The Senate met at 1 p.m., Eastern Standard Time.

The PRESIDENT pro tempore (Robert C. Jubelirer) in the Chair.

PRAYER

The Chaplain, Reverend Dr. MICHAEL M. MAZER, Pastor of First Baptist Church of Washington, offered the following prayer:

I would like to offer to all of you today a word of hope and encouragement, because we could all use that right now. The problems and the issues that face our Commonwealth will be met by God. God has a plan for Pennsylvania and He has a means by which this plan can be carried out, and you, the Senators, are part of that plan. In the words of the Bible, who knows if God has called you for such a time as this.

We are living in exciting times and challenging times and, for some, distressing times. And so we come realizing today that God will need to give you added wisdom and composure as you have work before you the next few days before this Session ends. As I look in this room, I see that the aisles are equally spaced, yet I know that there is a great chasm that exists between the aisle. That is the chasm of parties, and I just hope and pray that God will instill in all of you a sense of unity as you work together for the people of Pennsylvania. It will not be easy, because people have been hurt, people will be displaced, and people will be having to assume leadership, and so I pray for all of you that your decisions will be based on mercy and compassion, that you would be mindful of the words that are printed behind me: "Government is the means of justice as justice is the means of peace," and the rule of God is the rule of peace.

So I pray that that peace be upon all of you and upon your staffs who work with you and on your behalf. And I pray that those who are in the gallery today will come to realize that what may appear as chaos and disorder through the many activities that take place on the floor is really government in business on our behalf, and that these men and women who are our Senators are doing the very best that they can.

I ask all of you in the gallery to pray for our Senators today. Let us have a brief word now asking God to bless us in this hour:

Our Lord and our God, I pray in Your name for all who have gathered in this Chamber, for all who are working for the Senators of this Chamber, that You will allow Your grace, Your mercy, Your peace and Your wisdom to come upon us, that You would give to each strength to do the work that must be done in the days ahead, that You would give them a sense of purpose and the assurance that their efforts have not been in vain.

We pray, O God, that from disunity, unity can come; from competitiveness, cooperation; and from pride, humility; but most of all that we will see that we will do all that we can as worthy servants who have been entrusted with responsibilities for many people back home. May this day be a day of productivity that will make Pennsylvania a better Commonwealth. May people look to the Commonwealth and to the work of this body as truly exemplary work. And I pray Your greatest blessings on us all, and as this will be my last time here before the holidays, I pray that we will have reasons to offer thanks unto You for all the good things that You have given to us, including the work of these Members.

May God bless us. In the name of Christ, our risen Savior, we pray. Amen.

The PRESIDENT pro tempore. The Chair thanks Reverend Mazer, who is the guest today of Senator Stout.

JOURNAL APPROVED

The PRESIDENT. The bill and the communication will be placed on the table.
SENATE BILL RETURNED WITH AMENDMENTS

The Clerk of the House of Representatives returned to the Senate SB 13, with the information the House has passed the same with amendments in which the concurrence of the Senate is requested.

The PRESIDENT. Pursuant to Senate Rule XIV, section 5, this bill will be referred to the Committee on Rules and Executive Nominations.

HOUSE CONCURS IN SENATE CONCURRENT RESOLUTION

The Clerk of the House of Representatives informed the Senate that the House has concurred in resolution from the Senate, entitled:

Weekly adjournment.

HOUSE BILL FOR CONCURRENCE

The Clerk of the House of Representatives presented to the Senate the following bill for concurrence, which was referred to the committee indicated:

November 15, 1994

HB 2698 — Committee on Environmental Resources and Energy.

BILLS INTRODUCED AND REFERRED

The PRESIDENT laid before the Senate the following Senate Bills numbered, entitled, and referred as follows, which were read by the Clerk:

November 14, 1994

Senators SALVATORE and SHAFFER presented to the Chair SB 1911, entitled:


Which was committed to the Committee on FINANCE, November 14, 1994.

Senator SALVATORE presented to the Chair SB 1912, entitled:

An Act amending the act of April 12, 1951 (P. L. 90, No. 21), entitled, as reenacted, "Liquor Code," further providing for the location of new liquor stores.

Which was committed to the Committee on LAW AND JUSTICE, November 14, 1994.

Senators SALVATORE and SHUMAKER presented to the Chair SB 1913, entitled:

An Act amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, further providing for visual and audible signals on emergency vehicles.

Which was committed to the Committee on LAW AND JUSTICE, November 14, 1994.

Senator GREENLEAF presented to the Chair SB 1914, entitled:

An Act amending the act of April 12, 1951 (P. L. 90, No. 21), entitled, as reenacted, "Liquor Code," further providing for the sale of certain containers of malt or brewed beverages by distributors and importing distributors.

Which was committed to the Committee on LAW AND JUSTICE, November 14, 1994.

Senator GREENLEAF presented to the Chair SB 1915, entitled:

An Act amending Titles 24 (Education) and 71 (State Government) of the Pennsylvania Consolidated Statutes, further defining "effective date of retirement."

Which was committed to the Committee on FINANCE, November 14, 1994.

Senator GREENLEAF presented to the Chair SB 1916, entitled:

An Act amending Titles 24 (Education) and 71 (State Government) of the Pennsylvania Consolidated Statutes, further providing for credited school service and for credited State service.

Which was committed to the Committee on FINANCE, November 14, 1994.

Senator GREENLEAF presented to the Chair SB 1917, entitled:

An Act amending the act of March 1, 1974 (P. L. 90, No. 24), entitled "Pennsylvania Pesticide Control Act of 1973," changing the enforcing official from the Secretary of Agriculture to the Secretary of Environmental Resources.

Which was committed to the Committee on AGRICULTURE AND RURAL AFFAIRS, November 14, 1994.

Senators GREENLEAF and SALVATORE presented to the Chair SB 1918, entitled:

An Act amending Title 42 (Judiciary and Judicial Procedure) of the Pennsylvania Consolidated Statutes, further providing for the designation of the Constables' Education and Training Board; and further providing for powers and duties of the board.

Which was committed to the Committee on JUDICIARY, November 14, 1994.

Senators GREENLEAF, HART, HECKLER, PETERSON and SALVATORE presented to the Chair SB 1919, entitled:


Which was committed to the Committee on EDUCATION, November 14, 1994.

Senators GREENLEAF, BELL, PETERSON and HART presented to the Chair SB 1920, entitled:
An Act amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, further providing for accidents involving death or personal injury and for accidents involving damage to attended vehicle or property; and providing for leaving scene of accident.

Which was committed to the Committee on TRANSPORTATION, November 14, 1994.

Senators GREENLEAF, O'PAKE, BAKER, BELL, PETERSON, TILGHMAN and HART presented to the Chair SB 1921, entitled:


Which was committed to the Committee on JUDICIARY, November 14, 1994.

Senators GREENLEAF, LAVALLE, BELL, BRIGHTBILL, HECKLER, PETERSON and HART presented to the Chair SB 1922, entitled:


Which was committed to the Committee on STATE GOVERNMENT, November 14, 1994.

Senator GREENLEAF presented to the Chair SB 1923, entitled:

An Act amending Title 42 (Judiciary and Judicial Procedure) of the Pennsylvania Consolidated Statutes, further providing for continuing education requirement for district justices.

Which was committed to the Committee on JUDICIARY, November 14, 1994.

Senator GREENLEAF presented to the Chair SB 1924, entitled:


Which was committed to the Committee on FINANCE, November 14, 1994.

November 15, 1994

Senators BORTNER, O'PAKE, MUSTO, STAPLETON, PUNT and BELAN presented to the Chair SB 1925, entitled:

An Act providing for an income tax exclusion for dependent care; and conferring powers and duties on the Department of Revenue.

Which was committed to the Committee on FINANCE, November 15, 1994.

Senators BORTNER, WAGNER, BELAN, BELL, MELLOW, O'PAKE and AFFLERBACH presented to the Chair SB 1926, entitled:

An Act providing funding to school districts which provide certain school tax relief; establishing the Education Volunteer School Tax Relief Fund; conferring powers and duties on the Department of Education; and making an appropriation.

Which was committed to the Committee on FINANCE, November 15, 1994.

SPECIAL ORDER OF BUSINESS

REPORTS FROM COMMITTEES

Senator TILGHMAN, from the Committee on Appropriations, reported the following bills:

HB 243 (Pr. No. 4400) (Amended) (Rereported)

An Act amending the act of December 31, 1965 (P.L.1257, No.511), known as The Local Tax Enabling Act, eliminating the tax on admission to ski facilities; and further providing for collection of taxes.

HB 2056 (Pr. No. 4401) (Amended) (Rereported)

An Act amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, further providing for vehicles of nonresidents exempt from registration; providing for special registration plates for recipients of the Expeditionary Forces Medal, for veterans of World War II and for a zoological registration plate and for permit for movement of containerized cargo; further providing for availability, scope and amount of coverage, for exemption from registration fees, for mobile homes, modular housing units and modular housing undercarriages, for emission control systems and for tabulation and analysis of accident reports by the Department of Transportation; providing for permits for movement of a mobile home or a modular housing unit and modular housing undercarriage; further providing for annual hauling permits, for conditions of permits and security for damages and for permit for movement during course of manufacture; and providing for penalties.

HB 2146 (Pr. No. 4356) (Rereported)

An Act amending the act of January 24, 1966 (1965 P.L.1535, No.537), known as the Pennsylvania Sewage Facilities Act, adding and amending certain definitions; further providing for official plans, for grants and reimbursements, for permits and for land sale contracts; providing for soil mottling and for individual residential spray irrigation systems; further providing for the powers and duties of local agencies and the Department of Environmental Resources, for penalties and enforcement, for the disposition of fines, civil penalties and fees and for nuisances; and providing for civil actions.

Senator HART, from the Committee on Finance, reported the following bills:
<table>
<thead>
<tr>
<th>SB 1407 (Pr. No. 1703)</th>
<th>HB 2156 (Pr. No. 4108)</th>
</tr>
</thead>
<tbody>
<tr>
<td>An Act amending the act of June 28, 1935 (P. L. 477, No. 193), entitled, as amended, &quot;Enforcement Officer Disability Benefits Law,&quot; further providing for coverage.</td>
<td>An Act amending the act of April 8, 1937 (P.L.262, No.66), known as the Consumer Discount Company Act, further providing for requirement and issuance of license, for examinations by Secretary of Banking, for revolving loan accounts and for penalties; and providing for restricting certain advertising.</td>
</tr>
<tr>
<td>HB 2085 (Pr. No. 2496)</td>
<td>HB 2305 (Pr. No. 3659)</td>
</tr>
<tr>
<td>An Act amending the act of June 27, 1947 (P.L.1046, No.447), referred to as the State Tax Equalization Board Law, further providing for the determination of market value of taxable real property.</td>
<td>An Act requiring health insurers to cover adopted children.</td>
</tr>
<tr>
<td>Senator MADIGAN, from the Committee on Agriculture and Rural Affairs, reported the following bills:</td>
<td>Senator SHUMAKER, from the Committee on Law and Justice, reported the following bills:</td>
</tr>
<tr>
<td>HB 2367 (Pr. No. 4396) (Amended)</td>
<td>HB 1044 (Pr. No. 1128)</td>
</tr>
<tr>
<td>An Act amending the act of December 19, 1974 (P.L.973, No.319), known as the Pennsylvania Farmland and Forest Land Assessment Act of 1974, further providing for determination of amounts of taxes when use abandoned.</td>
<td>An Act amending the act of June 18, 1974 (P.L.359, No.120), referred to as the Municipal Police Education and Training Law, further defining &quot;police officer&quot; and &quot;police department&quot;; and further providing for the powers and duties of the Municipal Police Officers' Education and Training Commission, for the certification of deputy sheriffs in counties of the second class and for the payment of certain costs by counties of the second class.</td>
</tr>
<tr>
<td>HB 2505 (Pr. No. 4397) (Amended)</td>
<td>HB 3067 (Pr. No. 4301)</td>
</tr>
<tr>
<td>An Act providing for the establishment and implementation of farm safety and occupational health programs; creating and providing for the powers and duties of the Farm Safety and Occupational Health Advisory Board; conferring powers and duties on the Department of Agriculture, the Pennsylvania Emergency Management Agency and The State Workmen's Insurance Fund; providing for statistical assessment of farm accidents and occupational injuries and diseases, for the collection and compilation of data, for farm safety demonstrations, for farm safety committees and for funding; making appropriations; and making a repeal.</td>
<td>An Act amending Title 18 (Crimes and Offenses) of the Pennsylvania Consolidated Statutes, prohibiting the sale of certain beverages to persons under 21 years of age.</td>
</tr>
<tr>
<td>HB 2542 (Pr. No. 4398) (Amended)</td>
<td>DISAPPROVAL OF REGULATIONS</td>
</tr>
<tr>
<td>An Act providing for humane society police officers' appointment, qualifications, authority and discipline; further providing for search warrants; and conferring powers and duties on the Department of Agriculture.</td>
<td>Senator HOLL, from the Committee on Banking and Insurance, reported the following regulations disapproved by the committee: Insurance Department Regulations 11-106 and 11-107.</td>
</tr>
<tr>
<td>Senator PETERSON, from the Committee on Public Health and Welfare, reported the following bill:</td>
<td>LEGISLATIVE LEAVE</td>
</tr>
<tr>
<td>HB 2102 (Pr. No. 4238)</td>
<td>The PRESIDENT. The Chair recognizes the gentleman from Indiana, Senator Stapleton.</td>
</tr>
<tr>
<td>An Act establishing the Self-help Clearinghouse within the Department of Public Welfare; and adding to the powers and duties of the Department of Public Welfare.</td>
<td>Senator STAPLETON. Mr. President, I request a temporary Capitol leave for Senator Fumo.</td>
</tr>
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<td>Senator HOLL, from the Committee on Banking and Insurance, reported the following bills:</td>
<td>The PRESIDENT. Senator Stapleton requests a temporary Capitol leave for Senator Fumo. The Chair hears no objection. That leave will be granted.</td>
</tr>
<tr>
<td>HB 1856 (Pr. No. 4399) (Amended)</td>
<td>SPECIAL ORDER OF BUSINESS</td>
</tr>
<tr>
<td>An Act amending the act of May 17, 1921 (P.L.789, No.285), known as The Insurance Department Act of 1921, further providing for penalties for acting without certificate of authority; providing for the licensing of insurance administrators; and further providing for issuance of certificate of qualification and for certain penalties.</td>
<td>GUESTS OF SENATOR HAROLD F. MOWERY PRESENTED TO THE SENATE</td>
</tr>
<tr>
<td>The PRESIDENT. The Chair recognizes the gentleman from Cumberland, Senator Mowery.</td>
<td>The PRESIDENT. The Chair recognizes the gentleman from Indiana, Senator Stapleton.</td>
</tr>
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<td>Senator MOWERY. Mr. President, I have a guest Page today. He is Joshua Lyter, who resides in Etters, Pennsylvania, and it is interesting that he is a freshman home-schooled student. I had a chance to talk with him a little earlier, and he is quite enthused about that type of education. His mother and</td>
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</tr>
</tbody>
</table>
father are Irene and Ronald Lyter. Would you please stand and be recognized.

