20 past decade are a result of global warming. I was  
21 directly affected by Hurricane Floyd in September 2000  
22 when my 14 year old business that I built over that  
23 time frame was destroyed by the flood that occurred in  
24 Pennsylvania. It was devastating for me but it was  
25 even more devastating for the residents of Delaware



1 County that were affected by that storm and by the  
2 results of that storm. Hurricane Floyd and more  
3 recently Hurricane Rita are just the beginning unless  
4 we do something to stop global warming. The  
5 Pennsylvania Clean Vehicles Program will be a good  
6 start mitigating the problem.

7 I thank you very much for your  
8 consideration of my thoughts on the Pennsylvania Clean  
9 Vehicles Program. I reiterate my support and hope for  
10 the swift approval of this program.

11 CHAIR:

12 Thank you, Thurman. Jim Black? Okay.  
13 After Jim, we'll take a break so she can change the  
14 paper. We'll take us a little break.

15 MR. BLACK:

16 Okay.

17 CHAIR:

18 Thank you.

19 MR. BLACK:

20 All right. My name is Jim Black. I live  
21 at 312 Central Avenue, Cheltenham, Pennsylvania,  
22 19012. Pennsylvania has a problem with its air  
23 quality and it's not just a down-state problem as many  
24 seem to think, but has spread across the state to 37  
25 counties that do not meet EPA standards under the

1 Clean Air Act. This is also something that we here  
2 today can move a long way to fix. The way we do this  
3 is by fully implementing the Clean Vehicles Program.  
4 It's true that each individual car is a small source,  
5 but put together as a group, individual passenger cars  
6 contribute roughly 25 percent to the total air  
7 pollution we're exposed to. By implementing the Clean  
8 Vehicles Program, we can reduce our personal  
9 contributions to this total, bringing meaningful  
10 reductions in the level of pollution we have to  
11 breathe. Pennsylvania is our home and I demand that  
12 we do this one small step to make our home a more  
13 healthy place to live.

14                   Today, I also wish to thank AAA for a  
15 very well written but factually incorrect letter they  
16 sent in response to my letter. It is true that the  
17 federal standards are good, but they do not go far  
18 enough. There is no compelling reason not to do more.  
19 AAA stated that cars would cost thousands of dollars  
20 more and this would hurt low-income consumers. This  
21 isn't true. If you wish to know, just call dealers in  
22 New Jersey and New York where these regulations are  
23 already taking effect. Ask them how much those  
24 vehicles cost. You'll find the truth is hundreds, not  
25 thousands. AAA's other argument against

1 implementation was one of safety. This, too, is  
2 manipulating the facts. It is true that larger sedans  
3 are safer than smaller ones. However, this is not  
4 taking into account SUVs, which have a propensity to  
5 roll over because they are not technically cars. They  
6 are in the truck category. But if you look at the mix  
7 of individual passenger vehicles by use and not by  
8 category, adding SUVs, vans and pickup trucks to your  
9 safety statistics, you'll find overall you are not  
10 safer just because your vehicle is larger. But  
11 because your vehicle is larger, everyone around you is  
12 less safe. Implementation of the Clean Vehicles  
13 Program will not make Pennsylvanians less safe, it  
14 will make us all more safe, as the air we all must  
15 breathe will be safer. Please today remove all  
16 obstacles to full implementation of the Clean Vehicles  
17 Program. Thank you.

18 CHAIR:

19 Thank you.

20 UNIDENTIFIED SPEAKER:

21 We'll take a five-minute break.

22 CHAIR:

23 Okay. We'll need to come back by eight  
24 of 12:00.

25 SHORT BREAK TAKEN

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CHAIR:

Brian Zeck? Brain Zeck?

MR. ZECK:

My name's Brian Zeck. I'm from 162 Pemberton Street, Apartment Five, Philadelphia, Pennsylvania, 19147. I'm here for the Pennsylvania Clean Vehicles Program. I believe it's the next step in meeting future demands for cleaner air quality and better fuel efficiency. We continue to pollute our world, ourselves and our future generations. Are we this blind sighted not to see change is evident, yet economical?

Thirty-seven (37) counties in Pennsylvania don't meet basic health based federal air quality standards for smog. Tailpipe emissions from passenger vehicles are responsible for about one-third of the smog in Pennsylvania. With the modern technology to clean this exhaust, we can benefit in numerous ways.

