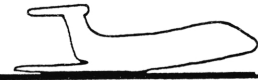
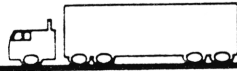
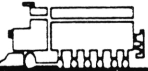


Transportation News

Richard J. Cessar, Republican Chairman

JUN 17 1993

House Transportation Committee



JUN 17 1993

PROJECT UPDATE: ENHANCED EMISSIONS INSPECTIONS

Since passage of Act 166 of 1992 (House Bill 2751) last December, a number of actions have been taken by the Commonwealth to assure timely implementation of an enhanced emissions inspection program in 25 counties, as mandated by the Federal Clean Air Act.

While PennDOT has been developing rulemaking with the advice of Act 166's Vehicle Emission Inspection Program Advisory Committee (VEIPAC), a separate Act 166 committee, the Low Emissions Vehicle Commission, is conducting a study on the feasibility of a low emissions, or "California car" for Pennsylvania. (This LEV car will be the subject of a future "Transportation News.")

On June 3, the Independent Regulatory Review Commission approved, on a 5-0 vote, the PennDOT rulemaking adopting the necessary regulations to proceed with enhanced emissions inspection with a target date for implementation of January 1, 1995.

These regulations, which were fast-tracked, nevertheless had been reviewed by the Attorney General, the House and Senate Transportation Committees and VEIPAC. With the regulations in place, PennDOT now turns to finalizing a request for proposal (RFP) for bids for implementation of the testing program. This RFP, to be unveiled on June 21, will explain to interested companies requirements for building and equipping test centers, maximum travel distance to the centers, number of test lanes to meet demand without much wasting, and staffing for the centers. The selected contractor(s) will be required to meet deadlines and have the financial ability to construct the centers.

The contract is scheduled to be awarded on October 1 to meet the federal deadline of November 15 for submission of a State Implementation Plan (SIP), as mandated by the Clean Air Act amendments. Other key dates in the RFP schedule designed to meet mobile source requirements include: July 8 -- conference of interested and potential contractors; July 31 -- deadline for PennDOT to respond to questions raised at the conference; September 3 -- deadline for bid proposals; September 20 -- review of the technical proposals; and September 30 -- oral presentations by bidders.

The contractor(s) selected will be required to build and operate test centers in 25 counties, as opposed to the 33 originally mentioned during debate on House Bill 2751. Those counties include: Philadelphia, Delaware, Montgomery, Bucks, Chester, Lehigh, Northampton, Berks, Luzerne and Lackawanna in Eastern Pennsylvania; Lancaster, Lebanon, Dauphin, Cumberland, York, Lycoming, Centre, Blair and Cambria in Central Pennsylvania; and Westmoreland,

Washington, Beaver, Allegheny, Mercer and Erie in Western Pennsylvania. Dropped from the list due to a 1990 census population density of less than 200 persons per square mile were: Perry, Adams, Carbon, Columbia, Wyoming, Monroe, Somerset and Fayette. Although Mercer, Centre and Lycoming have less than 200 persons per square mile, the EPA requires that they remain in the test program since they make up entire metropolitan statistic areas (MSAs).

Some key elements in the regulations:

- * The enhanced program uses an IM240 analyzer, which ranges in cost from \$150,000 to \$200,000 per test lane. (Current tailpipe emissions tests in 11 Pennsylvania counties use a Bar 80 analyzer, which costs approximately \$15,000 to \$20,000 per lane.) The newer Bar 90 cost is \$40,000 to \$80,000.
- * The centralized test program will be test only -- no repairs at the test site. Motorists generally will pass, and only about 20% are expected to fail.
- * Repairs are subject to a waiver if they exceed \$450 in the first year. This figure floats with the Consumer Price Index each year. The figure is the actual cost the motorist pays and cannot be offset by warranty expense. In many cases, the warranty will cover the cost of repair.
- * The new IM240 tests use a dynamometer, a diagnostic computer to test internal electronics and test canister for leakage. This system is a "treadmill" test at highway RPMs, as opposed to the current test program, which tests tailpipe emissions at idle.
- * Tests will be based on the registration renewal of the vehicle. Motorists will have a three-month window to get their tests.
- * Motorists will be required to pass the test every two years. Failure to do so would result in registration renewal denial by PennDOT.
- * The cost of the test to the motorist has yet to be determined, and will be set through negotiations with the selected contractor(s). It is expected to be in the \$20 to \$25 range. One free retest will be given if a car fails and is brought back for retest within 30 days.
- * Cars manufactured prior to 1968 will be exempt from the program. Cars manufactured between 1968 and 1976 will be given the idle test, as opposed to the treadmill test for newer cars. The cars will not be expected to perform better than what they were designed for.

- * Exemptions are also provided for antique and classic-licensed vehicles, as well as motorcycles, street rods, special mobile equipment, implements of husbandry, and certain military vehicles.
- * The EPA estimates that average repairs needed under enhanced I/M will be between \$38 to \$120, and the resulting fuel cost savings to the motorist will help offset these repair costs.
- * The new program is expected to provide nearly 700 new service and repair jobs across the state.

For more information, contact:

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Harrisburg, PA 17120

EB/lmb

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House of Representatives

COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES

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REPUBLICAN CHAIRMAN

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MEMBER, RAIL FREIGHT ADVISORY COMMITTEE

MEMBER, PORT OF PITTSBURGH COMMISSION

MAGLEV CAUCUS, CO-CHAIRMAN

M E M O R A N D U M

DATE: August 25, 1993

FROM: Rep. Richard J. Cessar
House Transportation Committee (RC)

TO: All House Members

SUBJECT: Actions of Ozone Transport Commission

AUG 27 1993

In an effort to keep you informed about actions of the northeast Ozone Transport Region concerning an attempt to circumvent our Legislative wishes, I am enclosing a copy of a radio script and news column which I have written on the subject.

You will recall that we unanimously adopted H.R. 147 as one of our last actions before recess which calls on DER Secretary Arthur Davis to vote against a move to force Pennsylvanians and residents of the 13 other states in the OTC to pay up to \$1,500 more per new car for California style emissions controls.

The OTC has scheduled hearings for August 30-September 2 on the potential petition to the EPA to accomplish this. The hearings are listed:

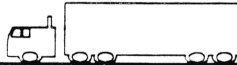
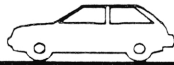
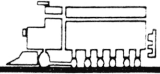
Monday Aug. 30--New York, NY (Hotel St. Moritz)
Tuesday Aug. 31--Philadelphia, PA (Franklin Plaza)
Wednesday Sept. 1--Washington, DC (Park Hyatt)
Thursday Sept. 2--Portland, ME (Portland Regency)

Please contact me if you have questions.

Transportation News

Richard J. Cessar, Republican Chairman

House Transportation Committee



REPRESENTATIVE RICHARD J CESSAR

RADIO SCRIPT RE: OZONE TRANSPORT COMMISSION

AUGUST 24 1993

STRICTER CENTRALIZED EMISSIONS TESTS FOR CARS AND LIGHT TRUCKS ARE COMING TO PENNSYLVANIA. THAT'S A FACT. IT IS MANDATED BY CONGRESS THE PASSAGE OF FEDERAL CLEAN AIR ACT AMENDMENTS OF 1990. BUT THAT'S NOT THE END OF THE STORY. THERE ARE SOME FOLKS OUT THERE WHO THINK PENNSYLVANIA AND 13 OTHER STATES SHOULD GO BEYOND CLEAN AIR ACT MANDATES AND ADOPT A TOUGHER TAILPIPE EMISSIONS PROGRAM TAILORED SPECIFICALLY TO CALIFORNIA'S EXTREME SMOG PROBLEMS.