The PRESIDENT. We welcome the guest Page to the Senate of Pennsylvania, and his parents as well.

(Applause.)

GUESTS OF SENATOR D. MICHAEL FISHER PRESENTED TO THE SENATE

The PRESIDENT. The Chair recognizes the gentleman from Allegheny, Senator Fisher.

Senator FISHER. Mr. President, I have two guests here in the Chamber. They are principals of two local schools in my district, both schools which were named schools of excellence in the past. We have from the Upper Saint Clair School District, Fort Couch Middle School, Thomas Harshman, and from the Bethel Park School District, Independence Middle School, Dr. Robert J. David.

The PRESIDENT. Would the guests of Senator Fisher please rise so we can welcome you to the Senate of Pennsylvania.

(Applause.)

GUEST OF SENATOR HAROLD F. MOWERY PRESENTED TO THE SENATE

The PRESIDENT. The Chair recognizes the gentleman from Cumberland, Senator Mowery.

Senator MOWERY. Mr. President, I am very honored to have an exchange student from Japan who this year is in Carlisle, Pennsylvania. She is also a ballet student of some 11 years, and she is in her sophomore year in Carlisle. Yasuko Okusa is from Japan, and we would like to welcome her. I think she is upstairs in the gallery.

The PRESIDENT. We welcome you to the Senate of Pennsylvania. Thank you for coming.

(Applause.)

CALENDAR

BILLS ON CONCURRENCE IN HOUSE AMENDMENTS

SENATE CONCURS IN HOUSE AMENDMENTS

SB 1629 (Pr. No. 2422) – The Senate proceeded to consideration of the bill, entitled:

An Act amending the act of June 30, 1981 (P. L. 128, No. 43), entitled "Agricultural Area Security Law," further providing for definitions; providing standards, criteria and requirements for the purchasing of agricultural conservation easements; providing for review of county programs; imposing duties on the State Agricultural Land Preservation Board and county boards; and further providing for subdivision of land and change of ownership.

On the question,
Will the Senate concur in the amendments made by the House to Senate Bill No. 1629?

Senator LOEPER. Mr. President, I move that the Senate do concur in the amendments made by the House to Senate Bill No. 1629.

On the question,
Will the Senate agree to the motion?

The yeas and nays were required by Senator LOEPER and were as follows, viz:

YEAS—49

Afferbach Greenleaf Madigan Robbins
Andrezeski Hart Marks Salvatore
Armstrong Hockler Mellow Schwartz
Baker Helfrick Mowery Shaffer
Belan Holl Musto Shumaker
Bell Jones O'Pake Stapleton
Bodack Jubelirer Pecora Stewart
Bortner LaValle Peterson Stout
Brightbill Lemmond Porterfield Tigliman
Corman Lewis Punt Wagner
Dawida Lincoln Reibman Wenger
Fisher Looper Rhoades Williams
Furno

NAYS—0

A constitutional majority of all the Senators having voted "aye," the question was determined in the affirmative.

Ordered, That the Secretary of the Senate inform the House of Representatives accordingly.

RECESS

The PRESIDENT. The Chair recognizes the gentleman from Delaware, Senator Loeper.

Senator LOEPE. Mr. President, at this time I would ask for a recess of the Senate, first for the purpose of a meeting of the Committee on State Government to be held off the floor at the rear of the Senate Chamber in the Rules room, and then to be immediately followed by a Republican caucus in the Majority Caucus Room on the first floor, with an expectation of returning to the floor at approximately 3:15.

The PRESIDENT. For purposes of those meetings and caucuses to ensue, the Senate will stand in recess.

AFTER RECESS

The PRESIDENT pro tempore (Robert C. Jubelirer) in the Chair.

The PRESIDENT pro tempore. The time of recess having expired, the Senate will come to order.
LEGISLATIVE LEAVES

The PRESIDENT pro tempore. The Chair recognizes the gentleman from Allegheny, Senator Fisher.

Senator FISHER. Mr. President, I request temporary Capitol leaves for Senator Loepere and Senator Salvatore.

The PRESIDENT pro tempore. Senator Fisher requests temporary Capitol leaves for Senator Loepere and Senator Salvatore. Without objection, those leaves will be granted.

CONSIDERATION OF CALENDAR RESUMED

THIRD CONSIDERATION CALENDAR

BILL REREPORTED FROM COMMITTEE AS AMENDED OVER IN ORDER

HB 1336 – Without objection, the bill was passed over in its order at the request of Senator FISHER.

BILL OVER IN ORDER

HB 296 – Without objection, the bill was passed over in its order at the request of Senator FISHER.

BILL ON THIRD CONSIDERATION AND FINAL PASSAGE

HB 666 (Pr. No. 4363) – The Senate proceeded to consideration of the bill, entitled:

An Act amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, rescinding application for reformulated fuels programs.

Considered the third time and agreed to,
And the amendments made thereto having been printed as required by the Constitution,
On the question,
Shall the bill pass finally?

The PRESIDENT pro tempore. The Chair recognizes the gentleman from Allegheny, Senator Fisher.

Senator FISHER. Mr. President, just briefly, there was substantial debate on this issue yesterday, but House Bill No. 666 is the bill which, if approved by the Senate and by the House of Representatives, would seek to rescind the action taken by Governor Casey to have 28 counties outside of southeastern Pennsylvania required to use reformulated gasoline as of January 1, 1995.

As was mentioned yesterday, many of us who are the sponsors of this legislation, and I believe a vast majority of the Members of the Senate, believe that this costly new requirement, which is not a mandate of the Federal government but merely a mandate of the chief executive, is one that we should not force the motorists in those 28 counties to bear, particularly since the air in those counties has been cleaned up, and particularly since the cost of this gasoline is estimated to range anywhere from an additional 10 to 15 cents per gallon.

Mr. President, the passage of this legislation would mean that the action taken by Governor Casey would be rescinded. I am very hopeful if, in fact, we send this bill to the Governor that he will realize that the people across Pennsylvania do not want to have this new mandate slapped on them and that he will join with us in eliminating the requirement of reformulated gas from the backs of the motorists and the consumers in 28 counties.

So, Mr. President, I would ask for strong bipartisan support from all the Members of the Senate, and I would ask for an affirmative vote on House Bill No. 666.

And the question recurring,
Shall the bill pass finally?

The yeas and nays were taken agreeably to the provisions of the Constitution and were as follows, viz:

YEAS—44
Afflerbach  Greenleaf  Madigan  Salvatore
Andrezenki  Hart  Marks  Schwartz
Armstrong  Heckler  Mowery  Shaffer
Baker  Helfrick  Musto  Shumaker
Belan  Holl  O'Pake  Stapleton
Bell  Jones  Pecora  Stewart
Bodack  Jubelirer  Peterson  Stout
Bortner  LaValle  Porterfield  Tilden
Brightbill  Lemmond  Pust  Wagner
Corman  Lincoln  Rhoades  Wesner
Fisher  Looper  Robbins  Williams

NAYS—3
Fumo  Mellow  Reibman

A constitutional majority of all the Senators having voted "aye," the question was determined in the affirmative.

Ordered, That the Secretary of the Senate return said bill to the House of Representatives with information that the Senate has passed the same with amendments in which concurrence of the House is requested.

LEGISLATIVE LEAVE CANCELLED

The PRESIDENT pro tempore. The Chair notes the presence on the floor of Senator Loepere. His temporary Capitol leave is cancelled.

CONSIDERATION OF CALENDAR RESUMED

SECOND CONSIDERATION CALENDAR

BILLS REREPORTED FROM COMMITTEE AS AMENDED ON SECOND CONSIDERATION

HB 669 (Pr. No. 4352) – The Senate proceeded to consideration of the bill, entitled:

An Act amending Titles 30 (Fish) and 34 (Game) of the Pennsylvania Consolidated Statutes, further providing for increases in license fees and issuing agent commissions and for exemptions from license requirements for individuals who have
considered the second time and agreed to. 
Ordered, To be printed on the Calendar for third consideration.

HB 1001 (Pr. No. 4353) — The Senate proceeded to consideration of the bill, entitled:

An Act amending Title 23 (Domestic Relations) of the Pennsylvania Consolidated Statutes, further providing for preliminary provisions, for reporting suspected child abuse, for powers and duties of the Department of Public Welfare, for organization and responsibilities of child protective service and for miscellaneous provisions; providing for school students and for background checks for school employment; and imposing powers and duties on the Department of State and various professional licensure boards.

Considered the second time and agreed to, 
Ordered, To be printed on the Calendar for third consideration.

BILLS REREPORTED FROM COMMITTEE AS AMENDED OVER IN ORDER

HB 1248 and HB 1701 — Without objection, the bills were passed over in their order at the request of Senator FISHER.

BILL ON SECOND CONSIDERATION

HB 1075 (Pr. No. 3285) — The Senate proceeded to consideration of the bill, entitled:

An Act amending the act of September 24, 1968 (P.L.1040, No.318), known as the Coal Refuse Disposal Control Act, providing for selection of sites for coal refuse disposal; further providing for areas unsuitable for coal refuse disposal; providing for coal refuse disposal activities on areas on which there are preexisting pollutational discharges; providing for experimental practices and demonstration projects involving coal refuse disposal; and providing for retention of jurisdiction over surface coal mining.

Considered the second time and agreed to, 
Ordered, To be printed on the Calendar for third consideration.

HB 1332 (Pr. No. 1471) — The Senate proceeded to consideration of the bill, entitled:

An Act amending the act of July 2, 1980 (P.L.340, No.85), known as the Arson Reporting Immunity Act, further providing for the definition of "authorized agencies."

Considered the second time and agreed to, 
Ordered, To be printed on the Calendar for third consideration.

HB 1638 (Pr. No. 1890) — The Senate proceeded to consideration of the bill, entitled:

An Act amending the act of July 28, 1953 (P.L.723, No.230), known as the Second Class County Code, further providing for the penalty for violation of rules and regulations relating to parks.

Considered the second time and agreed to, 
Ordered, To be printed on the Calendar for third consideration.

