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BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

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DOCKET NO. L-2013-2349042

MOTOR CARRIER VEHICLE LIST AND VEHICLE AGE REQUIREMENTS -
PROPOSED RULEMAKING ORDER

COMMENTS ON BEHALF OF RAYMOND J. LECH D/B/A STEEL CITY CAR SERVICE

AND NOW, comes Raymond J. Lech ("Mr. Lech"), who is an individual doing business under the fictitious name of Steel City Car Service and, by and through his attorneys, hereby submits the Comments set forth below in response to the Notice of Proposed Rulemaking Order published in the Pennsylvania Bulletin on October 19, 2013 in regard to the proposed amendment of the regulations of the Pennsylvania Public Utility Commission ("Commission") for purposes of streamlining the PUC's procedures and requirements pertaining to motor common carriers of passengers.

In 1996, Mr. Lech was granted limousine operating authority at Docket No. A-00117490, and he has conducted certificated operations continuously for approximately the last 17 years. Mr. Lech is not opposed to the proposal of eliminating the prohibition against limousine carriers operating vehicles that are no more than 8 model years old. Nor does Mr. Lech object to the Commission rescinding the regulation that requires a limousine carrier to submit a vehicle list to the Commission each year in December.

However, Mr. Lech is strenuously opposed to the proposed regulation which would preclude a limousine carrier from providing certificated limousine service in a vehicle that has

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more than 200,000 miles of commutative mileage on its odometer. Any such requirement would place an unnecessary and unjustifiable financial burden upon limousine carriers, especially small limousine carriers such as Mr. Lech who operate less than 5 vehicles, because it would require such limousine carriers to retire their vehicles when they are still in good physical condition as well as in good mechanical condition. In order to be able to finance the purchase of substitute vehicles, many of these limousine carriers, including Mr. Lech, would have to raise the rates that they charge the public for limousine service, and this would not be beneficial to the public nor would it be in the best interest of the public.

The 200,000 mile limitation is not a "fair standard" because there are no studies or other empirical evidence referred to by the Commission which establishes that there is a definitive correlation between the age of a vehicle used in providing limousine service and the safety and reliability of that vehicle in providing service to the public. It is submitted that 200,000 mile restriction is arbitrary and capricious. It is also submitted that the vehicles operated by limousine carriers are required to be inspected by state certified mechanics annually, and that they are better maintained than most cars owned by consumers who share the road with limousine vehicles.

Mr. Lech submits that a more fair and reasonable standard for the Commission to adopt would be that the maximum amount of miles allowed on a limousine vehicle's odometer be 350,000 miles, as opposed to the proposed 200,000 miles. This is a more practical and realistic mileage restriction given the fact, with good, professional maintenance, it is not uncommon in our industry for a vehicle to have well over 300,000 miles on it before repairs start to become too costly to continue to operate the vehicle.


Since it will be critically important for limousine carriers to plan ahead for when any new

rule takes effect, it is requested that the date that any new rule takes effect be postponed for a period of one year after adopted by the Commission to allow carriers to make the necessary arrangements to purchase suitable substitute vehicles to bring there operations into compliance with any new rule prior to the new rule's effective date. Alternatively, it is requested that any new rule be made effective only prospectively, that the existing vehicles in excess of the mileage limitation be "grandfathered" and that the waiver procedure be allowed to continue with respect to such vehicles that are currently used to provide certificated services and that are over any mileage limit that may be adopted.

On behalf of Raymond J. Lech d/b/a Steel City Car Service, it is respectfully requested that the Commission modify the Proposed Rulemaking and adopt a rule which provides that a vehicle with more than 350,000 miles of commutative mileage on its odometer may not be operated in providing certificated limousine service.

Respectfully submitted,

Wick, Streiff, Meyer,
O'Boyle & Szeligo, P.C.

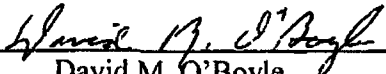


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CERTIFICATE OF SERVICE

The undersigned, David M. O'Boyle, Esquire, hereby certifies that the signed original of the foregoing Comments on behalf of Raymond J. Lech d/b/a Steel City Car Service were mailed on November 14, 2013, as follows:

Rosemary Chiavetta, Secretary,
Pennsylvania Public Utility Commission
P.O. Box 3265
Harrisburg, PA 17105-3265



David M. O'Boyle

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