The Pennsylvania Clean Vehicles Program allows cleaner, more fuel efficient cars into Pennsylvania and makes them more readily available for consumers when purchasing new cars. It also protects the current emissions standards, which are more stringent than federal standards. This protects the

1 air we breathe. In addition, this technology also  
2 enhances fuel efficiency by about 30 percent, which  
3 can save consumers money. Consumer's choice is the  
4 best choice for a healthy economy and allowing this  
5 will significantly reduce air pollution, health  
6 problems, and begin to reduce our need for oil.

7 I believe everything possible should be  
8 done to keep the Pennsylvania Clean Vehicles Program  
9 intact and begin to change our future. It is in the  
10 best interest of the consumers in Pennsylvania to  
11 protect the Clean Vehicles Program. Any notion  
12 against this may be foolish. Thank you.

13 CHAIR:

14 Thank you, Brian. Ann Moscony? Ann  
15 Moscony?

16 MS. MOSCONY:

17 Good morning.

18 CHAIR:

19 Good morning.

20 MS. MOSCONY:

21 Good morning. I'm here today to show my  
22 support for the Clean Vehicles Program and to  
23 encourage implementation of this program as soon as  
24 possible. I'm here today specifically because I have  
25 four children, ages 12 to 20 and 22 nieces and

1 nephews, ages one to 27. About a fifth of them have  
2 respiratory illnesses, everything from asthma and  
3 allergies to other respiratory illnesses,  
4 debilitating enough that they have difficulty at times  
5 participating in schools, in social events and in  
6 sporting events, particularly if the air quality is  
7 poor. And that's a very difficult thing to see as a  
8 parent or as an aunt when a child or a niece cannot  
9 participate. For example, my niece, Emily, who is 12,  
10 went out for soccer last fall and wasn't able to  
11 complete the tryouts because the air quality was poor  
12 enough that she went into a full-blown asthma attack  
13 and had to be taken to the hospital. Sadly, she  
14 wasn't the only one there was that had an asthma  
15 attack that day.

16           When I care for my nieces and nephews,  
17 those who are ill, I need to know how to use an  
18 inhaler, how to respond to a respiratory emergency,  
19 how to do CPR. Now, I'm a healthcare professional, so  
20 I'm trained in this work, but my parents aren't.  
21 What's it like to be a grandparent and to be afraid to  
22 take care of your grandchild because he or she might  
23 go into respiratory distress during your watch. I  
24 know my parents have struggled with this.

25           Pennsylvania has consistently ranked in

1 the top 20 percent of states for air pollution.  
2 According to the most recent Reader's Digest report in  
3 2005, Philadelphia scored 14th among the top 50  
4 largest U.S. cities for air pollution. Higher numbers  
5 reflected cleaner cities. Therefore, Philadelphia was  
6 pitifully low on the study. This study did not look  
7 at smaller cities or towns, so it simply reflects that  
8 among larger cities, we were in the lower one-third of  
9 the country for clean air.

10                   Now, my 18 year old daughter is taking an  
11 AP Environmental course at school and she has  
12 challenged my husband and I this year, why is the air  
13 quality so bad, why is pollution in this country so  
14 bad and what are you doing about it? And this is what  
15 we're going to have to face in our future. We can't  
16 wait anymore. I'm not an activist. I have not ever  
17 done this before, so it makes me nervous coming in  
18 front of a Board like you all, but I can't sit back  
19 anymore. I can't pretend that this is going to go  
20 away. Pollution is getting worse and we know that one  
21 of the big sources of air pollution comes from cars  
22 and trucks that emit the pollution that creates the  
23 smog that triggers asthma attacks.

24                   There's a soaring demand in this country  
25 for gasoline, diesel and jet fuel despite a rapid rise

1 in cost over the last couple of months. And yet Exxon  
2 quotes billion dollar profit margins with revenues  
3 that surpassed every other United States --- U.S.  
4 company, including Wal-Mart, for the largest total  
5 revenue for 2005. That doesn't seem right.

6           There are people struggling to pay their  
7 heating bills and their gas bills and for  
8 transportation back and forth from work. Rising costs  
9 to consumers has not changed our usage, rather we're  
10 seeing a growing divide between those who can afford  
11 petroleum products and those who can't. Clearly,  
12 government regulations appear to be necessary.

