

THOMAS J. SCRIMENTI
STATE REPRESENTATIVE
9 WEST MAIN STREET
NORTH EAST, PENNSYLVANIA 16428
PHONE: (814) 725-8864

9 WEST WASHINGTON STREET
CORRY, PENNSYLVANIA 16407
PHONE: (814) 664-9126

HOUSE POST OFFICE BOX 98
25B, EAST WING
HARRISBURG, PENNSYLVANIA 17120-0028
PHONE: (717) 787-9475



House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES

PROFESSIONAL LICENSURE
AGING AND YOUTH
INSURANCE
FEDERAL-STATE RELATIONS

April 6, 1995

Richard Barzeski
[REDACTED]
North East, PA 16428

Dear Mr. Barzeski:

I read your letter about the Fish Commission. I appreciate you telling me of your perceptions of the service provided by that organization and of their planned fee increases. Your comments were interesting and your frustration is understood.

Your call for budgetary restraint by the Fish Commission is right on the mark. I agree that before any automatic increases are initiated all cuts and all due fiscal reorganization must be first accomplished.

I want to assure you that I will view any such plan submitted by the Fish Commission with much skepticism. Your comments will be remembered and respected throughout my deliberations on such a proposal.

I hope I can rely on you to continue to provide insight into the practices of our state's Game and Fish Commissions. In your comments you mention occurrences of harassment and the display of an improper attitude by officials. Please keep me informed of any specific behavior that you believe to be inappropriate or unfair. I would be happy to work with you toward any conflict's resolution.

Again, and as always, thank you for making yourself heard on this important issue. I look forward to hearing from you again.

Sincerely,

A handwritten signature in cursive script that reads "Tom Scrimenti".

Tom Scrimenti
State Representative

file copy
Fluoridation

Pennsylvania Dental Association

George W. Brett, D.D.S.
President

March 24, 1989

The Honorable Thomas J. Scrimenti
PA House of Representatives
Harrisburg, PA 17120

RE: House Bill 507

Dear Representative Scrimenti:

The Pennsylvania Dental Association and its more than 6,400 members strongly supports fluoridation of public water supplies and urges your support of House Bill 507.

Fluoridation of public water supplies time and again has been proven to be a safe, economical and effective method of reducing the incidence of dental caries in the general population. By your favorable vote on HB 507, you can provide Pennsylvanians with enhanced dental health.

Sincerely,



George W. Brett, D.D.S.
President

GWB/jms

cc: H. William Gross, D.D.S., Chairman
Partners for Better Oral Health

MAR 27 1989


American
Dental
Association

211 East Chicago Avenue
Chicago, Illinois 60611-2678
(312) 440-2500

ADA
Foundation file

DATE: March 29, 1989

TO: Members of the House of Representatives,
Commonwealth of Pennsylvania

FROM:  Dr. David A. Whiston, chairman, Council on
Community Health, Hospital, Institutional and
Medical Affairs, American Dental Association

SUBJECT: House Bill 507

For the past several years, the American Dental Association's Council on Community Health, Hospital, Institutional and Medical Affairs has followed the legislative effort to bring the benefits of fluoridation to the four million Pennsylvanians not currently served by fluoridated water supplies. As you are aware, on March 20 the House Local Government Committee voted to send House Bill 507 to the full House of Representatives for consideration.

Since 1950 the American Dental Association has unreservedly endorsed community water fluoridation as safe, effective and necessary in preventing tooth decay. It is widely viewed as the single most effective public health measure for the prevention of tooth decay in people of all ages. Additionally, water fluoridation is the most cost effective of all dental disease prevention measures and is equally available to each member of the community.

Once again an opportunity exists for Pennsylvania to take a national leadership role in health care policy by enacting this legislation. Therefore, the American Dental Association urges prompt and favorable action by the House of Representatives toward passage of House Bill 507.

DAW:lb

cc: Dr. George W. Brett, president, Pennsylvania Dental
Association

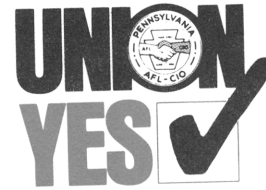
APR 4 1989

PENNSYLVANIA AFL-CIO

230 State Street, Harrisburg, PA 17101-1138
Telephone: 717-238-9351, FAX: 717-238-8541

file Fluoridation

AMERICA WORKS BEST
WHEN WE SAY ...