BILL ON SECOND CONSIDERATION AND REREFERRED

HB 1741 (Pr. No. 2016) — The Senate proceeded to consideration of the bill, entitled:

An Act amending the act of June 23, 1931 (P.L.932, No.317), known as The Third Class City Code, further providing for pensions of surviving spouses of deceased police officers.

Considered the second time and agreed to, 
Ordered, To be printed for third consideration. 
Upon motion of Senator FISHER, and agreed to, the bill just considered was rereferred to the Committee on Appropriations.

BILL ON SECOND CONSIDERATION

HB 1914 (Pr. No. 4001) — The Senate proceeded to consideration of the bill, entitled:

An Act amending the act of November 26, 1978 (P.L.1309, No.317), referred to as the Public Works Contract Regulation Law, further providing for prompt payment schedules and for bidder lists.

Considered the second time and agreed to, 
Ordered, To be printed on the Calendar for third consideration.

BILL OVER IN ORDER

HB 2075 — Without objection, the bill was passed over in its order at the request of Senator FISHER.

BILL ON SECOND CONSIDERATION

HB 2288 (Pr. No. 3835) — The Senate proceeded to consideration of the bill, entitled:

An Act establishing local development districts for the regional coordination and delivery of economic, infrastructure, planning, social and community development programs and other services in this Commonwealth.

Considered the second time and agreed to, 
Ordered, To be printed on the Calendar for third consideration.

HB 2340 (Pr. No. 3343) — The Senate proceeded to consideration of the bill, entitled:

An Act amending the act of July 15, 1976 (P.L.1036, No.208), known as the Volunteer Fire Company, Ambulance Service and Rescue Squad Assistance Act, further providing for loan assistance to volunteer fire companies, ambulance service and rescue squads and for powers and duties of the Pennsylvania Emergency Management Agency.
Considered the second time and agreed to,
Ordered, To be printed on the Calendar for third consideration.

BILL OVER IN ORDER

HB 2532 – Without objection, the bill was passed over in its order at the request of Senator FISHER.

BILLS ON SECOND CONSIDERATION

HB 2563 (Pr. No. 3289) – The Senate proceeded to consideration of the bill, entitled:

An Act amending Title 17 (Credit Unions) of the Pennsylvania Consolidated Statutes, further providing for definitions, for bylaws, for powers, for regulation by Department of Banking, for loans, for reserves, for loan procedures and for conversion into Federal credit unions.

Considered the second time and agreed to,
Ordered, To be printed on the Calendar for third consideration.

HB 2567 (Pr. No. 4349) – The Senate proceeded to consideration of the bill, entitled:

An Act designating S.R.0045 in the counties of Montour, Northumberland, Union, Centre and Huntingdon as the Purple Heart Highway; and designating a certain bridge on S.R.3070 in Cumn Township, Chester County, as the Kurt Strauss Memorial Bridge.

Considered the second time and agreed to,
Ordered, To be printed on the Calendar for third consideration.

HB 2607 (Pr. No. 4351) – The Senate proceeded to consideration of the bill, entitled:

A Supplement to the act of December 8, 1982 (P.L.848, No.235), known as the Highway-Railroad and Highway Bridge Capital Budget Act for 1982-1983, itemizing bridge projects; providing grants to certain financially distressed municipalities; and making repeals.

Considered the second time and agreed to,
Ordered, To be printed on the Calendar for third consideration.

HB 2676 (Pr. No. 4351) – The Senate proceeded to consideration of the bill, entitled:

An Act designating a portion of S.R.0924 in Luzerne County as the CAN DO Expressway.

Considered the second time and agreed to,
Ordered, To be printed on the Calendar for third consideration.

BILL ON SECOND CONSIDERATION

AND REREFERRED

HB 2849 (Pr. No. 3779) – The Senate proceeded to consideration of the bill, entitled:

An Act designating a portion of S.R.0924 in Luzerne County as the CAN DO Expressway.

Considered the second time and agreed to,
Ordered, To be printed on the Calendar for third consideration.

HB 2874 (Pr. No. 4350) – The Senate proceeded to consideration of the bill, entitled:

An Act amending the act of December 20, 1985 (P.L.492, No.116), known as the Customized Job Training Act, further providing for standards of eligibility for participating trainees and employers; transferring administrative responsibility to the Department of Commerce; and providing powers and duties to the Department of Commerce.

Considered the second time and agreed to,
Ordered, To be printed for third consideration.
Upon motion of Senator FISHER, and agreed to, the bill just considered was rereferred to the Committee on Appropriations.

SENATE CONCURRENT REGULATORY REVIEW RESOLUTION No. 3, CALLED UP

Senator FISHER, without objection, called up from page 5 of the Calendar, Senate Concurrent Regulatory Review Resolution No. 3, entitled:

A Concurrent Resolution disapproving of the designation of a tract of land in Haines Township, Centre County, as unsuitable for noncoal mining.

On the question,
Will the Senate adopt the resolution?

LEGISLATIVE LEAVES

The PRESIDENT pro tempore. The Chair recognizes the gentleman from Indiana, Senator Stapleton.

Senator STAPLETON. Mr. President, I request temporary Capitol leaves for Senator Mellow and Senator Lincoln.

The PRESIDENT pro tempore. Senator Stapleton requests temporary Capitol leaves for Senator Mellow and Senator Lincoln. Without objection, those leaves will be granted.

And the question recurring,
Will the Senate adopt the resolution?

The yeas and nays were required by Senator FISHER and were as follows, viz:

YEAS—49

Afflerbach  Greenleaf  Madigan  Robbins
Andrewski  Hart  Marks  Salvatore
Armstrong  Heckler  Mellow  Schwartz
Baker  Helfrick  Mowery  Shaffer
Belan  Holl  Musto  Shumaker
Bell  Jones  O'Pake  Stapleton
Boack  Jubelirer  Pecora  Stewart
Bortner  LaValle  Peterson  Stout
Brightbill  Lemmond  Porterfield  Tilghman
Corman  Lewis  Punt  Wagner
Dawida  Lincoln  Reibman  Wenger
Fisher  Looper  Rhodes  Williams

NAYS—0

A constitutional majority of all the Senators having voted "aye," the question was determined in the affirmative.

Ordered, That the Secretary of the Senate present the same to the House of Representatives for concurrence.
## EXECUTIVE NOMINATIONS

### EXECUTIVE SESSION

Motion was made by Senator FISHER, That the Senate do now resolve itself into Executive Session for the purpose of considering certain nominations made by the Governor.

Which was agreed to.

### NOMINATION TAKEN FROM THE TABLE

Senator FISHER. Mr. President, I call from the table a certain nomination and ask for its consideration.

The Clerk read the nomination as follows:

**MEMBER OF THE STATE BOARD OF CHIROPRACTIC**

July 12, 1994

To the Honorable, the Senate of the Commonwealth of Pennsylvania:

In conformity with law, I have the honor hereby to nominate for the advice and consent of the Senate, Leonard J. Lenhart, D.C., 956 Mayfield Road, Sharpsville 16150, Mercer County, Fiftyeth Senatorial District, for reappointment as a member of the State Board of Chiropractic, to serve for a term of four years or until his successor is appointed and qualified, but not longer than six months beyond that period.

ROBERT P. CASEY
Governor

On the question,
Will the Senate advise and consent to the nomination?

### POINT OF ORDER

The PRESIDENT pro tempore. The Chair recognizes the gentleman from Lehigh, Senator Afflerbach.

Senator AFFLERBACH. Mr. President, a point of order with respect to this nomination.

The PRESIDENT pro tempore. The gentleman will state his point.

Senator AFFLERBACH. Mr. President, according to the information I received today from the State Ethics Commission, this particular nominee has three times this year filed his statement of financial interest - in March, in June, and again in July. On all three occasions that statement was incomplete with respect to certain questions on that statement of financial interest.

My point of order is, is it appropriate for the Senate to consider this nominee at this time without a completed statement of financial interest being filed?

The PRESIDENT pro tempore. My response to the gentleman from Lehigh's point of order is that the gentleman's point of order in the following manner: The statement clearly is on record with the Secretary of the Senate. As to the incompleteness of it, that is a matter for the Senate to decide and I would think - again, I think it is more a matter for debate, but I think it is at least properly before the Senate and can be voted on.

Senator AFFLERBACH. Mr. President, thank you for your ruling, and I would like to be recognized for debate on this nomination.

And the question recurring,
Will the Senate advise and consent to the nomination?

The PRESIDENT pro tempore. The Chair recognizes the gentleman from Lehigh, Senator Afflerbach.

Senator AFFLERBACH. Mr. President, I rise to ask my colleagues to defeat this nomination for the express purpose that the gentleman has filed three times this year's statement of financial interest with the Ethics Commission and has filed on July 29, 1994, his statement of financial interest with this Chamber. On all occasions this statement is incomplete in what I consider to be two essential categories: The gentleman has not disclosed real estate interests and has not indicated whether, in fact, he has any such interests to disclose; he has also not disclosed if he holds an office or a directorship or employment in any business, and he has not indicated whether, in fact, he has any information there to disclose.

I think these particular requests on the statement of financial interest, No. 9 and No. 14, deserve an answer. The gentleman has not provided any answer, and I would ask for defeat of this nominee at this time. I think it is totally improper for the Senate to confirm an individual who three times has failed to respond to those questions.

### LEGISLATIVE LEAVES CANCELLED

The PRESIDENT pro tempore. The Chair notes the presence on the floor of Senator Mellow and Senator Fumo. Their temporary Capitol leaves will be cancelled.

And the question recurring,
Will the Senate advise and consent to the nomination?

The yeas and nays were required by Senator FISHER and were as follows, viz:

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Less than a constitutional majority of all the Senators having voted "aye," the question was determined in the negative.

Ordered, That the Governor be informed accordingly.

RECONSIDERATION OF EXECUTIVE NOMINATION

Senator FISHER. Mr. President, I move that the Senate reconsider the vote by which the nomination of Leonard J. Lenhart, D.C., as a member of the State Board of Chiropractic, was just defeated.

The motion was agreed to.

And the question recurring, Will the Senate advise and consent to the nomination?

NOMINATION LAID ON THE TABLE

Senator FISHER. Mr. President, I move that the nomination be laid on the table.

The motion was agreed to.

The PRESIDENT pro tempore. The nomination will be laid on the table.

NOMINATIONS TAKEN FROM THE TABLE

Senator FISHER. Mr. President, I call from the table certain nominations and ask for their consideration.

The Clerk read the nominations as follows:

MEMBER OF THE STATE BOARD OF COSMETOLOGY

May 11, 1994

To the Honorable, the Senate of the Commonwealth of Pennsylvania:

In conformity with law, I have the honor hereby to nominate for the advice and consent of the Senate, Joyce C. Maffeo, 925 Walnut Street, Erie 16502, Erie County, Forty-ninth Senatorial District, for appointment as a member of the State Board of Cosmetology, to serve until November 10, 1995 and until her successor is appointed and qualified, but not longer than six months beyond that period, vice Suzanne Faggioli, Philadelphia, resigned.

ROBERT P. CASEY
Governor
In conformity with law, I have the honor hereby to nominate for the advice and consent of the Senate, The Honorable Sharon L. Alexander-Keilly, 6208 Stanford Court, Mechanicsburg 17055, Cumberland County, Thirty-first Senatorial District, for appointment as Secretary of Aging, to serve until the third Tuesday of January 1995 and until her successor shall have been appointed and qualified, vice The Honorable Linda M. Rhodes, Harrisburg, resigned.

ROBERT P. CASEY
Governor

MEMBER OF THE COUNCIL OF TRUSTEES OF BLOOMSBURG UNIVERSITY OF PENNSYLVANIA OF THE STATE SYSTEM OF HIGHER EDUCATION

September 29, 1994

To the Honorable, the Senate of the Commonwealth of Pennsylvania:

In conformity with law, I have the honor hereby to nominate for the advice and consent of the Senate, Robert W. Buchner, Jr., Esquire, R. D. 4, Box 247, Danville 17821, Montour County, Twenty-seventh Senatorial District, for reappointment as a member of the Council of Trustees of Bloomsburg University of Pennsylvania of the State System of Higher Education, to serve until the third Tuesday of January 1997, and until his successor is appointed and qualified.