13           We must address the environmental  
14 problems smartly from both a healthcare standpoint and  
15 an economic one. Passing the Clean Vehicles Program  
16 would go a long way to reducing our air pollution  
17 problem in Pennsylvania by decreasing smog-forming  
18 pollution from cars and trucks. Global warming  
19 emissions would drop by nearly 25 percent over the  
20 next 10 to 15 percent (sic) as these standards took  
21 effect, as we've heard today. Cars would go further  
22 on a gallon of gas and this action would save  
23 consumers money and would add -- have the added  
24 benefit of slowing down the destruction of this  
25 environment --- of our environment.



1                   Now, there are many of my friends and  
2 colleagues who were unable to attend today's meeting  
3 because of its timing. Most are full-time working  
4 professionals and/or full-time parents of very young  
5 children. But I brought with me today over 20 letters  
6 and a petition signed by some of these people who feel  
7 like I do. That the Clean Vehicles Program must be  
8 passed in this state as soon as possible. And I'm  
9 going to present that to you now. I'd also like to  
10 ask you to consider a meeting of a different time than  
11 at Tuesday morning at 10:00 a.m. where it's very  
12 difficult for people who do work full time to come and  
13 express their opinion about this. So possibly you  
14 would consider another public meeting at some point in  
15 Philadelphia in our area at a different time and place  
16 where these constituents can come out and ensure that  
17 their voices are also heard.

18                   In any case, please do the right thing.  
19 We the voters want a cleaner Pennsylvania and a  
20 cleaner America. It's for us and it's for our  
21 children. Thank you.

22                   CHAIR:

23                   Thank you, Ann. Diana Mizer? State  
24 your name and address, Diana, when you get a chance.

25                   MS. MIZER:

1 All right.

2 CHAIR:

3 Thank you.

4 MS. MIZER:

5 Diana Mizer, Number 46 Berkley Road,  
6 Devon. First of all, before I forget, I would like to  
7 make a public announcement, if I may, about cars? As  
8 I was parking outside, I noticed a license plate DJL  
9 5096, if you're in the room, you may want to be  
10 careful when you pull away, it looks as if there may  
11 be a post that was bent over the undercarriage of your  
12 car. If you pull out, it's going to scrape on the  
13 underside of your car.

14 CHAIR:

15 Okay. Thank you.

16 MS. MIZER:

17 And license plate EBF 9004, that 32-valve  
18 vehicle that's parked in two spaces and is an affront  
19 to the community, to people trying to find a place to  
20 park. It would be considerate next time to use one  
21 parking spot or even consider a smaller car. I am  
22 also speaking for Tom Crane of 113 Cumberland Place in  
23 Bryn Mawr. And I would like to read his statement  
24 first, if I may?

25 Even our President has finally admitted

1 that we are addicted to oil. Evidence of global  
2 warming is increasingly hard to deny. The common man  
3 on the street knows that much of the damaging  
4 greenhouse gasses come from reckless consumption of  
5 gas in our cars, and I'd like to add to that our  
6 trucks, meaning commercial grade trucks. Why then is  
7 it so hard for our politicians to write legislation  
8 that reflect this commonsense? Now, more than ever,  
9 we need politicians with backbones strong enough to  
10 resist the will of corporate interests. Maybe if they  
11 followed the will of the people, they would actually  
12 be re-elected on their own merits without the support  
13 of the PAC men. It's, I believe, an acronym for  
14 Political Action Committees. I applaud the State of  
15 Pennsylvania in taking on this effort. I think it's a  
16 direction that all states should go, especially  
17 Pennsylvania because of the amount of pollution that  
18 is produced here. And I would hope that also --- I'm  
19 not sure whether this legislation incorporates  
20 commercial trucks that burn diesel fuel, but if it  
21 doesn't I hope that you will attack that problem as  
22 well, at least require the trucks to meet certain  
23 cleaner burning vehicles if they can't continue to ---  
24 or they can't come up with another source of fuel. If  
25 they burn cleanly, at least that would help. Thank

1 you very much ---

2 CHAIR:

3 Thank you very much.

4 MS. MIZER:

5 --- for giving the public a chance to  
6 speak.

7 UNIDENTIFIED SPEAKER:

8 I just wanted to ask that these --- the  
9 documents you gave me do not have their statement on  
10 them, just a name and address.