BUREAUCRATS FROM MARYLAND MASSACHUSETTS AND MAINE ARE INSTIGATING A MOVEMENT TO PETITION THE EPA TO FORCE THE LOW EMISSIONS VEHICLE (LEV) ON PENNSYLVANIANS. THIS COULD COST YOU, THE CONSUMER, AS MUCH AS \$1500 MORE PER CAR. I DISAGREE WITH THIS BECAUSE THE CLEAN AIR ACT OF 1990 DOES NOT REQUIRE THE CALIFORNIA CAR.

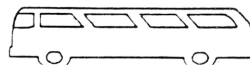
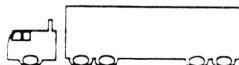
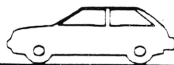
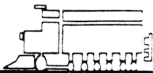
THESE THREE STATES ARE USING A LITTLE KNOWN 14 STATE PANEL CALLED THE OZONE TRANSPORT COMMISSION TO GET THE EPA TO FORCE LEV REGULATIONS ON THESE STATES WITHOUT YOUR ELECTED REPRESENTATIVES AND SENATORS HAVING ANY SAY IN THE MATTER. IT'S ANOTHER EXAMPLE OF BUREAUCRATS TRYING TO SET POLICY AND MAKE LAW.

THERE WILL BE INFORMAL HEARINGS BEGINNING NEXT WEEK ON THE PETITION. A VOTE OF THE TRANSPORT COMMISSION IN FAVOR OF THE PETITION IN OCTOBER WOULD AUTOMATICALLY SET THE ACTIONS IN MOTION WHICH WOULD HAVE A CHILLING EFFECT ON ALL MOTORISTS IN THE NORTHEAST. WE COULD NOT STOP ENHANCED EMISSIONS INSPECTIONS SINCE THEY WE'RE REQUIRED BY THE FEDERAL CLEAN AIR ACT. WE DO HAVE A CHANCE TO STOP WHAT WILL BE AN EVEN MORE COSTLY PROGRAM. WRITE OR CALL THE GOVERNOR AND THE SECRETARY OF DER TODAY. TELL THEM TO VOTE NO ON CAL LEV.

Transportation News

Richard J. Cessar, Republican Chairman

House Transportation Committee



"California Car' Emission Standards Unnecessary in Pennsylvania"

Dear Editor:

Next week, the northeast Ozone Transport Commission (OTC), a regional, congressionally-mandated air-quality organization comprised of the New England and Mid-Atlantic states, will begin a series of public hearings in New York City on a request by Maine, Massachusetts and Maryland that the organization adopt strict California Low Emission Vehicle (LEV) standards for passenger vehicles in all member states.

If agreed to by a majority of the states which make up the OTC and approved by the federal Environmental Protection Agency, individual states would be stripped of their ability to pass laws and form policy concerning their own air quality, and the plan would impose much stricter and much more costly auto emissions regulations than those already outlined by the federal Clean Air Act. (Implementing California emission standards could cost \$800 to \$1,500 per car, according to independent studies.)

The adoption of California emission standards would mean handing over all rule-making powers on this issue to the California Air Resources Board, which is the only agency that can make changes in the program. This board bases its rulings on the impact its decisions will have on California, based on California air quality standards. The board is not concerned about the impact of its decisions on Northeastern states.

This attempt to strip individual states of their authority over their own air quality has been soundly rejected in Pennsylvania. On June 24 the Pennsylvania House of Representatives unanimously adopted House Resolution 147, which I authored, which voices the House's opposition to the OTC's attempt to usurp the legislative process in member states. Resistance to this plan has grown recently, and House Resolution 147 is now cosponsored by 49 House members from both parties.

Also, the issue has been fully explored and rejected in Pennsylvania by the 13-member Low Emission Vehicle Commission, a organization made up of state officials, legislators and industry representatives formed to study the need for California LEV standards here.