ROBERT P. CASEY
Governor

MEMBER OF THE COUNCIL OF TRUSTEES OF BLOOMSBURG UNIVERSITY OF PENNSYLVANIA OF THE STATE SYSTEM OF HIGHER EDUCATION

September 29, 1994

To the Honorable, the Senate of the Commonwealth of Pennsylvania:

In conformity with law, I have the honor hereby to nominate for the advice and consent of the Senate, J. Roger Glunt, 3719 Henley Drive, Pittsburgh 15235, Allegheny County, Forty-third Senatorial District, for reappointment as a member of the Pennsylvania Housing Finance Agency, to serve until July 20, 2000, and until his successor is appointed and qualified.

ROBERT P. CASEY
Governor

MEMBER OF THE PENNSYLVANIA HOUSING FINANCE AGENCY

July 29, 1994

To the Honorable, the Senate of the Commonwealth of Pennsylvania:

In conformity with law, I have the honor hereby to nominate for the advice and consent of the Senate, Herman Silverman, 4560 Old Easton Highway, Doylestown 18901, Bucks County, Tenth Senatorial District, for reappointment as a member of the Pennsylvania Housing Finance Agency, to serve until July 20, 1999, and until his successor is appointed and qualified.

ROBERT P. CASEY
Governor

MEMBER OF THE PENNSYLVANIA HOUSING FINANCE AGENCY

July 12, 1994

To the Honorable, the Senate of the Commonwealth of Pennsylvania:

In conformity with law, I have the honor hereby to nominate for the advice and consent of the Senate, Morris J. Dean, Esquire, 325 Millbank Road, Bryn Mawr 19010, Montgomery County, Seventeenth Senatorial District, for appointment as a member of the Pennsylvania Housing Finance Agency, to serve until July 24, 2000, and until his successor is appointed and qualified, vice Maurice A. Lawruk, terminated.

ROBERT P. CASEY
Governor

MEMBER OF THE PENNSYLVANIA HOUSING FINANCE AGENCY
To the Honorable, the Senate of the Commonwealth of Pennsylvania:

In conformity with law, I have the honor hereby to nominate for the advice and consent of the Senate, Marion Kruse (Republican), R. D. #1, Box 412A, Huntingdon 16652, Huntingdon County, Thirtieth Senatorial District, for appointment as a member of the Huntingdon County Board of Assistance, to serve until December 31, 1996, and until her successor is appointed and qualified, to add to complement.

ROBERT P. CASEY
Governor

MEMBER OF THE HUNTINGDON COUNTY BOARD OF ASSISTANCE

August 22, 1994

To the Honorable, the Senate of the Commonwealth of Pennsylvania:

In conformity with law, I have the honor hereby to nominate for the advice and consent of the Senate, Hazel B. Parks (Republican), 1300 Mount Vernon Avenue, Huntingdon 16652-1150, Huntingdon County, Thirtieth Senatorial District, for appointment as a member of the Huntingdon County Board of Assistance, to serve until December 31, 1996, and until her successor is appointed and qualified, to add to complement.

ROBERT P. CASEY
Governor

On the question,
Will the Senate advise and consent to the nominations?

The yeas and nays were required by Senator FISHER and were as follows, viz:

YEAS—49

Aconstitutional majority of all the Senators having voted "aye," the question was determined in the affirmative.

Ordered, That the Governor be informed accordingly.

EXECUTIVE SESSION RISES

Senator FISHER. Mr. President, I move that the Executive Session do now rise.

The motion was agreed to.
SPECIAL ORDER OF BUSINESS
HB 1514 TAKEN FROM THE TABLE

HB 1514 (Pr. No. 4179) – Without objection, Senator LOEPER called from the table HB 1514 as a Special Order of Business.

RECONSIDERATION OF HB 1514,
THE OBJECTIONS OF THE GOVERNOR TO THE CONTRARY NOTWITHSTANDING

HB 1514 PASSED OVER GOVERNOR'S VETO

HB 1514 (Pr. No. 4179) – The Senate proceeded to consideration of the bill, entitled:

An Act amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, further providing for the suspension of operating privileges for failure to respond to a citation and for the enhanced vehicle emission inspection program.

Senator LOEPER. Mr. President, I move that the Senate proceed with its reconsideration of House Bill No. 1514, Printer's No. 4179, and agree to pass the same, the objections of the Governor to the contrary notwithstanding.

The Clerk read the Governor's veto message as follows:

October 13, 1994

To the Honorable, the House of Representatives of the Commonwealth of Pennsylvania:

I am returning herewith, without my approval, House Bill 1514, Printer's Number 4179, entitled, "An Act amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, further providing for the suspension of operating privileges for failure to respond to a citation and for the enhanced vehicle emission inspection program."

This bill amends Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes to clarify the Department of Transportation's (Department) authority to suspend the operating privileges of a person for failing to respond to an out-of-state citation for a traffic violation (other than parking). It also makes numerous changes to the Commonwealth's enhanced emissions testing program, scheduled to go into effect on January 2, 1995.

The bill requires the Department of Transportation to immediately suspend the development and implementation of a centralized, test-only emissions program until March 31, 1995; requires the Department of Transportation to develop and submit to the Environmental Protection Agency (EPA) by March 1, 1995 an alternative emissions testing program that consists of a decentralized test and repair program or a hybrid program combining both decentralized test and repair and test-only components; prohibits the expenditure of any Department funds in furtherance of a centralized program until EPA approves the alternative program; requires the Governor to obtain EPA approval to remove the Commonwealth from the Ozone Transport Commission; orders the Governor to immediately suspend the implementation and enforcement of the Employer Trip Reduction Program; and sets fees or costs for entities testing and/or repairing automobiles.

I strongly object to all of the provisions of this bill, set forth as an amendment to 75 Pa.C.S. 4706, which relate to vehicle emissions testing and the employer trip reduction program. These provisions endanger the health, safety and welfare of Pennsylvanians and the economy of the Commonwealth. They would subject the people of the Commonwealth to avoidable increases in health risks associated with breathing polluted air, take money directly out of the pockets of hardworking men and women by costing the Commonwealth jobs, and jeopardize the receipt of substantial and much needed federal moneys for the Commonwealth's highway program. Finally, the alternative plans proposed by the bill would make the inspection process more inconvenient and more expensive for the motorists of Pennsylvania.

The federal Clean Air Act amendments, passed by Congress and signed into law by President Bush in January 1991, require states to drastically reduce air pollution. The standards set by EPA are stringent, are on fixed timetables, and require air pollution reductions from both automobiles and businesses. Since Congress placed Pennsylvania into a group of states described as the Northeast Ozone Transport Region, a geographic area stretching from Maine to Virginia, federal law requires the implementation of an "enhanced automobile emissions testing program" in 25 out of 67 Pennsylvania counties based solely on population criteria.

If Pennsylvania fails to comply with the federal requirements, EPA must, by law, impose draconian sanctions, which include the loss of more than $1.1 billion annually in federal highway funds and a so-called "two for one offset" for new or expanded air pollution sources. This "offset" would require that businesses eliminate two sources of pollution for every new or increased source or business created in Pennsylvania. Moreover, if after being sanctioned a state fails to cure the deficiency to EPA's satisfaction, the Clean Air Act directs the federal government to impose its own program on Pennsylvania to ensure that the state meets the requirements of the Clean Air Act.

The first three years of the Commonwealth's efforts to implement the stringent, complicated and technical mandates of the federal Clean Air Act reflected a remarkable degree of cooperation between the General Assembly and my administration. For example, in 1992, the General Assembly passed a law directing the Department of Transportation to implement an enhanced vehicle emissions testing program, specifically authorizing the Department to enter into a contract for seven years or more with a vendor to establish and operate a centralized testing program. The Act created a ten member Vehicle Emissions System Inspection Program Advisory Committee to provide advice and recommendations to the Pennsylvania Department of Transportation on establishing and implementing an enhanced testing program. The Committee, made up of representatives from the Legislature, the American Automobile Association and the Automotive Service Association of Pennsylvania, determined that the only way to meet the EPA's stringent standards, with the least amount of cost and inconvenience to Pennsylvania motorists, was to implement a centralized emissions testing program. Throughout 1992 and 1993, the General Assembly and the administration relied on EPA's representation that the only way the Commonwealth could meet the Clean Air Act's stringent performance standards was to implement a centralized testing program.

This cooperative effort continued when, based on the authority granted to it by the General Assembly, the information provided by EPA, and the assistance and input of the Advisory Committee, the Department promulgated regulations adopting an enhanced, biennial, centralized, test-only program to take effect January 1, 1995. On June 3, 1993, after a public comment
period, the Independent Regulatory Review Commission (IRRC) approved the Department's regulations.

On November 5, 1993, the Commonwealth submitted its proposal for a centralized testing program to EPA. Following a competitive bidding process, the Department entered into a seven year agreement with a private vendor to establish and operate centralized test centers throughout the state. As of this date, the vendor claims to have made nearly $150 million in capital investment and contract commitments in order to meet the January 1, 1995 implementation deadline. Finally, in February 1994, the Pennsylvania General Assembly passed a law (Act 2 of 1994) requiring that Pennsylvania adopt a centralized test-only enhanced emissions testing program, unless Congress changed the Clean Air Act or EPA amended its regulations. Neither Congress nor EPA has done so.

Unfortunately, in March of 1994, this cooperative relationship was threatened when the EPA for the first time agreed to allow a state (California) to implement a "hybrid" enhanced emissions program. The California program combines a centralized test-only component with a decentralized, test and repair program. Although the "hybrid" system sounds attractive at first glance, California was required to implement more stringent testing criteria because EPA has determined a hybrid system is less effective in cleaning the air. In addition, California motorists will be required to pay two to three times as high an inspection fee for their test.

The legislature's own Legislative Budget and Finance Committee held hearings this past summer to explore whether an alternative system would be suitable for Pennsylvania. In June of this year the Committee issued a report concluding that, in light of the threat of EPA sanctions, the potential liability to the vendor and the increased costs associated with a non-centralized system, a centralized program "would involve the least risk to the Commonwealth" and provide significant cost savings. On August 31, 1994 the EPA approved the Commonwealth's centralized emissions testing program. This approval marked the culmination of the cooperative effort of my administration and the General Assembly to bring Pennsylvania into compliance with the Clean Air Act, with a minimal cost and inconvenience to Pennsylvania motorists.

The bill before me, which represents a drastic "about-face" by the General Assembly, would completely dismantle the cooperative efforts described above.

First, by requiring an immediate suspension of the centralized program until March 31, 1995 the General Assembly is risking the loss of billions of dollars for highway projects. Many of these highway projects are necessary, if not vital, for the creation of jobs and the continuation of economic growth in the Commonwealth. Delaying implementation could also lead to severe restrictions on the ability of manufacturers to build new factories and facilities in our state. For example, under the "two for one" sanction, if a new factory generating 50 tons of pollutants per year were to be built, at least 100 tons of pollution would have to be eliminated by other sources, such as by closing a factory. We must not jeopardize the present and future jobs of hardworking men and women and the economic growth of Pennsylvania.

Even assuming that EPA were to agree to allow a suspension of the centralized program until March 31, 1995, it could take as much as two years to implement an alternative program, given the time consuming regulatory and bidding process that must be followed. Others may indulge in speculation as to whether sanctions will be imposed. As Governor, I have the obligation to ensure that they are not imposed. Implementation on January 2, 1995 of the centralized emissions testing program, based on EPA's model program, avoids these sanctions.

The threat of sanctions is alone a sufficient basis for vetoing this bill. However, by requiring the Department to implement a decentralized test and repair program (which is specifically prohibited by EPA regulations) or a "hybrid" program, this bill would impose a more costly and burdensome program on motorists that will be less effective in cleaning the air and will require a more expensive and stricter testing program.

The existing centralized testing program requires only one test every two years, at a cost of just $17 (only 50 cents more per year than the current "basic" test). Centralized test centers will be open a minimum of ten and a half hours on weekdays, eight hours on Saturdays, without an appointment and with an average test taking a mere 12 minutes. Hybrid or decentralized tests may have to be done every year and at a significantly higher fee (anywhere from $35 to $100). Since hybrid or decentralized programs are less effective in cleaning the air, the EPA requires that automobiles meet tougher testing criteria, which will lead to twice as many cars failing the test. While a centralized program allows for automobiles that fail the emissions tests to be excused from having to make repairs, upon the payment of a fee set by Congress, the EPA has placed limits on the ability of states, such as California, to issue such waivers under a hybrid or decentralized system—resulting in motorists being forced to fix or scrap automobiles that fail the more stringent tests.

It is also significant that the hybrid program that EPA has approved for California only allows for certain newer vehicles to continue to be tested by a local mechanic, as they are currently tested in Pennsylvania. Individuals owning cars six years or older must be tested at a centralized test-only site, with more stringent criteria than the centralized test Pennsylvania intends to implement on January 2.