11 MS. MIZER:

12 Right. I thought it was just a  
13 summation, I didn't know ---.

14 UNIDENTIFIED SPEAKER:

15 No, that's okay. I just wanted to make  
16 sure. That was Mr. Crane?

17 MS. MIZER:

18 Yes, also.

19 UNIDENTIFIED SPEAKER:

20 Okay. Thank you.

21 CHAIR:

22 Okay. Lila Kaplan? Lila? Diane  
23 Herrin? Diane Herrin? Ed Larsen?

24 MR. LARSEN:

25 Ed Larsen, 1023 South Fairhill Street,

1 Philadelphia, 19147.

2 CHAIR:

3 Speak up now.

4 MR. LARSEN:

5 Okay.

6 CHAIR:

7 Thank you.

8 MR. LARSEN:

9 I'm here today, like many others, to  
10 testify on behalf of the Clean Vehicles Program. The  
11 evidence today suggests that the program does go a  
12 long way toward reducing our region's smog-forming  
13 pollutants and greenhouse gasses. Some complain that  
14 it might cost more to purchase a vehicle if we have in  
15 effect regulation such as the Clean Vehicles Program.  
16 However, I think it's hard to put a price tag on human  
17 life and public health. And therefore, it should be  
18 our priority to reduce the cancer causing and ozone  
19 destroying emissions from our vehicles. But thank you  
20 for that today for taking our public comments. Thank  
21 you for everybody who came out. It's difficult for  
22 some people to public speak.

23 CHAIR:

24 Thank you. Al Haynes? Al?

25 MR. HAYNES:

1 Hello. Is that good?

2 CHAIR:

3 State your name and address.

4 MR. HAYNES:

5 Yeah, my name's Al Haynes. I live in 134  
6 East Seventh Avenue, Conshohocken, Pennsylvania.

7 CHAIR:

8 Thank you.

9 MR. HAYNES:

10 And being that I live in Conshohocken, a  
11 fairly fast-growing area outside of Philadelphia, you  
12 see quite a few more cars than I did, you know,  
13 growing up, for instance. So it's definitely an issue  
14 in my life. And with that, I'm here to encourage you,  
15 the Board, to implement the Clean Vehicles Program as  
16 soon as possible. I'm not alone obviously. As a  
17 concerned citizen and a resident of Pennsylvania, I'd  
18 like to see a more proactive attitude with regard to  
19 better air quality, emission standards and consumer  
20 choice rights in particular. It's clear how the Clean  
21 Vehicles Program would help this happen. We will all  
22 benefit as consumers and as healthier people living in  
23 a state we can be proud of for taking the necessary  
24 action in protecting our environment and families.  
25 Thank you for your attention and for the opportunity.

1                   CHAIR:

2                   Thank you, Al. Do you have written  
3 testimony?

4                   MR. HAYNES:

5                   No, I don't.

6                   CHAIR:

7                   All right. Thank you. David Mindel?  
8 David? Morning.

9                   MR. MINDEL:

10                  Morning. My name's David Mindel and I  
11 live at 1516 Upland Avenue in Jenkintown, PA. And  
12 I've lived in Pennsylvania for the last 40 years. And  
13 I want to thank the EQB for the opportunity to speak  
14 this morning. So many have spoken so eloquently  
15 already so I'll try to make my comments brief. First  
16 of all, thank you for the 10:00 a.m. meeting. It's a  
17 great reason to play hooky from work. So I appreciate  
18 that. Basically, I just want to say that I received a  
19 response back from some of the letters that I wrote,  
20 specifically one from the Senate Environmental  
21 Resources and Energy Committee, but I've also heard  
22 some of the same sentiments from some of our  
23 legislators and specifically the response came back  
24 saying that, you know, we shouldn't follow the State  
25 of California's standards because that's abrogating

1 the State of Pennsylvania's responsibility. So since  
2 I've heard that a few places, I figured I would just  
3 add that one small piece to the wonderful testimony  
4 that's already been given. Following, you know,  
5 another state's proven standards really is not  
6 abrogating responsibility. It's really doing the  
7 right thing, so I applaud the DEP for their efforts.  
8 And I guess I, you know, say basically as a soapbox,  
9 the body of human knowledge is created by using what  
10 was learned previously and just building upon it, so  
11 we have this great set of standards that ten other  
12 states have followed and we know it works, and it's  
13 the right thing to do.

14                   So thank you for support of the DEP and  
15 please continue to support quick adoption of the most  
16 stringent standards that we have to protect the health  
17 of Pennsylvanians. Thank you.

