



News

House of Representatives

Public Information Department
Commonwealth
of Pennsylvania

Rep. Larry Sather
(814) 643-9633
(717) 787-3335

FOR RELEASE:
August 6, 1993

AUG 10 1993

HARRISBURG -- Rep. Larry Sather announced today that the Low Emission Vehicle Commission (LEVC) has decided the state should not adopt the strict California car emissions program through regulations until more in-depth information is available.

Sather, a member of the commission, said this decision means that regulations wouldn't be proposed until at least Jan. 1, 1995.

The LEVC, established under Act 166 of 1992, is comprised of 13 members, including two representatives and senators (one from each caucus), the Secretaries of Transportation, Environmental Resources and Commerce, and representatives from the Pennsylvania Gas Association, the Pennsylvania Automotive Association, the Associated Petroleum Industries, the Pennsylvania Electric Association, the Pennsylvania Environmental Council and the Pennsylvania AAA Federation.

"We were given 240 days to submit a study and recommendation to the governor and General Assembly," Sather said. "Therefore, to complete our task in a timely fashion, we established a technical subcommittee to work with a consultant to conduct cost-effectiveness and economic and environmental impact studies of a low emissions vehicle."

The consultant hired was Mid-Atlantic University Transportation Center (MAUTC), an affiliate of Penn State's Transportation Institute.

"Gov. Casey and the Administration have been pushing for the California car regulations since Sept. 1991, actively taking the lead in the 14-state ozone transport region trying to convince other states to adopt the regulations as well," the 81st District lawmaker said.

"However, the MAUTC report showed no compelling reason for adoption of the strict emission requirements on Pennsylvania consumers," Sather said.

The commission, in making its decision, took four votes. The first unanimously rejected a partial Low Emission Vehicle (LEV) program for Pennsylvania to be instituted in just moderate or severe non-attainment counties, such as Allegheny, Philadelphia, Bucks, Delaware, Montgomery and Chester.

Sather said the second vote rejected a statewide LEV program, allowing for immediate submission of the California regulations. This motion, he explained, would have the California Air Resources Board (CARB) making policy for Pennsylvania consumers

"The motion failed on a 7-6 vote, with the Cabinet Secretaries and representatives of the Environmental Council, the Electric and Gas Associations voting in favor. At this time, a compromise, authored by House members, was unanimously adopted. This motion puts the final decision on LEV on a new governor and the General Assembly," Sather said.

The commission report concludes that implementation of the mandatory and discretionary control strategies already adopted by the state will substantially reduce ozone precursors and may result in attainment of ozone pollution control goals set throughout the Commonwealth.

It also states that available data regarding the emissions reductions and the cost-effectiveness of such reductions attributable to implementation of the LEV is inconclusive

"Therefore, the commission recommended to the governor and the General Assembly that no department, board or commission shall propose or adopt a California LEV program for Pennsylvania before Jan. 1, 1995," Sather said. "We also stipulated that prior to proposing such a regulation, PennDOT and DER would be required to prepare a report to the House and Senate Transportation and Environmental Committees containing information regarding the state's attainment status for ozone.

"In addition, I offered a motion designed to obtain the best available data to make an informed decision at a future date. The motion was adopted, 11-2, with two Cabinet Secretaries voting against it," he said.

The Sather motion urges the Commonwealth or the General Assembly to move expeditiously to establish an independent comparative air modeling program in conjunction with DER's current program so that future considerations and decisions on the adoption of clean air strategies can be based on better data than is currently available.

#