There are also hidden costs associated with a decision to proceed with a hybrid or decentralized program. EPA's audit of our basic emissions program in 1989 found that 50 percent of emissions mechanics observed were not following proper test procedures. A covert follow-up audit by the Pennsylvania Department of Transportation reported that 33 percent of the local stations audited committed major infractions of the inspection regulations. As a result, the Legislative Budget and Finance Committee report predicted that for Pennsylvania to implement a California style hybrid system it would cost as much as $13 millions in annual administrative and oversight costs required by the EPA, compared to the estimated $1.9 million to oversee a centralized program. This would be a serious drain on the Motor License Fund, taking still more funding away from highway maintenance and construction programs. This bill does not provide any revenue source to pay for these additional costs.

Finally, the bill does not even address the enormous potential impact this last minute legislative about-face will have on the contract with the vendor, and potentially the contractual liability of the Commonwealth. The company has already begun construction of 73 of 86 proposed sites. It estimates that it has spent $70 million and contractually committed an additional $77 million for these facilities. This bill exposes the taxpayers to an enormous claim for damages which would have to be defended in court at great expense to the taxpayers, and, if a court decided against the Commonwealth, could result in the imposition of a huge judgment for damages which the taxpayers would be forced to pay.
Moreover, I cannot suspend, as the bill requires, implementation of the Employer Trip Reduction Program. This program, which is currently in effect for large employers in the five-county Philadelphia area is mandated in the federal law and must be implemented in order for the Philadelphia area to meet stricter air quality standards because of its classification as a “severe” non-attainment area. Suspending this program at the eleventh hour could jeopardize Philadelphia’s effort to upgrade its classification to a “serious” status – an effort currently underway and spearheaded by the Economic Development Partnership’s Clean Air Work Group. It could also lead to sanctions and/or the need for small businesses and industry to implement costly pollution reduction measures, stalling job growth. The General Assembly, has attempted in the bill to cap the costs and fees, to ensure that our testing program is “user friendly” and carried out with a minimal cost to everyone affected by the federal law – motorists, service stations and taxpayers alike. I share that desire and believe our current centralized program meets these goals. The vendor is contractually required to meet specific performance standards with respect to driving time, waiting times and operating hours. A failure to meet these standards will subject the contractor to heavy fines and penalties – provisions that will be strictly enforced. Indeed, as an added convenience to motorists the contractor has already agreed to expanding the testing program into additional evening hours. I have also instructed the Department of Transportation to work with the Department of Environmental Resources, the EPA and the General Assembly to investigate other ways that our centralized program can be improved even more to ensure the maximum convenience for motorists; as long as the improvements do not in any way subject Pennsylvania to sanctions which would jeopardize our highway or jobs programs or increase the risk to the public health.

Suffice it to say, the provisions of this bill do not meet those requirements. Indeed, if this bill becomes law it will only be a question of when, not if, sanctions will be imposed. These sanctions will jeopardize Pennsylvania jobs, critical highway projects and the ability of Pennsylvania to attract new business to the state. These dire consequences are not based on conjecture. They are based on the findings contained in the LB&FC report, confirmed by correspondence that I have received directly from the Administrator of the EPA, and reflected in recent comments made by the EPA’s regional administrator.

To compound the problem, this bill will require the Commonwealth to implement a program that is less likely to effectively clean the air and will be more costly and burdensome, not only to Pennsylvania motorists, but to all taxpayers in the Commonwealth. This bill would expose the people of the Commonwealth to risks which I cannot approve for all the reasons indicated. In addition, the bill is based on a profound misconception of the alleged benefits of a hybrid or decentralized alternative program.

As Governor, I have the responsibility to act in the best interests of the people of the Commonwealth. The facts supporting implementation of a centralized testing program are overwhelming and incontrovertible. The sanctions to be imposed on Pennsylvania and the adverse impact they will have on Pennsylvania and each and every citizen of Pennsylvania, either directly or indirectly, are not imaginary. They are real. The best interests of the people of this Commonwealth require that I veto this bill because it places the health of our citizens at risk, threatens our progress in retaining and creating Pennsylvania jobs, and jeopardizes our critical highway programs.

For all of these reasons, I hereby disapprove this bill and return it to the General Assembly without my signature.

GOVERNOR ROBERT P. CASEY

The PRESIDENT pro tempore. It has been moved by the gentleman from Delaware, Senator Loeper, that the Senate proceed to reconsider House Bill No. 1514, Printer’s No. 4179, and agree to pass the same, the objections of the Governor to the contrary notwithstanding.

The vote required for this motion, Members of the Senate, is two-thirds of the Senate, or 33 votes.

On the question,
Will the Senate agree to the motion?

LEGISLATIVE LEAVE CANCELLED

The PRESIDENT pro tempore. The Chair notes the presence on the floor of Senator Lincoln. His temporary Capitol leave is cancelled.

And the question recurring,
Will the Senate agree to the motion?

The PRESIDENT pro tempore. The Chair recognizes the gentleman from Delaware, Senator Bell.

Senator BELL. Mr. President, it was early in the campaign that Tom Ridge came to Delaware County, and the question of the centralized automobile emissions inspection program was raised. At that time he stated that the Federal act had leeway in it, had flexibility in it, and that the State of Pennsylvania had not received any flexibility from the Environmental Protection Agency. During the campaign, I was not running, but I was working, and I found the most tremendous interest in the people in Delaware County that the emissions contract be renegotiated. Subsequent to that time, the people in my district started a petition campaign, and I have in my hands a petition signed by 6,720 residents of southeastern Pennsylvania, primarily my district. As a matter of fact, today in my district office 761 more names came in, yesterday 608 more names came in, and last Friday 800 names. This is the people speaking right here. It is the people speaking where they are demanding, on a nonpartisan basis, that Pennsylvania again attempt to get a more livable emissions inspection program adopted.

All right. I hear from the EPA administrator for, I believe it is, four States and the District of Columbia, Honorable Peter Kostmayer, a defeated Congressman from Bucks County, that we cannot have any renegotiations. The whole roof is going to fall in, and they are not only going to deny us money for roads, they are going to take our roads back. All kinds of threats. Now, who is this superman, who is this Federal employee who regards us as his plantation? We are not slaves on a plantation. This man has dictated to Pennsylvania, a political appointee dictating to Pennsylvania, dictating to these 6,000 people how they will live. Whoever elected him to give us that mandate?
Well, I thought to myself maybe our PennDOT people are dealing with the wrong person. Why deal with somebody, a political appointee, when the Governor of Pennsylvania ought to be dealing with the President of the United States? If President Clinton has time to go to Lebanon, to go to Syria and talk to the Arabs, he sure as hell has time to talk to the Governor of Pennsylvania, and what we are seeking is a period whereby we can renegotiate. We can renegotiate that contract, and if this veto is overridden, these 6,000 people will be heard. And when the new Governor comes in, he would have a mandate to go to Washington on behalf of all the people of Pennsylvania and talk to the President, not talk to somebody who is a political appointee. And if the President does not listen, 1996 is another day in Pennsylvania.

I say vote to override this veto.

The PRESIDENT pro tempore. The Chair recognizes the gentleman from Centre, Senator Corman.

Senator CORMAN. Mr. President, this issue today is feel-good kind of legislation. You know, we all are going to feel good about this because we have a chance to say to the EPA and to the Federal government, we are not going to do it. You know, we are going to feel good about that. We are sick and tired of these mandates, so we are going to override the Governor's veto and that is going to make us feel good. And, in fact, it may be a double feel-good because there are probably those here who will say, the heck with that darn Governor. This was a good idea, we wanted to pass it. We passed it, he said no. I am going to feel good twice now because I am going to override the Governor's veto, and I am going to tell the EPA and the Federal government we are not going to take this anymore, fella, and we do not care about the sanctions. We are going to override your veto. This will make us feel good. We will go home and say to our people, I feel good. I just told the EPA where to go.

But you know, sometimes you cannot just vote what makes you feel good, but I think you have to look at the total picture and find out what is it that is going to come out of this vote of mine that makes me feel good? And if we look at what happened the last time we said I feel good about telling the EPA to take their program and stick it, we found after many lawsuits and maybe 10 years we still had to do it. We had highway dollars taken away that eventually came back, but we did have to knuckle under and provide for the programs that we were told we had to do to protect the environment of Pennsylvania. And I think we probably will have to do it again.

I got a list from the Governor's Office of highways that, for example, would be in jeopardy, and it is not very hard to develop this list. All you have to do is look at the 12-year plan and see the highways that are supposed to be built and the contract bid dates that start from December of this year in Mercer County on a project that is $16.7 million, to probably the latest one scheduled here in 1997 or 1998. I see one is a U.S. 30 Bedford-Everett Highway of $60 million. These all add up to $2.2 billion of projects in almost all of our districts that are going to be in jeopardy because they said you are going to have to provide this environmental protection for Pennsylvania or we are going to not allow you to have these highway dollars. Now, you may want to say, well, I do not give a damn, but I do give a damn. You know, we survive economically in part in Pennsylvania because of our ability to get our people to work and our ability to get our goods to and from the market, and if our highways are in terrible shape, they are certainly not going to be able to have that happen very well and we are going to have economic problems.

If we also look at economic problems and look at the business impact, there is a very severe business impact. There is an impact of two-for-one sanctions on business, and you cannot really overstate the importance of that. What does it mean two for one? Well, two-for-one sanctions means that an industry that is going to add a new part of their business or a new part of their plant or coming to Pennsylvania the first time, whatever amount of pollution that they may generate in Pennsylvania, they are going to have to find a source to remove twice as much as they generate. And if we look at some of the new industries that did come to Pennsylvania recently, and if we look at all manufacturers such as pharmaceutical and chemical companies, steel mills, specialty steel companies, coke works, we are going to find it very difficult for any of these people to grow here or move here. We even look at universities or jails and prisons, sewage treatment plants that might be affected when they attempt to add a larger boiler or incinerator. Not going to be able to do it. If we look at the companies like Sony Chemical in Westmoreland County, or Metallized Paper in McKeesport, Pepperidge Farms in Lancaster County, had they chosen to come here next year after we take this action and they have to have two-for-one reduction, I tell you, Mr. President, they probably are not going to be able to come to Pennsylvania.

So, you know, there are those who will say and have said, they are not going to sanction us. You know, we can do this and they are really not going to do it. We got our highway dollars back 10 years ago and this is not really going to happen. Okay, maybe that is a given. But how do you suppose that we are going to, in 2 1/2 months next year, put together a program that we have not been able to agree upon in all the time we have had, and we are going to, in 2 1/2 months, put it all in place? That is a pipe dream. If you believe we are going to be able to do that, you believe in the tooth fairy as well.

And let us look, in fact, at the emissions inspections program that some people are talking about. We want a hybrid program. We want a program that gives our people an opportunity to choose the one they want to use. Well, gee, if you look at the various hybrid programs, Pennsylvania's centralized program is by far better than any program I have seen as a hybrid. Pennsylvania's centralized program only has a cost to the State of about $1.7 million. The California hybrid has a cost to them of about $70 million; a Pennsylvania hybrid program would cost about $7.4 million, and this is information we got from the Pennsylvania Legislative Budget and Finance Committee. They are their numbers, not mine. So if we want
to increase State spending, oh, okay, we go to a hybrid program.

Let us look at the cost to the motorists. The Pennsylvania program is only $17 every other year to have your car inspected if you get there in the first 21 days. If you want to wait until the last 10 days of the month, it will cost you $22. That is one of the best buys that I have seen out there. The suspicion of what it will be in California is $30 to $40 for test-only stations or $50 or more for the test-and-repair programs, and it is my belief that would be each year, not every other year. If we look at the Pennsylvania hybrid program, as was stated by the Pennsylvania Legislative Budget and Finance Committee, again they are talking $30 to $40 for test-only and possibly $50 for test-and-repair stations. That means we are really running up the cost of the program for your drivers and my drivers and the people who own cars.

And if we look at the year of the car, in Pennsylvania it is only the 1968 and newer cars that will be tested. In California, it will be 1966. So that is 2 more years we are adding onto it for people who own cars that would not have to be tested in Pennsylvania, who will have to be tested in Pennsylvania if we go to a hybrid program. If we look at the failure rate, in Pennsylvania we are only setting up the machines, we have about a 20-percent failure. California's will be a 40-percent failure, and our hybrid that is recommended here would probably be a 40-percent failure as well. So you are making a whole heck of a lot more people looking at that $450 repair bill who will not have to be looking at it in the program we have in Pennsylvania.