The group hired the Mid-Atlantic Universities Transportation Center (MAUTC), an affiliate of Penn State University's Transportation Center, to work as a consultant and adviser. MAUTC's final report showed no compelling reason for adoption of the strict emission requirements.

Based on MAUTC's findings and testimony from witnesses at several public hearings, the LEV Commission rejected four different versions of a California-type emissions program, including a proposal to institute the regulations in Allegheny County and the Philadelphia region, as well as a statewide program.

In its final report, the LEV Commission concluded 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 state. 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."

The LEV 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." The commission also stipulated that prior to proposing such a regulation in the future, the state Transportation and Environmental Resources departments would be required to prepare a report for the House and Senate Transportation and Environmental committees containing information regarding the state's progress in achieving its ozone-reduction goals.

But are the "California Car" emissions standards necessary in Pennsylvania? A recent article in Newsweek magazine indicates that ozone and other forms of air pollution are now declining in the East. Ozone levels are usually highest during long hot, humid spells in the summer. This year's heat wave has been the worst in the past five years, yet Philadelphia only issued ozone advisories seven times this summer, compared with 23 advisories in 1988. New York City and Washington, D.C., also saw significantly reduced ozone levels.

In the last 10 years the incidence of smog overall in the U.S. dropped by 8 percent, with carbon monoxide pollution down 30 percent, airborne sulfur dioxide declining 20 percent, and airborne lead falling by 89 percent.

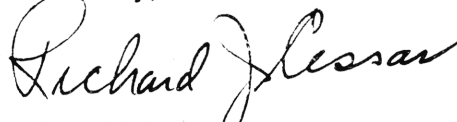
The federal government hoped to accelerate many of these air quality improvements with passage of the Clean Air Act of 1990. Yet many are now realizing that tailpipe emissions continue to decline, even though most of the Clean Air Act regulations are not fully in place. In fact, much of the argument about the need for the Clean Air Act centered on the heavy smog encountered in 1988, and much of the data used to determine standards for the Clean Air Act were based on figures from 1988.

John Seinfeld, a California Institute of Technology researcher was quoted as saying he believes current law has "set in motion the necessary regulations to remove the automobile as a serious source of air pollution in the 21st century."

The Newsweek article went on to further state, "Regulations under the (Clean Air) act will require many states and cities to impose such measures as mandatory car pools, restrictions on commercial parking and emission controls on businesses as small as neighborhood bakeries. These changes may turn out to be unnecessary."

At this time, the adoption of costly California emission standards for Pennsylvania automobiles is unnecessary as well.

Sincerely,

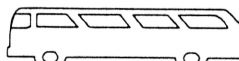
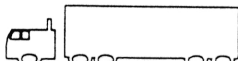
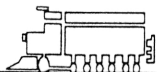


Rep. Richard J. Cessar

Transportation News

Richard J. Cessar, Republican Chairman

House Transportation Committee



NOV 10 1993

CAL-LEV, LAWMAKING BY BUREAUCRATS

Where are the toughest new environmental regulations being created? In Washington by our elected officials, or perhaps Harrisburg by the General Assembly? No. How about cozy Mystic, Connecticut, by non-elected bureaucrats.

That's right. A cabal of bureaucrats called the Ozone Transport Commission (OTC) recently met in Mystic to develop a plan which would force all new cars sold in the Commonwealth and 11 other states and the District of Columbia to be equipped with California-regulated emissions equipment.

This equipment could add as much as \$1,500 to the price of a new car. Worse yet, gas prices may have to be hiked twenty-four to twenty-seven cents or more per gallon to use the California reformulated fuel which will be needed to allow the car to operate properly.

You might then say you'll buy your car in Ohio or West Virginia, states that are not members of the OTC. This will be forbidden by law, even though Ohioans, West Virginians and motorists living in 35 other states will be permitted to operate their cars, at will, throughout the Commonwealth and Northeast states.