18                   CHAIR:

19                   Thank you, David. Those folks that just  
20 testified originally signed up prior to today. I have  
21 been given the names of, oh, maybe half a dozen more  
22 people that signed up today and hopefully they're  
23 still in the audience and that we're going to give  
24 them an opportunity to testify as well. The first  
25 person was Joanna Manna (phonetic). Joanna? Okay.



1 Margaret Devanian (phonetic). Margaret Devanian?

2 Okay. Moving right along. Matt Nicholas?

3 MR. NICHOLAS:

4 Thank you. Is that good?

5 CHAIR:

6 That's good.

7 MR. NICHOLAS:

8 Thanks for including me.

9 CHAIR:

10 You're welcome.

11 MR. NICHOLAS:

12 My name is Matt Nicholas and I'm a  
13 resident of Philadelphia. The address is 534 West  
14 Springfield Avenue. That's Philadelphia, 19118. And  
15 I'm just here representing myself as a citizen of  
16 Philadelphia, Pennsylvania. As someone's already  
17 mentioned, we've had some excellent testimony, so I  
18 will be very brief, but I just have a few quick  
19 points. And echoing some earlier comments, it would  
20 be nice to be considered in the brotherhood of  
21 progressive states. You hear about states like  
22 California and Vermont and I think well, this is a  
23 wonderful state and it's a beautiful state and it  
24 would be nice to be included in that fraternity.  
25 Secondly, I know that there's been concerns in the

1 past about retaining the skilled workers in this  
2 state, particularly young workers. We've got  
3 excellent universities. We seem to attract a high  
4 level of talent, but we do have difficulty in  
5 maintaining it and by encouraging clean vehicles and  
6 also by encouraging clean air standards, we might  
7 actually have an added tool or added incentive to  
8 maintain some of those talented folks, at least we  
9 would withdraw the argument that Pennsylvania's not as  
10 progressive and not as healthy as some other states.  
11 So maybe that's not a bad idea to add to our list.

12                   And finally, just as I mentioned, it's a  
13 beautiful state and I'm proud to be a resident of it.  
14 It would be a nice thing to think it's working hard to  
15 clean itself up. Thank you.

16                   CHAIR:

17                   Thank you.

18                   MR. NICHOLAS:

19                   You're welcome.

20                   CHAIR:

21                   Tim Kearney?

22                   MR. KEARNEY:

23                   Good morning, Mr. Chairman and good  
24 morning members of the Environmental Quality Board. I  
25 also want to say thank you very much for holding the

1 hearings. I think that having public comment is what  
2 makes democracies great. If this was a slots parlor  
3 hearing, we'd probably only have two minutes, so I  
4 appreciate the ten minutes. I think that's very good.  
5 Thanks for doing it all through parts of the state.  
6 And I agree, having worked in the Philadelphia City  
7 Council for many years, I many times heard that the  
8 people wanted meetings and hearings at night. But I  
9 would also go along with what some other people said  
10 that it would be great if we could have hearings at  
11 nighttime also. I am running for the Democratic  
12 nomination for the 172nd District of Pennsylvania  
13 General Assembly. This is important because the House  
14 of Representatives has House Bill 2141 before it,  
15 which will undo the Clean Vehicles Program you plan to  
16 implement. The Clean Vehicles Program is an excellent  
17 beginning to reduce air pollution from cars and trucks  
18 below today's levels. I congratulate you for taking  
19 this action and receiving the public comments.

20                   And to Chairman Adolph, one gentleman  
21 mentioned the two bills way back in the beginning that  
22 they're in your committee and if they die in your  
23 committee, I applaud you very, very much, because I  
24 think that's the best thing that could happen to them.  
25 And if you could see that that's done, I would

1 certainly send a campaign contribution. I can't vote  
2 for you, I'm not in your District. I'm not in your  
3 District, but I can send \$20 or \$25 if those two bills  
4 die in your committee. They're obviously very  
5 directly related to these Clean Vehicles Program  
6 regulations and I hope that they do die there. The  
7 172nd District is in Philadelphia, probably the worst  
8 county in the state for air pollution. It is the  
9 county with the largest population of poor people and  
10 it has a high proportion of elderly residents. Both  
11 of these populations are at greater risk from air  
12 pollution injuries. The Clean Vehicles Program will  
13 help my county more than any other county in the  
14 state, so it's personal for us in Philadelphia and  
15 it's very important. It is sad when the House  
16 leadership who hail from Philadelphia fails their  
17 constituents. And such failure that these two bills  
18 aren't dead on arrival, such failure was left out of  
19 the glossy taxpayer-funded newsletter and self-  
20 promotional picture book that we all received in our  
21 mailboxes. The new technology used in Clean Vehicles  
22 Program cars and trucks is being used and has been  
23 proven in nine other states, but I learned today ten  
24 other states. There appears to be almost no economic,  
25 technological, political or environmental problems