Mr. President, this is legislation that makes us feel good. We are telling somebody off, but I think we ought to be more serious about wanting to feel good. I think we ought to look at the program, look at the merits of it, and decide not to override this veto. I recommend a "no" vote.

Thank you, Mr. President.

The PRESIDENT pro tempore. The Chair recognizes the gentleman from Delaware, Senator Looper.

Senator LOOPER. Mr. President, I will be brief in my remarks tonight. I think when the amendment and the final passage of the bill was before us some time ago we debated extensively the merits or concerns relative to a centralized emissions testing program. I think particularly at that time, and just to reinforce and reiterate tonight, we talked about the impact that this program was going to have upon the motoring public. And we said at that time, Mr. President, that this program was going to be not only costly, it was going to be inconvenient and it was inflexible. And it is those three words, Mr. President, that I believe sum up the auto emissions inspection program that Pennsylvania is preparing to embark upon and impose upon those motorists in 25 counties of this Commonwealth. Our motoring public in Pennsylvania deserves much better, Mr. President. I think it was very evident in the House of Representatives yesterday when they took up this issue to override the Governor's veto and the vote in the House was 164 to 35 in order to override that veto. Mr. President, it would be my hope that the Senate could follow in that action and override the Governor's veto tonight, that Pennsylvania motorists deserve a better program. There is an alternative. There is room for negotiation, and I would recommend an affirmative vote to override the veto of House Bill No. 1514.

Thank you.

The PRESIDENT pro tempore. The Chair recognizes the gentlewoman from Philadelphia, Senator Jones.

Senator JONES. Mr. President, I, too, will be very brief. I rise to speak against House Bill No. 1514. In June of this year, this body voted to throw 19,719 Pennsylvanians into the streets by cutting off their welfare benefits. Of these people—and I remind my colleagues that they are indeed people—some 5,912 were over the age of 55 years old. They joined the 389,000 Pennsylvanians who are already listed as officially unemployed. By no coincidence, the increase in employment from August to September was 20,000 people.

We have before us a bill, Mr. President, that will make it even harder for Pennsylvanians to find jobs. If this body passes this bill, you will be creating additional and unnecessary barriers to industrial growth. I am not convinced that saving drivers a few minutes every 2 years is a good enough reason to choke off any chance we have to create more jobs and enough jobs for the people we have already cut off welfare and the ones we are getting ready to cut off.

Mr. President, I urge my colleagues to think seriously and to vote in the negative on this bill for the sake of saving and creating jobs for Pennsylvanians.

I thank you.

The PRESIDENT pro tempore. The Chair recognizes the gentleman from Beaver, Senator LaValle.

Senator LaVALLE. Mr. President, certainly I am standing here today to encourage an override of the Governor's veto, and it is going to make me feel good if that is the issue. I am certainly going to feel good because by overriding this veto the people I represent are going to feel good, and we are going to send a message to the EPA and the Federal government that the people we represent are fed up with unreasonable and unfair mandates, and I am certain my constituents are going to feel very good about that. I think some people, before they get up and speak, Mr. President, ought to read the amendment because, quite frankly, we are trying to use the old worn out scare tactic about mandates, and the fact is that the amendment only says that we want to delay this program until Pennsylvania can work out a less burdensome program with EPA that EPA would have to approve. So there is no reason for anybody like Mr. Kostmayer or anyone else in the Federal government to threaten us with sanctions, because that does not apply in this case. I think it would behoove some folks to read that amendment in the bill that we want to override today.

The second thing we could do is give the incoming administration a chance to negotiate a program with EPA that could be less burdensome and still meet EPA requirements, something that the current administration has refused for the past year and a half to do. Another thing we can do, Mr. President, is do as other States have done and they continue to
do, and that is work toward a compromise without sanctions, and I want to say that one more time, Mr. President, without sanctions, because there have been no sanctions invoked and there are at least 27 States that are attempting to negotiate something with EPA, and they are all out of compliance. We, in fact, are complying with EPA directives, therefore there is no reason to sanction Pennsylvania and there never has been.

And I guess finally, Mr. President, I am supporting an override of this veto simply because it is the right thing to do, and if you do not believe that, check with the people throughout Pennsylvania, thousands of them. As a matter of fact, close to 100,000 people have signed petitions that say they want us to negotiate something with EPA that will be less burdensome to them and probably still meet the Clean Air Act because EPA has never established that they have the way that we should be going as far as getting a quality of air that they can approve. So I would hope that those Members here who voted for House Bill No. 1514 with amendments would support an override of the veto, and I think, Mr. President, as I said, that is the right thing to do.

Thank you, Mr. President.

The PRESIDENT pro tempore. The Chair recognizes the gentleman from Erie, Senator Andreszski.

Senator ANDREZESKI. Mr. President, I will be brief on this issue. I think that if perhaps all of us in government, including the Federal government, would have been as strict on how we initially would manufacture a car with pollution control devices, we would not find ourselves bound by administrative law rules and penalty rules years later as we are now. It is rather ironic that what we are asking the public to possibly do is to pay for what perhaps the manufacturer should have done. I think perhaps on one end in Washington the power of big business and big lobbying certainly did its job over the years, and perhaps, as we are here in the Senate today on this veto override, I know we have heard all the horror stories on what is going to happen to us, but we also have a group of people who are very concerned that we go out and do what is right for those we serve, all of the citizens, and certainly all of the people out there driving.

The reality of this, Mr. President, is that many people simply cannot afford the final bill on getting a car fixed under these circumstances. And I know there are people who are going to say, well, it is only this many dollars, but if you had to go and take a car and pay $450 to get it fixed and you did not have the $450, it would not matter how many explanations were given here on the floor of the Senate or were given in news releases by the Federal or State government administrative offices that are charged with this. I think that perhaps we should hold Washington up for some scrutiny. We also have people who said during the campaign, one being Governor Ridge, that he would go back and he would renegotiate a better plan for Pennsylvania, and I see no reason why we should not take him up on this offer, not only for us here in the Senate or the House, but for our citizens whom we represent.

Finally, Mr. President, I think it is important for all of us to listen to those who sent us here from our districts. In my district there has been no issue over the last 6 or 7 months that has produced as many inquiries, opinions, and objections as reformulated gas and standardized emissions testing. Do we have an obligation to those? Yes, we do, Mr. President, and I think that we have some obligation to say let us give this another look, let us see if we can renegotiate a better deal, and let us do what is best for all people in Pennsylvania, especially those citizens we represent.

Thank you, Mr. President.

The PRESIDENT pro tempore. The Chair recognizes the gentleman from Allegheny, Senator Wagner.

Senator WAGNER. Mr. President, I would also like to make a comment in regard to this legislation. It has been around for some time. I have not made a public comment in this Chamber in regard to it, but I think I should. First and foremost, I did not vote for centralized emissions testing, which was passed approximately 1 year ago. However, I did vote recently on the bill in front of us today, House Bill No. 1514, to suspend centralized emissions testing from January 1, 1995, to March 31, 1995, and to require PennDOT to present an alternative plan by March 1, 1995, to EPA. In my opinion, that was the correct bill, and I believe the majority of people in here today feel that way also, and I certainly hope that at least two-thirds of the people here today feel that way. I feel very strongly that we should override the Governor's veto.

No one, at times, seems to be listening at the Federal level or the State level in regard to what the people want. There have been a number of issues related to this issue that have become extremely disturbing. Certainly centralized emissions testing is one of them. The other issue that we just dealt with, reformulated gasoline, is another, and who knows what is on the future horizon or agenda. Is it the California low-emission vehicle? Will the Federal government be saying some day that we cannot drive our vehicles unless we meet their standards? And we all know that the people in Pennsylvania are extremely irritated, primarily due to the fact that these issues have been strung out and presented to them very quickly without prior notice, without public participation. And it is about time we begin to listen to what the public is saying. This is the number one complaint in my district office and has been for the last 6 months.

There is nothing wrong with the bill in front of us, and I believe that is the bottom line. We are simply asking for a delay. That delay is a 3-month period. It is reasonable, and I believe PennDOT should follow through on this legislation. Certainly, there is going to be a change in administration, and I believe we have a grand opportunity to see what the new administration's position is on this issue also. We have heard considerable dialogue in recent months, and let us see if that dialogue will be followed through. I believe we should all vote to override the Governor's veto.

Thank you.
get a new ID card from the Army, and I was in a constant train of heavy trucks. Have you ever smelled the exhaust from trucks? That also causes cancer. Who did the big trucks get to in Washington to push this down the throats of your neighbors and my neighbors who drive passenger cars? Up through I-95, which follows along the Delaware River, there is a constant parade of trucks spewing out diesel fumes. They are not under this.

And so I am suggesting, and again, as I urge everybody to override this veto, that when Ridge goes to Washington, he talks to the President and says, put your act in order. How about putting a nationwide ban on trucks so when these out-of-State trucks go through my district and your district they have to have their emissions controlled?

The PRESIDENT pro tempore. The Chair recognizes the gentleman from Allegheny, Senator Hart.

Senator HART. Mr. President, I am pleased to hear my colleague from Allegheny County is planning to do the same thing that I am today, and that is to heed the concerns of our constituents. I recently got off the phone with a legislative aide in my district office who told me from her last count of the 562 phone calls that we have received that only 1 person was in favor of the emissions testing program to be centralized as has been planned, and that person is allegedly to be working at one of those sites.

It is clear that Pennsylvanians do not want to be burdened with testing that is unnecessary in our State. According to the Pittsburgh Tribune Review of October 11, 1994, Peter Kostmayer, the EPA's regional administrator, stated that centralized emissions testing would keep at least 250 tons of pollutants out of the Commonwealth's atmosphere, but recent studies have indicated that his calculations were way off base. The average car would have to emit 250 pounds of pollutants into the air each day to live up to Kostmayer's calculations, when, in fact, the average car or truck emits only about 8 pounds of pollutants per day.

Additionally, the Arizona-based company Envirotest, in my opinion, has misled the people of western Pennsylvania by promising the city of McKeesport 20 to 25 full-time jobs at emissions testing centers to be opened there. McKeesport Mayor Lou Washowich stated, according to the Pittsburgh Post-Gazette of October 12, that his community bent over backward to make land available to Envirotest, only to find that their true intention was to create 40 part-time jobs without benefits, certainly not what the city of McKeesport needs, and those are not the jobs that Pennsylvania needs at this time.

Pennsylvanians spoke out in last Tuesday's elections, and I think across the country it was loud and clear that the public is tired of government placing burdens upon them when, in fact, the American way is for the government to be run by the people. Imposing centralized emissions testing would not only cause Pennsylvanians financial hardship and repairs to their vehicles, but most likely would also require those who are working to take time off from their work to travel to these centralized sites. This is an imposition that is ridiculous for us to impose upon the people of the Commonwealth. People of Pennsylvania have been overwhelmingly opposed to this system from the very beginning, and I believe that we would simply be perpetuating an injustice on them if we fail to override Governor Casey's veto.

The PRESIDENT pro tempore. The Chair recognizes the gentleman from Delaware, Senator Bell.

Senator BELL. Mr. President, I am glad that the people from the rest of Pennsylvania feel the way that my constituents do, that this is a vicious program that has been thrust on us and it is time we renegotiate. And I have not heard anybody mention something which we uncovered when the watchdog committee looked into this matter. The emission inspection does not apply to trucks 9,000 pounds or bigger. I drove to Carlisle this morning. I had to go over to the War College to
what the Federal judge did? He stopped our highway money. And when it was only $100 million, nobody cared, $200 million, they started to get a little bit more concerned. When it got to half a billion dollars, guess what this brave, macho Pennsylvania Senate did? They caved in. They put their tails between their legs and they said, okay, Federal judge, what do you want us to do? We will do it. Just give us our highway money.

And did we learn from that? No. We are back here again. The hell with Washington. The hell with Congress. The hell with Federal law. We are going to do what we think we should do. In fact, some people say it is the right thing to do. Well, Mr. President, it might be the temporarily politically expedient thing to do, but I doubt very much if it is the right thing to do. To play this kind of foot loose and fancy free with our State's economy is not the right thing to do. To play this kind of foot loose and fancy free with jobs that could be created or jobs that might be lost is not the right thing to do. And to try to con the people of Pennsylvania into believing that if we override this veto, somehow they will never have to get their cars inspected for emissions is also not the right thing to do. Mr. President, I remember when the argument was, gee, California cut a deal, we can cut a deal, and then I read what the deal was. The deal that California cut was worse than the program that we have. But in the end, who will get screwed? The public will get screwed. You can bet your bottom dollar on it. We will do them the favor tonight. We will do, quote, "what we have. But in the end, who will get screwed? We will override this veto."