The Ozone Transport Commission was created by Congress in 1990. It was hidden away in the massive bill amending the Clean Air Act. The governor of each state has two appointments (both of ours came from DER). The OTC was designed to evaluate pollution that causes ground-level ozone or smog. A clause in the law permits the OTC to petition the U.S. Environmental Protection Agency (EPA) to require member states to adopt regulations that will bring states into attainment with federal ozone standards. If Pennsylvania does not comply with the federal sanctions, the penalty could amount to a loss of \$900 million of highway construction and maintenance money per year -- money that is generated primarily from fuel taxes.

Initially, I sponsored House Resolution 147, which passed 195-0, asking Pennsylvania's OTC's appointees to vote no on CAL-LEV. I also testified in Philadelphia before the members of the Northeast Ozone Transport Commission at one of the four public hearings held on this issue. At that time I stated emphatically our opposition to this program. Later, in October, the full OTC Committee met in Mystic, Connecticut, prepared to vote to petition the EPA to force an untested, unproven California low-emissions vehicle (CAL-LEV) on the consumers of Pennsylvania and the Northeast. I was part of the House/Senate delegation which attended to show our displeasure with the plan.

*Original in
Larry's desk
in Huntington*

DER Secretary Arthur Davis, recognizing this, asked the OTC to proceed more slowly, evaluating a proposal from General Motors to involve all automakers in a program to introduce a planned cleaner nationwide auto earlier than proposed in the Clean Air Act. This "Tier II" federal car would not require more costly fuel and would eliminate the problem of out-of-staters buying cheaper cars and operating them in Pennsylvania. **The OTC delayed a vote until February and announced that a public hearing on the CAL-LEV would be held before the vote. It is our hope that Pittsburgh will be the site of the hearing.**

If legislators from Pennsylvania and other states had not attended the Mystic meeting, I'm certain that the OTC would have voted to petition the EPA and we would be closer to having a program in Pennsylvania that was specifically designed to meet a California clean air problem, which is undoubtedly the worst in the nation.

The OTC has not done its homework, but Pennsylvania has. In one of the most exhaustive studies to date, the Middle Atlantic Universities Transportation Center (MAUTC) advised the legislatively-established Pennsylvania LEV Study Commission that CAL-LEV is a costly program in dollars and lost jobs, and marginally effective at best in reaching attainment levels. The study commission also reported that there is insufficient data to establish a true picture of the seriousness of the ozone problem in the Northeast. The OTC has yet to even consider the cost of the program. They've also failed to consider allowing the mandatory new provisions of the Clean Air Act (such as enhanced emissions inspections, gasoline pump vapor controls and new power plant regulations) a chance to work before implementing more costly hardships on the public.

You can be sure that, if the OTC is successful in forcing these new regulations, even tougher and more onerous intrusions into your life will be forthcoming from this group of non-elected bureaucrats. If you agree with me, write Senators Specter and Wofford and your Congressman today and tell them that we, as members of the Pennsylvania General Assembly, voice our strong opposition to the adoption of the CAL-LEV car for the reasons mentioned in this memorandum.

We'll continue the battle here in Harrisburg, but we need your help. Make your voices heard.

EB/lmb

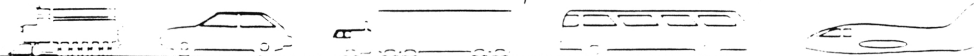
11/10/93

Transportation News

Richard J. Cessar, Republican Chairman

March 24, 1994

House Transportation Committee



HARRISBURG -- "Here we go again," said Rep. Richard J. Cessar at a recent meeting of Environmental Protection Agency (EPA) representatives, state Transportation Secretary Howard Yerusolim and House and Senate Transportation Committee chairmen.

Cessar, House Republican Transportation Committee chairman, was referring to recent news reports which indicate that "once again the EPA has capitulated to the wishes of California, changing the rules in the middle of the 'game' in the implementation of the 'enhanced' vehicle emission inspection program."

California's legislature has sought agreement to implement a hybrid inspection program which would permit vehicles to be inspected at "test and repair" stations.