1 associated with these higher standards for vehicle  
2 exhaust. The federal standards are outdated and too  
3 weak, being based on older technology. We benefit  
4 from neighboring states having already adopted this  
5 standard. It is time to reciprocate their  
6 farsightedness and discipline. We should adopt this  
7 Clean Vehicles Program as soon as possible.

8 Similarly, I call upon John Perzel to hold up House  
9 Bill 2141 and Senate Bill 1025. They should have been  
10 dead on arrival. For the sake of Philadelphia and the  
11 health of the constituents in his District, he should  
12 stop these bills. I will run for office opposing  
13 these two bills and applauding the Governor's Clean  
14 Vehicles Program. And I didn't bring a petition  
15 today, but two years ago I got 7,000 votes. I ran on  
16 a consumer campaign and I also ran on an environmental  
17 campaign and my number one issue was universal public  
18 healthcare for everybody because healthcare is so  
19 important to everybody in the United States. But it's  
20 especially important to people in Philadelphia who  
21 face a lot of environmental problems and healthcare  
22 issues that other people don't face. Most importantly  
23 clean air and clean water is what makes our country  
24 and state great. It sets us apart from other high  
25 polluted countries. Maintaining a higher standard for

1 clean air prevents so much illness in industry saving  
2 far, far more money than it cost to upgrade our  
3 pollution standards. Moreover, it provides public  
4 health. Public health is easier to maintain than it  
5 is to recapture after the degradation from pollution.  
6 Public health is a sound economy --- public health is  
7 the --- public health and a sound economy both rest on  
8 the foundation of a clean environment. Finally, after  
9 the Clean Vehicles Program is implemented and 2141 and  
10 1025 are defeated, please move quickly to implement  
11 better, cleaner fuels and sources of energy as  
12 numerous other speakers have said. We have much, much  
13 farther to go in cleaning our air and there are some  
14 easy ways we can do it. I promise to introduce some  
15 of them when I'm in the House. Thank you for taking  
16 my comments. And I also would like to end by stating  
17 that besides thanking everybody who came here to  
18 speak. I think it's also important that I want to put  
19 in the record, the leadership of the Sierra Club,  
20 PennEnvironment, Citizens for Pennsylvania's Future,  
21 Clean Water Action, Trout Unlimited, Audubon Society.  
22 I also am a member of AAA and was very, very  
23 disheartened to see their position. These groups  
24 provide a lot of the technical information. They  
25 provide the leadership and I think we should applaud

1 all of them and also the Environmental Quality Board  
2 for doing what they're doing. I hope it goes as fast  
3 as it can go and we move on to the next better  
4 regulations. Thank you.

5 CHAIR:

6 Thank you. Peter Bauer? Peter Bauer?

7 MR. BAUER:

8 Good afternoon, Chairman Adolph. My name  
9 is Peter Bauer. I represent the Pennsylvania  
10 Automotive Association. Address is Post Office Box  
11 2955, Harrisburg, PA, 17105. And Pennsylvania  
12 Automotive Association represents the new car and  
13 heavy-duty truck dealers in Pennsylvania. And the  
14 1,200 new car and truck dealers would be impacted by  
15 the implementation or change in standards from federal  
16 vehicle, federal Tier vehicle, to the California  
17 standard. And as such, in primarily two fashions.  
18 The first group revolves around consumer choice and  
19 consumer meeting --- meeting consumer needs. Those  
20 are the types of issues that new car dealers are  
21 concerned with in several areas.

22 The first is, the area of dealer trades.  
23 Not all manufactures and engines produced for all  
24 vehicles are California compliant and as such, as  
25 dealers we try to meet the Pennsylvania consumer needs

1 on the dealership lots. They tend to reach out to the  
2 other dealers in other states to find inventory that  
3 meets the mix of the needs that the customer wants in  
4 terms of performance, color, options, those types of  
5 things. If we adopt the California standards, we'll  
6 be seeing that our availability to reach out to other  
7 surrounding states and those portions where that  
8 dealer resides will be limited on what they can trade  
9 in from those other states.