Mr. President, I just got back from Lisbon, Portugal, where I saw the effects of pollution on a wonderful city. And when I was there, I will admit I was with some businesspeople who said to me, you know, we complain about these environmental nuts, but when you look at this, they probably are saying something right. Mr. President, the problem here is that not enough of our people have been around to really see what the environment can look like if you let the people do what they want to do and pollute the hell out of the air. But we do not care about that because we are here tonight to do the right thing. We are going to do the politically expedient thing.

But, Mr. President, I will be the happiest person in this Chamber, and believe me, you guys know that I will be up to tell you about it when it happens. I will enjoy myself immensely when I come back and have to tell you, gee, where is all the macho? Let us hold the line and tell the government to go to hell when they cut off a billion dollars in our highway money. And let us tell them, shut down those plants that are putting some pollutants in the air. Go tell those people to get out of their jobs because they would rather lose a job than clean up the air because of their car. I expect you all to do that. I do not want anybody coming around complaining when somebody loses their job.

Granted, the EPA can be a real pain in the neck, and nobody loves Peter Kostmayer, nobody loves any of those people, but somewhere along the line they got vested with authority. Now, if you want to take that away from them, terrific, do it. But until that is done, you are going to deal with reality. And by the way, I cannot wait for Tom Ridge to get the opportunity to sit down with Bill Clinton after he called him a draft-dodging student all over this Commonwealth, and he is going to say to Bill, look, pal, I need a favor, and Bill is going to say, sure, Tom, whatever you want. I am going to make you look good back in Pennsylvania. Sure, I believe that too. I do not believe in the tooth fairy, and regrettably, not even my 5-year-old does, and I do not believe in that.

Mr. President, the truth and the fact of the matter is tonight is a night for leadership. Tonight is a night for courage. Tonight is a night to do the right thing and sustain Governor Casey's veto. It does not take a rocket scientist to know what this is about today. It is time to stop pandering to the public...
who do not really understand the issue. It is time to exercise leadership and go back and educate constituents so that we can really do the right thing. Regrettably, Mr. President, it will not happen tonight, but I will enjoy it immensely when we come back and have to revisit this issue.

Good luck, and I will see you then.

LEGISLATIVE LEAVE

The PRESIDENT pro tempore. The Chair recognizes the gentleman from Delaware, Senator Loeper.

Senator LOEPPER. Mr. President, Senator Rhoades has been called from the floor to his office, and I request a temporary Capitol leave on his behalf.

The PRESIDENT pro tempore. Senator Loeper requests a temporary Capitol leave for Senator Rhoades. Without objection, that leave will be granted.

And the question recurring.

Will the Senate agree to the motion?

The PRESIDENT pro tempore. Chair recognizes the gentleman from Washington, Senator Stout.

Senator STOUT. Mr. President, I rise to oppose the motion of the Majority Leader to override the veto on House Bill No. 1514. Basically it was about 4 years ago, the same time in 1990, I believe it was November 15, when the amendments to the Clean Air Act passed. That seems to be the date used over and over. It is ironic that we are coming back here today on November 15 to deal with this issue that has been before us for the past several years.

The reason that I oppose House Bill No. 1514 being enacted is that it is going to create great chaos and confusion out there. Unfortunately, there is a mood about this country, a great deal of confusion dealing with the centralized auto emissions inspection program and what it does. It is not a program that makes everyone happy. And as the previous speaker said, even back in the late 1970s when the initial IM program was implemented, we fought that for over a period of approximately 5 years, and after spending considerable dollars, finally we implemented the program when hundreds of millions of dollars of highway funds were impounded which would have brought great negative impact on our highway transportation network.

Today we are risking, as my colleague, the gentleman from Centre, Senator Corman, listed, nearly 2 billion dollars' worth of projects that affect not only the counties that have to implement centralized inspection, but also all the counties in the Commonwealth of Pennsylvania. And indeed, what is going to happen if House Bill No. 1514 becomes law is in this short period of time between now and March, it is going to be virtually impossible to implement a program. What is going to happen is there are going to be sanctions forthcoming against Pennsylvania impounding significant highway dollars, impacting projects, having an impact upon our business community with the two-to-one offsets. Indeed, it is going to have a serious impact throughout Pennsylvania on our economy, on our future, on people who are making business decisions because of the fact that this issue is not being settled.

I know that there has been much confusion out there with the public and the impact it has with them, and I think the only way we can deal with this is to move forward. The centralized inspection program is cost-effective to the Commonwealth and to the motorist. It brings into play certain things and in other States that have adopted the so-called hybrid or combination inspection and repair-type program, the costs have been significantly higher. There have been increased requirements as far as the cut points and the failure rates that will also have a significant impact upon the motorists in this Commonwealth.

I think we have to be responsible this evening. We have tried to address this program. If you recall when we passed this, we passed in our State legislation requirements that would be no stricter than the Federal requirements, so we have tried to do that. We have tried to implement a program, and I think it would be in the best interest of Pennsylvania if we would sustain the Governor's veto this evening and implement the program and move forward so that we can minimize the negative impact and the costs upon motorists as another system would have to be developed and implemented which would have a greater cost to the consumer and the potential of destroying jobs and holding back economic development in Pennsylvania.

So while there may not be sufficient votes here this evening to do that, I think the previous speakers have alluded to the fact that this problem is not going to go away. Maybe the correct thing is we have a new Congress coming into D.C. next January and, you know, maybe changes need to be made in the Clean Air Act. It took many, many years for that to develop, but now there might be some reason to change it. But in the meantime, Pennsylvania will be seriously impacted if House Bill No. 1514 becomes law, and I am sure we will have to come back and address this problem at some future date. So I urge your support in sustaining the Governor's veto.

Thank you, Mr. President.

The PRESIDENT pro tempore. The Chair recognizes the gentleman from Allegheny, Senator Fisher.

Senator FISHER. Mr. President, I rise to support the effort to override the Governor's veto on House Bill No. 1514. I do not think I have ever seen in debates on a controversial issue like this such sharply different opinions and what I am hearing tonight on what is in a bill and what the impacts of our action will be tonight. I think, quite frankly, that when I listen to the opponents of the override effort, I wonder if they are reading the same bill that I am reading. I am wondering if they are looking at the same background material that I have looked at, because I do not think the step that we are taking here tonight is all what people have said it is. I do not think we are standing here tonight trying to tell the Federal government and the EPA to go to hell. I think what we are doing is we are recognizing that it is time for somebody to go to Washington and try to negotiate for Pennsylvania to get a different deal. That is all this bill is about. House Bill No. 1514 says that the centralized test-only vehicle emissions inspection program shall
be suspended until March 31, 1995. That is what this bill is primarily about.

Now, why are we saying that that program should be suspended until March 31, 1995? A couple of basic reasons. One, we think that there is an opportunity that if someone goes down and negotiates aggressively for our State that perhaps we can get another program, a program with some centralized testing but a hybrid program also with decentralized testing.

Secondly, we think that the climate has changed dramatically. We all knew when House Bill No. 1514 was passed initially that we were going to have a new Governor in Pennsylvania. We did not know at that time who the Governor was going to be, whether it was going to be Lieutenant Governor Singel or whether it was going to be Congressman Tom Ridge, but we knew there was going to be a new Governor. We recognized with a new Governor it was going to be a Governor who perhaps would take a different perspective on this issue than Governor Casey has. It is a position that most of the General Assembly has sharply disagreed with Governor Casey on. And those two differences are the major differences. I believe that we have an opportunity in this State with Governor-elect Ridge being willing to go down to Washington to negotiate for us that we can have another program.

And the gentleman from Philadelphia, Senator Furno, says that we are deceiving the people by saying to some of them that maybe they are not going to have to get their car inspected. Well, I say we are not, because in fact there is other language in this bill that asks and petitions the Governor, who once again is the only person who can act on behalf of Pennsylvania, to get us out of something that is called the Northeast Ozone Transport Commission. Now, that is an entity that few people know much about. Very few people have written much about it, but Mr. President, you know we rail against the bureaucrats, we rail against Congress, we rail against the President, but here we have an agency that no one elected, no one appointed them except the governors of the northeastern States sent representatives to this agency. And here we have a new agency that is not only telling us what to do, but telling the northeastern States across the country what to do.

We should not be in the Northeast Ozone Transport Commission, Mr. President, except for the five counties in southeastern Pennsylvania. And why is that? That is because when Senator Fumo talks about the problems with clean air, it is the 5 southeastern counties which are out of attainment. It is those 5 counties that have severe pollution and ozone problems, and it is those 5 counties that when you look at the mix of the northeastern States, it is those 5 counties that I believe ought to aggressively take steps, such as an enhanced centralized emissions inspection or a hybrid system, to clean up the air, but the rest of the 61 counties in Pennsylvania do not have the problems that those 5 counties have. Unfortunately, we got put into the Northeast Ozone Transport Commission. But there is another part of that act that says that the Governor can petition the EPA, once various parts of the State have come into attainment, to get us out of that commission. Well, do you know what happens if the Governor does that? Do you know what happens? Three things can happen. Three things can happen.

One, those parts of the State that do not have severe ozone problems will not need to have a centralized emissions inspection program. They will continue to have the emissions inspection program which we have today, but they do not need to have the new enhanced program that is going to cost the motorists across this State perhaps as much as $450 per car every 2 years. That is a lot of money.

Secondly, do you know what else? We will not have the problem in 28 counties in Pennsylvania with reformulated gas.

Thirdly, this State will not have to have a Cal-lev car. I think it is worthwhile that the Governor of this Commonwealth, whether it be Governor Casey in the next 62 days or whether it be Governor-elect Ridge after that, go down and aggressively fight for Pennsylvania to get us taken out of that Northeast Ozone Transport Commission, and if we do that, the people whom I represent and the people across most of Pennsylvania will not have to have this enhanced emissions inspection.

So I think it is right for us to stand up tonight, not to stand up tonight to say Washington be damned. That is not what we are doing, but we are standing up to say to the people of this State that we think the time has come, we think the time has come that somebody should go to Washington to try to give us a chance at another program. That is what this bill does by providing us time and by providing the next Governor time until March 31 of 1995.

Mr. President, I do not feel good standing up here being involved in this fight. This, to me, is not feel-good legislation such as my friend, the gentleman from Centre, Senator Corman, has labeled it, but I do think, Mr. President, that at this stage this is, in fact, the right thing to do, and I would encourage the Members of the Senate to stand with me and to stand with others to override the Governor's veto and give Pennsylvania a fighting chance. Let us see if we cannot get another program, but Mr. President, it is time to override this veto and put this bill into law, notwithstanding the Governor's veto.

Thank you, Mr. President.

The PRESIDENT pro tempore. The Chair recognizes the gentleman from Lancaster, Senator Armstrong.

Senator ARMSTRONG. Mr. President, for me this has been one of the most difficult votes I have ever debated, in my mind. I do not think the people like it, I do not think any of us here like it, but I honestly think it is probably the best deal we are going to get. And I really believe we are going to tamper with this thing and I think we are going to screw it up. I think we are probably going to make it more costly, more complicated, and it is going to end up in the courts. We are going to jeopardize highway programs and we are going to delay programs, and we are going to jeopardize jobs and people's lives. I really do not think we will get a better deal. And I agree with everything the gentleman from Philadelphia,
Senator Furno, said. In my thinking he is right on. But I am going to vote to override the Governor's veto because I will give it 90 days. I do not think they can do it in 90 days, to be honest with you, but, hopefully, with last Tuesday's election maybe they can feel the ire of the public and maybe they will make some changes. I do not think we can do it, but who knows? After last Tuesday maybe there will be some changes made. But I will give it 90 days, and at this time I will vote to override the Governor's veto.

The PRESIDENT pro tempore. The Chair thanks the gentleman.

LEGISLATIVE LEAVES

The PRESIDENT pro tempore. The Chair recognizes the gentleman from Philadelphia, Senator Fumo.

Senator FUMO. Mr. President, I request temporary Capitol leaves for Senator Afflerbach, Senator Lewis, and Senator Jones, who have been called to their offices.

The PRESIDENT pro tempore. Senator Fumo requests temporary Capitol leaves for Senator Afflerbach, Senator Lewis, and Senator Jones. Without objection, those leaves will be granted.

And the question recurring, Will the Senate agree to the motion?

The PRESIDENT. The Chair recognizes the gentleman from Fayette, Senator Lincoln.

Senator LINCOLN. Mr. President, on the motion to override, I did not intend to get involved in this debate, but I really think the problem we are having with this with the general public can be summed up in one speech here tonight, and that is the inflammatory speech that the gentleman from Allegheny, Senator Fisher, just gave a few minutes ago. What Senator Fisher did was so far away from the reality of what we are dealing with that I have a hard time understanding how somebody as competent and intelligent as Mike Fisher could take that position.