JULIUS UEHLEIN
President

ROBERT T. McINTYRE
Executive Vice President

JUDITH HEH
Secretary-Treasurer

March 31, 1989

TO ALL MEMBERS OF THE HOUSE OF REPRESENTATIVES

Dear Representative:

I am writing to request your strong support for H.B. 507, the fluoridation bill.

The time has come to enact this vital legislation.

Approximately half of the water systems in the Commonwealth do not regulate the amount of fluoride in the drinking water. Properly regulated, fluoride in drinking water has a proven record of reducing dental cavities by over 60%. Numerous studies by all reputable professional associations, as well as 30 years of experience for hundreds of millions of people, have established no adverse side effects.

The cost of health care, including dental care, is escalating rapidly. Adoption of this legislation will make uniform the benefits of this proven nutrient.

Poor dental protection leads to a life of unnecessary pain and expense.

Please lend your energies to this very important piece of public health legislation.

I would appreciate your opposing weakening amendments which would defer uniform implementation of a sound fluoridation policy.

Sincerely,

A handwritten signature in cursive script that reads "Julius Uehlein".

Julius Uehlein, President
Pennsylvania AFL-CIO

JU/gm
UFCW-72

Stroudsburg, PA 18360
April 10, 1989

file
Thomas J. Scrimenti
HOUSE OF REPRESENTATIVES
P.O. Box 96
Harrisburg, PA 17120-0028

fluoride

Dear Representative:

This letter is in opposition to H.B. 507 which mandates the fluoridation of water supplies covering water systems with over 250 connections.

Fluoride is not a purifier; but it is a POLLUTANT. Fluoridation is the process by which our water supply systems become the dumping ground for the expensive, dangerous and bothersome waste from the American aluminum industries.

Government is not wise, nor does it "serve", when it mandates fluoridation under the guise of "being good for your teeth". Fluoridation is not a panacea!! Fluoride and fluoridation have caused serious health problems for countless individuals throughout the world which have been documented by the International Society for Fluoride Research since approximately 1967.

What is considered the optimum amount is not safe for every person; and YOUR responsibility is to be concerned about the OVERALL intake of fluoride--something that is impossible to control due to the varied amounts of water ingested by children and adults, the differences in age, the altitude, as well as to the numerous sources of fluoride already existing in one's diet (foods and vitamin supplements) and the air pollutants from industry (which are much greater in some areas than others), as well as the fluoride from toothpaste and mouthwash. The total daily dosage can add up to quite a sum that is impossible to predetermine. Of what use are beautiful teeth if you have destroyed the body in which they are contained in the process? With fluorosis, even the teeth can be destroyed.

It is impossible for those of us who do not wish to use fluoridated water to eliminate it from our water by boiling, since the water evaporates and the fluoride condenses. Considering the economic situation, the average family could not afford to buy bottled water to replace the fluoridated water. We shouldn't have to! It has also been proven that the effect of fluoride on those in a troubled economic situation is more detrimental than on those who have the food necessary to provide good health and good teeth. The idea of providing fluoridation to benefit the poor is a false one.

As elected officials, your concern must be for all people--not just for those who support fluoridation. The only avenue which allows individual choice is the one available thru the tablet program--if there is one to be provided. This already exists, as you must be aware, in many schools for those who wish their children to be participants. It must not be forced on anyone--the freedom of choice must be maintained.

I have enclosed an article from "FLUORIDE"--the official quarterly journal of the International Society for Fluoride Research--which describes the results of the long-term fluoridation in Australia. The research of this organization assesses fluoride objectively and recognizes the many sources of fluoride, its unpredictability and its dangers, as well as its possible benefits to some under controlled usage. It works toward a greater understanding of fluoride.

I trust you will carefully assess your responsibility to everyone in making your decision concerning H.B. 507. This decision, in fairness to all, should be to vote "NO" to fluoridation.

Thank you for this consideration.

Respectfully,

Dolores L. Decker
Dolores L. Decker

Past Chairperson

EASTERN PENNA. CITIZENS FOR PURE WATER

Encl.