10           Secondarily, consumer choice will be  
11 limited in terms of the lighter-duty diesel vehicles  
12 that were gaining popularity on dealer lots today. In  
13 light of the fuel prices that are out there, the  
14 lighter duty diesel vehicles have become an  
15 interesting popular option for folks because of the  
16 better fuel mileage that these types of vehicles  
17 achieve. So by adopting California standards, we're  
18 going to be seeing the disappearance, the actual  
19 disappearance of a whole product line of vehicles on  
20 the smaller passenger side, the VW Jetta, the Mercedes  
21 Benz style of vehicles. Those actual vehicles will  
22 disappear from the dealer lots in Pennsylvania and  
23 will not be able to be sold under California  
24 standards.

25           Third, in terms of consumer choice, is



1 the issue of greenhouse gas impact in 2009 and forward  
2 with regard to larger SUVs and larger pickup trucks.  
3 Again, there's a concern that the impact of those  
4 greenhouse gas standards might impact the  
5 technological ability of manufacturers to meet those  
6 standards. We're not quite sure what is going to be  
7 required in terms of engine production to be able to  
8 keep those vehicles on the road or if they're going to  
9 be able to be sold at all. So as you look at a whole  
10 segment of the commercial industry that relies on  
11 smaller trucks, smaller vans, those type of things are  
12 going to be out there and potentially impacted. Not  
13 to mention your average consumer who might need a  
14 larger vehicle for towing purposes or hauling  
15 purposes. So as you look at those type of aspects of  
16 the future looking at the regulations, that's  
17 primarily the reason that we're looking at the  
18 California car standards as new car dealers and not  
19 being in favor of their implementation.

20           The other big issue that's out there, if  
21 the regulations are adopted is our major concern with  
22 regard to the lack of a registration denial program as  
23 part of regulations implementation. Under Section  
24 413(a) Number 14, there's currently a provision that  
25 would allow anybody who buys a vehicle for personal or

1 private use anywhere in the country to bring that new  
2 vehicle into the State of Pennsylvania and to not have  
3 to have to meet --- not to have to meet California  
4 standards. So of everybody that spoke today, I  
5 certainly would like to think that somebody would have  
6 picked up on the issue that there's a wide gaping door  
7 that as much as Pennsylvania may adopt California  
8 standards, there is a whole opportunity for people to  
9 buy vehicles of federal style, bring them in to  
10 Pennsylvania and bring them in unchecked and  
11 unfettered. The impact that that type of registration  
12 --- that lack of registration denial program has on  
13 the California standards is pretty significant. In  
14 Maine, for example, last year in April of '05, the EPA  
15 awarded Maine's California standards program ten  
16 percent less credit than what New York or California  
17 got because they have a registration denial system.  
18 So as we go forward and we look at this regulation, we  
19 certainly need to sit down and say to ourselves, if  
20 we're going to have a program in Pennsylvania, the  
21 program has to be fair and equal for all and that  
22 includes people that are buying cars across the  
23 borders in Jersey or Maryland or Ohio or West  
24 Virginia. So as those vehicles come back in, they  
25 also have to meet California standards. So with that,

1 the Pennsylvania Automotive Association certainly is  
2 not in favor of converting from federal standards to  
3 California standards because of the customer impact  
4 that it may have or will have. And particularly  
5 concerned about this registration denial issue if the  
6 regulations do move forward. Thank you.

7 CHAIR:

8 Thank you. Thank you for your opinion.  
9 I believe that's the --- I am not going to jinx this,  
10 but step right up.

11 MR. ACHESON:

12 How are you doing, Representative? My  
13 name's Bob Acheson, A-C-H-E-S-O-N, 1165 South Hall  
14 Street, Philadelphia, Pennsylvania, 19147. I can't  
15 think of a logical argument against the Pennsylvania  
16 Clean Vehicles Program. Consumer choice, I mean, you  
17 know, the right to breathe is pretty good consumer  
18 choice. The right to not suffer from asthma attacks.  
19 Just not being able to breathe is ridiculous. There  
20 is no logical reason to not have this in place in this  
21 state. It's more imperative to have this in place.  
22 If you love anybody anywhere, the impact that cars  
23 have on human society as a whole is just ridiculous.  
24 I'm not going to say anything else because everybody  
25 said everything for me. Thank you very much.