The Northeast Ozone Transport Commission that he was critical of is there because of the Federal law. We did not have a choice. And because there are five counties, so what? The whole State is part of it, and the whole State has the responsibility of clearing up their air, not just those five counties. He talked about no centralized emissions, that we are going to have the tailpipe. We have the basic now and it is not working. He talked about once we reach attainment. That is what this is all about. The process has been moving towards attainment throughout the last 8 or 10 years that we have been fighting this silly battle.

And I want to tell you that whenever the gentleman from Allegheny, Senator Fisher, was talking about in House Bill No. 1514 is not in the Federal law. It may have been put into House Bill No. 1514, but it is not in the Federal law. And if you want to talk about anything, all you are doing tonight is postponing what really has to be done, whether we agree with it or do not agree with it. And it is an emotional issue because a lot of public officials do not have the courage to stand up and do what is right. They run out and talk to a crowd of people throughout the State, and they do the same thing that Senator Fisher did here tonight, they talk about a lot of different issues that have nothing to do with the real issue at hand.

I know it is not an easy vote, but I can tell you that if you vote to override this veto tonight, I will not be here when it happens, but I will read about it in the paper, how much pressure and confusion you are going to be operating under and scurrying to try to save all the programs. Anyone who believes that we are not going to have any punitive action take place before March is foolish. There are all kinds of programs that can be affected immediately. Tomorrow you may see some of the sanctions begin to take place. I do not understand why anybody would want to rail and make such an emotional plea out of this issue and further confuse and further inflame the general public when they know that we have to do this. It has to be done and it has not been done in a total manner that I agree with, but I do not know of anything in 22 years in the General Assembly that I have had total agreement with. I just think it is unfortunate that we have somebody who can stand up and make that kind of a plea and that kind of a speech when half of what was said has no bearing on what we are dealing with here this evening.

The PRESIDENT pro tempore. The Chair recognizes the gentleman from Allegheny, Senator Fisher.

Senator FISHER. Mr. President, not for purposes of rebutting what the gentleman from Fayette, Senator Lincoln, said, but I just would like to cite that provision of Federal law that contains the means by which Pennsylvania's Governor can remove the State or any part of the State out of the Northeast Ozone Transport Commission. That is Title 42 of the United States Code, Section 7506(a), and if anyone wants to check that section, it is right here. It is part of the record, it is a means by which it can help solve the problem for most of those counties that really should not pay the price of solving this problem.

Thank you, Mr. President.

And the question recurring, Will the Senate agree to the motion?

PARLIAMENTARY INQUIRY

The PRESIDENT pro tempore. For what purpose does the gentleman from Allegheny, Senator Bodack, rise?

Senator BODACK. Parliamentary inquiry, Mr. President. What vote means what?

The PRESIDENT pro tempore. The motion is to override, so an "aye" vote is to override; a "no" vote is to sustain the Governor's veto.

And the question recurring, Will the Senate agree to the motion?

The yeas and nays were required by Senator LOEPER and were as follows, viz:
YEAS—37

Afflerbach  Fisher  Marks  Robbins
Andrezsksi  Greenleaf  Mowery  Salvatore
Armstrong  Hart  Musto  Shaffer
Baker  Heckler  O'Pake  Shumaker
Belan  Holl  Pecora  Stapleton
Bell  Jubelirer  Peterson  Stewart
Bodack  LaValle  Porterfield  Tilghman
Bortner  Lemmon  Pant  Wagner
Brightbill  Looper  Rhodes  Wenger
Dawida

NAYS—12

Corman  Jones  Madigan  Schwartz
Fumo  Lewis  Mellow  Stout
Helfrick  Lincoln  Rabman  Williams

A constitutional two-thirds majority of all the Senators having voted "aye," the question was determined in the affirmative.

Ordered, That the Secretary of the Senate inform the House of Representatives accordingly.

SPECIAL ORDER OF BUSINESS
ANNOUNCEMENT BY THE SECRETARY

The SECRETARY. Consent has been given for the Committee on Veterans Affairs and Emergency Preparedness to meet immediately in the Rules room to consider House Bill No. 2047.

The PRESIDENT pro tempore. Would all Members of the Committee on Veterans Affairs and Emergency Preparedness report to the Rules room for a meeting of that committee. We will continue while that committee is meeting.

UNFINISHED BUSINESS REPORTS FROM COMMITTEE

Senator LEMMOND, from the Committee on State Government, reported the following bills:

HB 2861 (Pr. No. 4402) (Amended)

An Act authorizing and directing the Department of Military Affairs, the Department of General Services, the Department of Environmental Resources and the Department of Public Welfare to transfer jurisdiction within the State government of certain tracts of Commonwealth real property acquired under the act of September 29, 1938 (Sp.Sess., P.L.53, No.21), entitled, as reenacted and amended, "An act relating to institutions of counties, cities, wards, boroughs, institution districts and other political subdivisions, for the care, maintenance, and treatment of mental patients; for the transfer to the Department of Welfare for the care, maintenance and treatment of mental patients of such institutions, and all grounds, lands, buildings and personal property of such political subdivisions used for the care and maintenance of indigent persons connected with such mental institutions; for the management and operation or closing and abandonment thereof; and for the maintenance of mental patients therein; including the collection of maintenance in certain cases; providing for the retransfer of certain property to counties, cities, wards, boroughs, townships, institution districts and other political subdivisions under certain circumstances; conferring and imposing upon the Governor, the Department of Welfare, the courts of common pleas and counties, cities, wards, boroughs, townships, institution districts and other political subdivisions certain powers and duties; prohibiting cities, counties, wards, boroughs, townships, institutions districts and other political subdivisions from maintaining and operating institutions, in whole or in part, for the care and treatment of mental patients; and repealing inconsistent laws," transferring certain parcels of land on former Byberry State Hospital among the Department of Public Welfare, the Department of General Services and the Department of Environmental Resources; and authorizing the Department of General Services, with the approval of the Department of Environmental Resources, to lease to the City of Philadelphia certain lands subject to certain conditions within the bed of the Delaware River in the First Ward of the City of Philadelphia.

HB 2978 (Pr. No. 4403) (Amended)

An Act providing for voter registration, for registration commissions and for remedies; imposing penalties; providing for applications for absentee ballots; making appropriations; and making repeals.

CONGRATULATORY RESOLUTIONS

The PRESIDENT pro tempore laid before the Senate the following resolutions, which were read, considered and adopted:

Congratulations of the Senate were extended to Amanda Shaffer by Senator Armstrong.

Congratulations of the Senate were extended to Alexander W. Hunter by Senator Dawida.

Congratulations of the Senate were extended to Honorable Richard J. Cessar by Senator Fisher and others.

Congratulations of the Senate were extended to Honorable Juanita Kidd Stout by Senator Fumo.

Congratulations of the Senate were extended to Mr. and Mrs. Leo Schreiber and to John F. Seibert by Senator Hart.

Congratulations of the Senate were extended to Mr. and Mrs. Marlin L. Plymette, Mr. and Mrs. Herbert Randall and to Our Mother of Consolation Church of Mount Carmel by Senator Helfrick.

Congratulations of the Senate were extended to Randolph J. Cicatello, Jr., by Senator Holl.

Congratulations of the Senate were extended to Garry James Wilson by Senator Jubelirer.

Congratulations of the Senate were extended to Sister Mildred Ludes by Senator Lemmond.

Congratulations of the Senate were extended to Matthew Elliott Breese and to Timothy John Dobbins by Senator Loeper.

Congratulations of the Senate were extended to Mr. and Mrs. Radford Haner, Mr. and Mrs. Joseph A. Kulik, Michael P. Wagner, Justin P. Strouble, Joseph Chameskie, Matthew
Michael Manning, Michael Joseph Rosh, Jesse Ernest Smith and to Steven Matthew Smith, Jr., by Senator Madigan.

Congratulations of the Senate were extended to Rebecca Moratelli's Class, Elk Lake Elementary School of Dimock by Senators Mellow and Lemmond.

Congratulations of the Senate were extended to Todd A. Lowe and to James Walton Schilling by Senator Mowery.

Congratulations of the Senate were extended to Travis Aaron Hodubski and to Myrtle M. Hamilton by Senator Peterson.

Congratulations of the Senate were extended to Barbara J. Gleim by Senators Peterson and Shumaker.

Congratulations of the Senate were extended to Mark R. Williams by Senator Reisman.

Congratulations of the Senate were extended to Mr. and Mrs. James Morrow and to Jerry Kerzmann by Senator Rhodes.

Congratulations of the Senate were extended to the Erie Extension Canal Museum of Greenville by Senator Robbins.

Congratulations of the Senate were extended to Thomas Anderson and to Inspector Robert J. Levins by Senator Salvatore.

Congratulations of the Senate were extended to Bobbie Hall James by Senator Schwartz.

Congratulations of the Senate were extended to James C. Weygandt by Senators Shaffer and Peterson.

Congratulations of the Senate were extended to Georigene F. Penyak by Senator Shumaker.

Congratulations of the Senate were extended to Mr. and Mrs. Harry W. Beveridge and to Mr. and Mrs. Glenn Wainwright by Senator Stapleton.

Congratulations of the Senate were extended to Mr. and Mrs. Albert Garrone, Mr. and Mrs. Merritt Downing, Mr. and Mrs. Kenneth Morris, Mr. and Mrs. Robert Pepper, Albert Miller and to the Elrama Volunteer Fire Company by Senator Stout.

Congratulations of the Senate were extended to Mr. and Mrs. Andrew J. Seman by Senator Wagner.

Congratulations of the Senate were extended to Albert J. Brown by Senator Williams.

BILLS ON FIRST CONSIDERATION

Senator TILGHMAN. Mr. President, I move that the Senate do now proceed to consideration of all bills reported from committees for the first time at today's Session.

The motion was agreed to.

The bills were as follows:

SB 1407, HB 1044, HB 1856, HB 2085, HB 2102, HB 2156, HB 2305, HB 2367, HB 2505, HB 2542, HB 2861, HB 2978 and HB 3067.

And said bills having been considered for the first time, Ordered, To be printed on the Calendar for second consideration.

COMMUNICATION FROM THE GOVERNOR

RECALL COMMUNICATION
REFERRED TO COMMITTEE

The PRESIDENT pro tempore laid before the Senate the following communication in writing from His Excellency, the Governor of the Commonwealth, which was read as follows and referred to the Committee on Rules and Executive Nominations:

MEMBER OF THE STATE BOARD OF BARBER EXAMINERS

November 15, 1994

To the Honorable, the Senate of the Commonwealth of Pennsylvania:

In accordance with the power and authority vested in me as Governor of the Commonwealth, I do hereby recall my nomination dated October 12, 1994 for the reappointment of Richard Sciorillo, 3301 G Street, Philadelphia 19134, Philadelphia County, First Senatorial District, as a member of the State Board of Barber Examiners, to serve for a term of three years and until his successor is appointed and qualified, but not longer than six months beyond that period.

I respectfully request the return to me of the official message of nomination on the premises.

ROBERT P. CASEY
Governor

BILL SIGNED

The PRESIDENT pro tempore (Robert C. Jubelirer) in the presence of the Senate signed the following bill:

SB 1629.

ANNOUNCEMENTS BY THE SECRETARY

The following announcements were read by the Secretary of the Senate:

SENATE OF PENNSYLVANIA

COMMITTEE MEETINGS

WEDNESDAY, NOVEMBER 16, 1994

9:30 A.M. APPROPRIATIONS (to consider House Bills No. 1245, 1741 and 2874) Room 461 Main Capitol

REPORT FROM COMMITTEE

Senator PUNT, from the Committee on Veterans Affairs and Emergency Preparedness, reported the following bill:

HB 2047 (Pr. No. 2517)

An Act amending Title 51 (Military Affairs) of the Pennsylvania Consolidated Statutes, providing for maintenance of armories.

BILL ON FIRST CONSIDERATION

Senator LOEPER. Mr. President, I move that the Senate do now proceed to consideration of the bill just reported from committee for the first time at today's Session.

The motion was agreed to.

The bill was as follows:

HB 2047.

And said bill having been considered for the first time, Ordered, To be printed on the Calendar for second consideration.

ADJOURNMENT

Senator LOEPER. Mr. President, I move that the Senate do now adjourn until Wednesday, November 16, 1994, at 10 a.m., Eastern Standard Time.

The motion was agreed to.

The Senate adjourned at 6:15 p.m., Eastern Standard Time.