"This type of program was specifically discouraged when we inquired about establishing a similar plan for Pennsylvania," Cessar said. "The EPA advised us that inspections must be conducted at 'test only' facilities, as opposed to auto repair stations," he said.

A spokesperson for EPA Administrator Carol Browner said the EPA did not capitulate to California. She said the proposal, which will be reviewed and either approved or rejected, will penalize California motorists by eliminating the repair waiver for vehicles determined to be gross polluters (repair them or scrap them).

Under the California proposal, a vehicle which might be eligible for a waiver could receive that waiver one time only, and re-inspection would require the vehicle be repaired or scrapped. All vehicles six years or older, estimated to be about 60 percent of California's current vehicle fleet, would be tested at "centralized test only" stations.

The estimated cost at the California "test and repair centers" is \$50 - \$75, as compared to a \$30 - \$40 cost at "test only" centers versus the current program test cost of \$32.

Cessar said Pennsylvania's program has a "test only" cost of \$17 to \$22, based on the amount of time needed to inspect the vehicle.

Cessar said a spokesperson for EPA Deputy for Air Quality Mary Nichol and other EPA representatives continue to reject the statement that the EPA has changed the ball game for California as a result of a political deal.

"They continue to emphasize that the mandated 1990 Clean Air Act Amendment (CAAA) will be enforced in California," the Shaler Township lawmaker said.

"However, they maintain the CAAA does give the EPA some latitude for programs if those programs meet or exceed CAAA requirements. They said California's proposal will be tested with the EPA air model and if it does not meet or exceed the CAAA standards, the program will be rejected," the legislator said.

When the current federal vehicle emission inspection program was enacted, Pennsylvania brought a class action lawsuit, of which Cessar was one of the litigants, against the EPA.

"We pursued the suit through the federal courts and in January 1982, Judge Louis Bechtel found Pennsylvania in contempt of court and directed the impoundment of approximately \$302 million in federal highway funds destined to be used in construction projects throughout the state," Cessar said.

Along with the delay in construction would have been the loss of approximately 25,500 construction-related jobs, and the tax revenues generated by the work. The EPA also put a ban on construction of facilities such as oil refineries, paint factories and chemical plants, which would have had a staggering effect on the state's economy. Also withheld would have been \$500,000 in federal aid for pollution control projects and sewage treatment plants.

"As a result, the Legislature had to buckle under to the EPA or be prepared to suffer huge economic losses.

"Because the threat being held over Pennsylvania now is the impounding of up to \$900 million in federal highway funds and other federal monies, Pennsylvania legislators have reluctantly continued to support the 'enhanced program' contained in the EPA regulations and mandated by the Northeast Ozone Transport Region Commission (NOTC) which was established specifically by the Clean Air Act Amendment.

"Even though the EPA discounts the notion that politics was involved in its decision, it seems apparent to us that California was given this opportunity because of possibly questionable political pressure placed on the administrator of the EPA," Cessar said.

"If the EPA continues to alter its program for California or other states, Pennsylvania will lead the charge to stop any vehicle emission program that is not comparable to those 'hybrid' systems. Our law specifically states that Pennsylvania will not implement any program which is more strict than that required by the EPA.

"Hopefully, this matter will be resolved and all states will be treated equally by the EPA," he added.

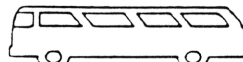
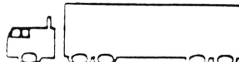
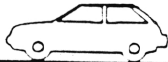
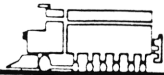
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2/18/94

Transportation News

Richard J. Cessar, Republican Chairman

House Transportation Committee



CAL-LEV, WHAT HAPPENS NOW?