APR 18 1989

JUN 10 2004

MEMORANDUM

To: Members of the House of Representatives
From: Representative Tom Scrimenti
Date: June 9, 2004
SUBJECT: Proposed Legislation – Prohibiting Flying While Intoxicated

In the near future, I intend to introduce legislation that would make it illegal for individuals to operate, or attempt to operate, an aircraft while intoxicated. Allowing individuals to fly or attempt to fly in this impaired condition represents a significant threat to both their safety and the safety of others, yet Pennsylvania is one of only three states in the nation whose laws are silent on the issue.

My proposal would establish a blood alcohol content limit of .04 percent for pilots. While stricter than the .08 percent level used for drivers, it is the same standard imposed by Federal Aviation Administration (FAA) regulations. Unfortunately, while the FAA can penalize pilots who violate their regulations, they lack the authority to initiate a criminal prosecution. As a result, this legislation is necessary in order to give law enforcement officials in Pennsylvania the ability to penalize such behavior.

Specifically, my proposal amends Title 74 (Transportation) of Pennsylvania Consolidated Statutes to add Chapter 65, Flying While Impaired. In addition to complying with certain drug and alcohol treatment requirements, further penalties would depend on the severity of the infraction. In particular, the imprisonment and monetary fine listed in this measure are as follows:

- Minimum imprisonment of 48 hours (up to six months) and a minimum fine of \$500 (up to \$5000) if convicted of attempting to operate an aircraft;
- Minimum imprisonment of 72 hours (up to six months) and a minimum fine of \$750 (up to \$5000) if convicted of attempting to operate an aircraft and the individual refused testing;
- Minimum imprisonment of 96 hours (up to one year) and a minimum fine of \$1000 (up to \$5000) if convicted of operating an aircraft;
- Minimum imprisonment of 120 hours (up to one year) and a minimum fine of \$1500 (up to \$5000) if convicted of operating an aircraft and the individual refused testing.

If you would like to co-sponsor this legislation, please contact Dollicia White at 787-9475 or via email at dwhite@pahouse.net.

THOMAS J. SCRIMENTI
STATE REPRESENTATIVE
9 WEST MAIN STREET
NORTH EAST, PENNSYLVANIA 16428
PHONE: (814) 725-8664

9 WEST WASHINGTON STREET
CORRY, PENNSYLVANIA 16407
PHONE: (814) 664-9126

HOUSE POST OFFICE BOX 96
25B, EAST WING
HARRISBURG, PENNSYLVANIA 17120-0028
PHONE: (717) 787-9475



House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES

PROFESSIONAL LICENSURE
AGING AND YOUTH
INSURANCE
FEDERAL-STATE RELATIONS

March 7, 1994

The Honorable Carol Browner
Administrator
U.S. Environmental Protection Agency
401 M. Street, SW
Washington, DC 20460

Dear Ms. Browner:

I was recently contacted by one of my constituents, Mr. Hal D. Lilley, who is concerned about the effects of the Clean Air Act's (CAA) low sulfur diesel fuel regulations which went into effect on October 1, 1993. Please find Mr. Lilley's letter enclosed for your perusal. Although Mr. Lilley and I support the Environmental Protection Agency's (EPA) efforts to protect our fragile natural resources, we do not believe that these rules should place an undue, as well as unnecessary, burden on small business.

In his letter, Mr. Lilley relates how the new low-sulfur fuel damaged his truck's fuel injector pump. In addition, low-sulfur fuel does not provide the same lubrication as high-sulfur fuel, which will result in increased engine wear and O-ring leakage. Thus, Mr. Lilley is concerned that the low-sulfur fuel will result in many costly, and possibly unnecessary, vehicle repairs, not only for him, but for many other farmers and small business persons.

Although I am not versed in the intricacies of the CAA, I firmly believe that the best results are achieved when government and business work with, not against, each other. In this case, a simple solution, such as researching and developing an environmentally-friendly lubricating fuel additive, will probably satisfy all parties in this matter. I certainly hope that the EPA, in conjunction with small businesses and the fuel industry, will investigate and consider this possibility so that we can attain a mutually beneficial solution.

Thank you in advance for your time, effort and cooperation.

Sincerely,

A handwritten signature in black ink that reads "Thomas J. Scrimenti".

Thomas J. Scrimenti
State Representative

/js
enc.