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CHAIR:

Thank you. Would you like to speak, sir?

MR. FRANK:

Yes.

CHAIR:

Yes. And anyone else interested in speaking, could you raise your hand? Okay. All right. I'm seeing one more after you, that is the gentleman next to the young lady back there. But what we need, you have to speak up nice and loud, name and home address.

MR. FRANK:

Yes.

CHAIR:

Thank you.

MR. FRANK:

My name is Henry Frank, 2763 Island Avenue, I-S-L-A-N-D, Avenue, Philadelphia, 19153. I was pleased to hear from the gentleman from the Pennsylvania Automotive Association because all the testimony so far has been one side and that was worrisome to me because I thought, well, the other side doesn't need to be here because the legislative --- their side of the legislation is already in the bag and this is just a chance to give the public to

1 blow off some steam and then the exact opposite is  
2 going to happen in Harrisburg. So I hope that that's  
3 an indication that he's here that maybe that's not  
4 true. I've been a member of the American Automobile  
5 Association since it was the Tombstone Automobile Club  
6 over 40 years and I am very much opposed to their  
7 position. It's irresponsible, shortsighted and not  
8 appropriate.

9           The second thing is I have a short quote  
10 from a magazine called One Earth. It's a publication  
11 of the National Resources Defense Council. It's the  
12 spring 2006 edition, pages 22 and 24. Leading edge  
13 policies and technologies that encourage efficiency  
14 have long been an California export right along with  
15 our movies and semiconductors. Energy policy makers  
16 in other states as well as in the federal government  
17 look to California's energy conservation measure the  
18 same way political analyst use a New Hampshire  
19 Presidential Primary as a bellwether for the nation.  
20 And a little further it states, the general pattern  
21 says Debra Lang, a staff scientist at the Natural  
22 Resources Defense Council, is that California adopts  
23 new standards, other states follow and then they're  
24 adopted at the federal level. So I think that's that  
25 a false argument that the federal level is good

1 enough.

2                   And my last statement is that I not only  
3 talk the talk, I walk the walk. I have a Ford Escape  
4 Hybrid that costs \$2,000 or \$3,000 more than the  
5 conventional Escape. I was in a dealership recently  
6 and I noticed that they did not have a hybrid on the  
7 floor. And I asked how come you don't display a  
8 hybrid. And they said we can't keep them long enough  
9 to put them on the floor. People are buying them as  
10 fast as they're being made. So that is also a false  
11 argument. Thank you.

12                   CHAIR:

13                   Thank you.

14                   MR. MCPHERSON:

15                   Thank you, ladies and gentlemen. My name  
16 is Bernard McPherson. That's M-C-P-H-E-R-S-O-N. I  
17 reside at 2101 Chestnut Street in Philadelphia,  
18 Pennsylvania. Everybody looks like they're ready to  
19 go home so I'll make it brief. Basically, as far as  
20 in global terms, a hundred years was just yesterday.  
21 There were only 8,000 cars in the United States and  
22 only 144 miles of paved road just 100 years ago. The  
23 maximum speed limit in most cities was just ten miles  
24 per hour. But my point being is that with all that's  
25 taken place since then, will our children look at our

1 actions now with pride or with contempt? It's just  
2 that simple folks? So I am in full support of the  
3 Pennsylvania Clean Vehicles Program. And I do thank  
4 you for your time.

5 CHAIR:

6 Thank you. Okay. The first thing I'd  
7 like to say is I'd like to thank everybody who  
8 testified this morning. Appreciate the comments,  
9 really do. I think we're going to consider this. I  
10 also want to say and acknowledge the receipt of  
11 approximately 75 written comments that were delivered  
12 today. The Staff will go through the testimony from  
13 the three meetings, three public hearing that we've  
14 had, Pittsburgh, Harrisburg and Philadelphia area.  
15 And they'll get back to the members of the EQB; okay?  
16 And this is, from what I understand, about almost a  
17 year and a half process, okay, that we are to go  
18 through. So you know, I appreciate your testimony and  
19 the time and effort that you folks had today to come  
20 on out and sit through the testimony. And I certainly  
21 heard an awful lot that I will share with my  
22 colleagues. Thank you very much.

23 \* \* \* \* \*

24 MEETING CONCLUDED AT 12:32 P.M.

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