The Ozone Transport Commission, with Pennsylvania voting yea, has officially petitioned the EPA to force the region, including the Commonwealth and the 12 states and the District of Columbia from Maine to Northern Virginia, to force consumers to buy new cars that are to be developed through California's regulatory process. This CAL-LEV car, depending on the outcome of a federal court case, could force oil companies to retool refineries to offer CAL-LEV reformulated fuel (about \$.25 to \$.27 more per gallon).

The House responded to the OTC vote by DER Secretary Arthur Davis and 12 of his bureaucratic colleagues from the region with a vote of its own. Representative Petrarca and I cosponsored House Concurrent Resolution 243 (passed 169-28 on February 2, 1994) to call on the Governor to withdraw the Commonwealth from the OTC as long as the petition process continues. It is hoped that additional state legislatures will do the same as a method to send a message to the EPA and the OTC. (Delaware has already followed our lead in this.)

The EPA will now follow a process spelled out in the Clean Air Act Amendments of 1990 in considering the OTC's petition. The EPA administrator must publish the petition in the Federal Register and provide for a public hearing within 90 days of the EPA's receipt date of the petition. The agency will also commence a review of the recommendations to determine if, in fact, the CAL-LEV is necessary to bring any area in the OTC region into attainment with the National Ambient Air Quality Standard (NAAQS) for ozone. A decision on whether the EPA will accept all or a portion of the petition is expected within nine months, as required and to meet the states' November 15 submission of their State Implementation Plan (SIP). If the recommendation is approved, Pennsylvania and the other states in the region will have one year from the date of approval to adopt the CAL-LEV regulations under threat of sanctions.

The EPA, hopefully, will weigh the automakers' FED-LEV proposal in their evaluation process. The Detroit Big Three's proposal is more cost-effective and would introduce a cleaner car across the entire nation, instead of just one region.

Aside from House Resolution 243, I have introduced House Bill 2567, which will prohibit any Commonwealth employee, agency or official from participating in the OTC. A prohibition on any state funds being spent on the OTC is also in the bill.

The Transportation Committee Chairmen from both the House and the Senate will continue to work with our Congressional delegation and legislators from other states to stop the OTC's petition process in the future and to inform the EPA of the massive opposition to this bureaucratic program.

12-YEAR PLAN UPDATE

PennDOT's 12-year plan is a continually changing document. Every two years, a comprehensive review of the plan is made and major revisions are made as a result of testimony at hearings, staff input and the completion of previous projects.

Here is a summary of the principal dates to remember associated with the upcoming 1995 revision of the 12-year plan:

- PennDOT sends project solicitation letters to airport, rail freight, and transit sponsors February 11, 1994
- Technical workshop with PennDOT Engineering districts February 16, 1994
- PennDOT Program Center receives recommendations June 10, 1994
- PennDOT Program Center reviewed recommendations with District Engineers and Central Office Bureau Directors July 15, 1994
- Department review of Draft 12-Year Plan (TYP) August 15, 1994
- Department submits TYP to State Transportation Commission (STC) August 31, 1994
- TYP sent to airport, rail freight, and transit sponsors, as well as to regional and county planning commissions October 1, 1994
- STC holds public hearings February-April, 1995
- PennDOT Program Center meets with Engineering Districts on hearing testimony May-June, 1995
- STC workshop meeting July, 1995
- STC adopts TYP July, 1995

DUI FOR CDL DRIVERS

Section 3731 of the Vehicle Code sets forth the limits for blood-alcohol for driving commercial vehicles and other motor vehicles.

It is possible, under the Code, for a CDL driver to be disqualified from driving a commercial vehicle for a year, while being permitted to have a Class C noncommercial license. The way it works is, a person convicted of 3731(I) (Driving a commercial motor vehicle while under the influence of alcohol or controlled substance) will lose his CDL for one year. If the conviction resulted from a blood-alcohol reading of .04% through .099%, PennDOT will issue the person a noncommercial Class C license, good until such time as the CDL is restored.

If someone is convicted under 3731(A) (.10% blood-alcohol level), a CDL driver will lose all driving privileges for at least a year.

February 17, 1994