THOMAS J. SCRIMENTI
STATE REPRESENTATIVE

□ 9 WEST MAIN STREET
NORTH EAST, PENNSYLVANIA 16428
PHONE: (814) 725-8664

□ 9 WEST WASHINGTON STREET
CORRY, PENNSYLVANIA 16407
PHONE: (814) 664-9126

□ 25B, EAST WING
HOUSE BOX 202020
HARRISBURG, PENNSYLVANIA 17120-2020
PHONE: (717) 787-9475



House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES

AGING AND YOUTH
DEMOCRATIC CHAIRMAN OF THE
SUBCOMMITTEE ON AGING
PROFESSIONAL LICENSURE
AGRICULTURE AND RURAL AFFAIRS

October 13, 1995

Mailed 10-19

Mr. Thomas C. Hoffman
Chairman
Metropolitan Planning Organization
Erie County Court House
140 West 6th Street
Erie, PA 16501

Dear Mr. Hoffman:

Thank you for your correspondence dated September 22, 1995. The information you sent regarding Erie County's Transportation Plan 1995, was very enlightening. The collaborative efforts of the Erie County Department of Planning and KCI Technologies should be commended for putting together a very user friendly, comprehensive plan for our county. I personally found it to be useful in furthering my understanding of the mass transit funding and the overall state of this crisis.

I especially noted your support of the "5 and 5 in 95" alternative. A five cent increase in state gasoline tax (from 12 to 17 cents) and a five percentage point increase in the oil Franchise Tax (about 4 1/2 cents) to generate the necessary revenue is certainly worth consideration.

As your letter indicated there are many alternatives for increasing revenues which have been outlined by the Transportation Advisory Committee. I believe a good transportation system is vital to the mobility of all Pennsylvanians and the economic vitality of the Commonwealth. The TAC recommends that an infrastructure investment program be initiated and that an additional \$726 million annually in state funding be provided to address the goals identified by this Committee.

You should know that I will consider each alternative carefully and remain committed to supporting legislation which seeks to create the much needed increase in funding for mass transit.

Sincerely,

Handwritten signature of Thomas J. Scrimenti in cursive.

Thomas J. Scrimenti
State Representative

SEP 27 1995



E R I E A R E A T R A N S P O R T A T I O N S T U D Y

September 22, 1995

Thomas J. Scrimenti
Representative
25B East Wing, Seat 96
Harrisburg, PA 17120

Thomas C. Hoffman
Chairman

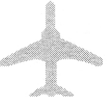
David K. Bossart
Vice Chairman

RE: Transportation 'NEEDS' in Pennsylvania
that support Economic Development/Jobs



Dear Representative Scrimenti :

It would be inconsistent for me as a member of Erie County's Metropolitan Planning Organization (MPO) to advocate spending millions on Transportation construction projects without being supportive of the need for additional revenue for PennDOT to pay for them. I personally support a 'Gas Tax' increase on the basis of being a 'users pay' Motor License Fund (MLF) approach to meet our multimodal transportation needs.



Erie County has adopted a 20 year/2015 Long Range Transportation Plan that inventories need for \$ 521 million in Transportation improvements. Fact Sheet excerpts are attached.



Our priority projects are:

Million

- 1. East Side Connector - Missing Link, \$ 92.6
- 2. Peach Street Corridor - Congestion/Clean Air Mitigation \$ 10.7



followed by a host of 'For Safety reasons' projects such as:

- 1. Southern Tier Expressway Rt. 17, \$ 17.0
- 2. Interstate I-90 and I-79 absorbs an inordinate amount of Federal/ State Transportation dollars. \$ 195.0

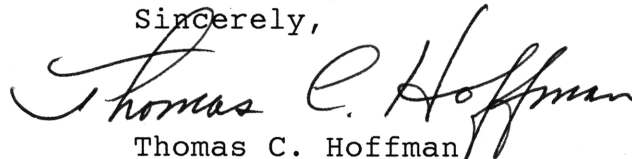


The case for more revenue was made by the State Transportation Advisory Committee in December 1994 report on the future of Transportation in the Commonwealth. It's bottom line called for \$726 million in additional state funds.

