

TESTIMONY IN SUPPORT OF IMPLEMENTING  
THE PENNSYLVANIA CLEAN VEHICLES PROGRAM

March 28, 2006



Presented by:

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Thank you for the opportunity to provide comments on this important topic. My name is David Mindel. I live in Jenkintown, Pennsylvania, an area of the state that currently does not meet the federal government's basic air quality standards for ozone smog pollution. I am here today to voice my full support for the Pennsylvania Clean Vehicles Program, and to urge that it be implemented as quickly as possible.

Cars and trucks are a significant source of the air pollution problem facing Jenkintown and all of southeastern Pennsylvania. Passenger vehicles contribute approximately one third of the region's smog-forming emissions. This pollution causes many Pennsylvanians to suffer from needless asthma attacks and other health problems each year, leading to missed school and work days, as well as hospitalizations. Further emission reductions from cars and trucks would go a long way towards reducing smog pollution and protecting public health.

The California emission standards outlined under the Pennsylvania Clean Vehicles Program would reduce pollution from vehicles more quickly and thoroughly than weaker federal Tier 2 standards. The U.S. Environmental Protection Agency has referred policymakers to the Pennsylvania Department of Environmental Protection's analysis of the benefits of the Clean Vehicles Program in Pennsylvania. DEP estimates that the program will provide an additional 6 to 12 percent reduction of volatile organic compound emissions and a 9 percent reduction of nitrogen oxide emissions beyond those achieved by the federal program. These reductions literally mean *tons* less pollution in Pennsylvania's air each day.

The American Lung Association, Pennsylvania Public Health Association, Pennsylvania Nurses Association, Clean Air Council and other public health and environmental organizations support the Clean Vehicles Program because of these pollution reductions. The state should work to implement them as soon as reasonably possible.

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I also support the emission standards that would reduce the pollution responsible for global warming. The emission requirements under the program can be easily met by adding off-the-shelf hybrid technologies to existing car and truck models. This would not only help to improve air quality and fight global warming, but also result in significantly better gas mileage for new cars.

When the program is fully implemented about a decade from now, it is reasonable to assume that the addition of fuel-saving technologies could add to the sticker price of a new vehicle—but the better gas mileage associated with these technologies would save drivers money over the life of their cars. Implementing air quality improvements that actually save consumers money is the obvious and only reasonable choice.

Even though this will actually save money, I believe it is worth investing in clean air, even if there is a short term cost. The costs associated with dirty air in terms of missed work days, increased hospitalizations and lost economic opportunities should not be overlooked—nor should the potential costs of global warming. Clean air is worth investing in. Still, the fact that the Clean Vehicles Program will actually save us consumers money is a legitimate reason to support its speedy implementation.

I believe the state should have already implemented the Pennsylvania Clean Vehicles Program, and I urge the Environmental Quality Board and the Department of Environmental Protection to move forward getting the program up-and-running as soon as they can.

I appreciate the response from the Senate Environmental Resources and Energy Committee to my previous email. Responding to the content in that email, using another state's carefully created and proven standards is not abrogating responsibility to another state. The body of human knowledge is created by using what was learned previously and building upon it. Lastly, the bill itself, attached to the State's email response, contradicts the response. The original bill signed into law by the Ridge administration in 1998, SB 1025, P.N. 1523, states that Cal LEV II is the primary vehicle standard for the PA Clean Vehicles Program. Let's do the right thing for our citizens. Please support cleaner air in PA. Our health depends on it.

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about this -

Thank you.  
David Mindel



227 South Sproul Rd (rt 320), just south of rt 3  
10am Marple township building