I would personally support the "5 and 5 in 95" approach a five cent increase in state gasoline tax (from 12 to 17 cents) and a five percentage point increase in the oil Franchise Tax (about 4 1/2 cents). The '5 and 5 approach would generate approximately \$532 million in new revenue for PennDOT. This \$532 million should be proportionately divided amongst the modes of transportation as tabulated by the TAC Report, copy enclosed.

For all the good reasons for keeping Pennsylvania 'business wise competitive' and in turn preserving/creating jobs. I respectfully ask your support/vote for a 'Gas Tax' increase.

Sincerely,



Thomas C. Hoffman
541 West Gore Boulevard
Erie, PA 16509-2329
(814) 864-0131

Associations:

- Member and Chairman of the Erie County Metropolitan Planning Organization (MPO)
- Member of the Erie Metropolitan Transit Authority (EMTA)
- Executive Director Emeritus of the Erie Conference on Community Development and currently serving as Transportation Consultant for the Erie Conference

THOMAS J. SCRIMENTI
STATE REPRESENTATIVE

□ 9 WEST MAIN STREET
NORTH EAST, PENNSYLVANIA 16428
PHONE: (814) 725-8664

□ 9 WEST WASHINGTON STREET
CORRY, PENNSYLVANIA 16407
PHONE: (814) 664-9126

□ 25B, EAST WING
HOUSE BOX 202020
HARRISBURG, PENNSYLVANIA 17120-2020
PHONE: (717) 787-9475



House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES

AGING AND YOUTH
DEMOCRATIC CHAIRMAN OF THE
SUBCOMMITTEE ON AGING
PROFESSIONAL LICENSURE
AGRICULTURE AND RURAL AFFAIRS

October 16, 1995

Mr. Jerry Weinheimer

██████████
North East, PA 16428

Dear Mr. Weinheimer: - Jerry

It was a pleasure talking with you recently. Your areas of concern were the availability of tax credits for interest paid on education loans and the possibilities of loan forgiveness for health professionals serving in rural or other underserved areas of our Commonwealth or country.

Support for tax credits for interest paid on education loans does not appear to be great, despite the heavy burden placed on parents and students alike when paying for children's education. There are bills supporting tax credits for employers who educate and train their already employed workers, or who create new jobs, and bills that would create credits for health professionals who work as Emergency Medical Technicians or paramedics, and others that want tax credits for people who reclaim abandoned and derelict properties.

The notion behind tax credits is that they will encourage people to do something that they might not do otherwise. Members of the House Finance and Education Committees see tax credits for education loans as unlikely because such loans already are made "attractive" by being offered at lower than normal interest rates.

The plight of a middle class in trying to educate its children without bankrupting itself led to the 1992 enactment of federal legislation introduced by past Senator Harris Wofford of Pennsylvania. That legislation permitted homeowners to omit the value of the equity in their primary residence when applying for student aid. Recent and proposed actions by Congress, however, tend to show that higher and professional education again may become an option exercised only by the rich.

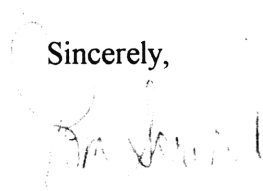
I have taken the liberty of requesting that material on Pennsylvania's loan forgiveness program for health care professionals be sent to your home. In addition, the National Health Service Corps, part of the Department of Health and Human Services'

Mr. Jerry Weinheimer
October 16, 1995
Page Two

Bureau of Primary Health Care, maintains a toll free number that health care professionals can use to have information sent to them. The Bureau's Loan Repayment Program can be reached at 1-800-221-9393. The staff at that number prefers that the principals themselves make the contact as the materials they send out are specific to individual cases.

I hope that this information proves useful to you. Please contact my office at any time to discuss issues of interest to you.

Sincerely,



Thomas J. Scrimenti
State Representative

TJS/hfn

THOMAS J. SCRIMENTI
STATE REPRESENTATIVE

□ 9 WEST MAIN STREET
NORTH EAST, PENNSYLVANIA 16428
PHONE: (814) 725-8664

□ 202 NORTH CENTER STREET
CORRY, PENNSYLVANIA 16407
PHONE: (814) 664-9126

□ 25B, EAST WING
HOUSE BOX 202020
HARRISBURG, PENNSYLVANIA 17120-2020
PHONE: (717) 787-9475



House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES

AGING AND YOUTH
DEMOCRATIC CHAIRMAN OF THE
SUBCOMMITTEE ON AGING
PROFESSIONAL LICENSURE
AGRICULTURE AND RURAL AFFAIRS

November 20, 1995

George Sloan

██████████
Erie, PA 16509

Dear Mr. Sloan:

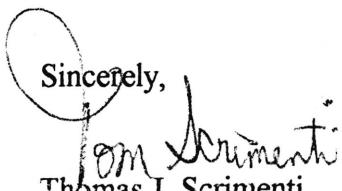
Thank you for your recent inquiry regarding the Pennsylvania Fuel Tax. Pennsylvania is currently ranked 9th in worst highways and 13th in worst bridges. Pennsylvania has more roads than any other state in the nation, leaving our roads in the need of high maintenance.

Keeping that in mind, Pennsylvania may very well need increased funding at some point in the near future to maintain and improve its roads and bridges. The Governor also placed a high emphasis on maintenance of our roads and bridges, for the 1995-96 State Budget. Maintenance projects are intended to preserve the existing quality of roads and bridges.

Our current gas tax is being utilized and allocated to continue preserving the current system, reduce congestion and enhance mobility, and provide seamless integration of all modes in a safe and environmentally sensitive manner.

Once again, I would like to thank you for writing to me. I hope this information was helpful in answering your questions regarding the current gas tax. Thank you for your support. If you ever need help in this or any other matter, please feel free to contact me at your convenience.

Sincerely,


Thomas J. Scrimenti
State Representative

TJS:lad

THOMAS J. SCRIMENTI
STATE REPRESENTATIVE

□ 9 WEST MAIN STREET
NORTH EAST, PENNSYLVANIA 16428
PHONE: (814) 725-8664

□ 202 NORTH CENTER STREET
CORRY, PENNSYLVANIA 16407
PHONE: (814) 664-9126

□ 25B, EAST WING
HOUSE BOX 202020
HARRISBURG, PENNSYLVANIA 17120-2020
PHONE: (717) 787-9475



House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES

AGING AND YOUTH
DEMOCRATIC CHAIRMAN OF THE
SUBCOMMITTEE ON AGING
PROFESSIONAL LICENSURE
AGRICULTURE AND RURAL AFFAIRS

April 12, 1996

Steve Bishop, Editor
Corry Evening Journal
28 West South St.
Corry, PA 16407-1810

Dear Editor:

I'm responding to a column you wrote a few weeks ago about the proposed gas tax and the prospect of a four-lane highway from Corry to Erie. These issues have been the subject of other columns and was the lead story in your April's Fools Day issue. While you jest about a four-lane highway for Corry, I do not see it as a "pipe dream."

I oppose the gas tax for many of the same reasons you do but, primarily, I agree that it will benefit rural, northwestern Pennsylvania. Why should we pay more at the pump so that more-moned regions can have better roads? As a case in point, Harrisburg traffic is snarled because of numerous highway projects in and around our Capital.

Further, we can have our four-lane highway without an increase in the gas tax. A united front of businesses, the media, local government and residents from Corry is key. We should participate in the annual Transportation Commission hearings. We should inundate our hometown governor and the secretary of Transportation with requests for our highway. We have a good chance of getting what we want if we fight for it. Other communities have done the same and succeeded. We can too.

Look at the facts: A recent poll shows highway accessibility as the No. 2 factor in a manufacturer's choice of a site. Development experts can tell you it is a major stumbling block to economic development in Corry. Our governor knows this, and he's aware of Corry's plight. I talked with him about this very issue at the groundbreaking for Faucet Express. Additionally, common sense tells us a four-lane highway is safer than a two-lane road. I was able to secure a grant for a passing lane along Route 6, but passing lanes are not enough. Four lanes will not end the many crashes along the route, but it will certainly help.

Page 2

The Pennsylvania Transportation Commission will hold a hearing at 9 a.m. Thursday, May 16 at the BelAire Hotel, 2800 W. 8th St., Erie (near the entrance to Presque Isle), and I encourage Corryites to be there with written testimony for the commission. Additionally, you can find the governor's local address in your phone book, and you can contact Transportation Secretary Bradley Mallory at 1200 Transportation and Safety Building, Harrisburg, PA 17120. Thank you for joining me in this all important project.

Sincerely,

Tom Scrimenti
State Representative
4th Legislative District