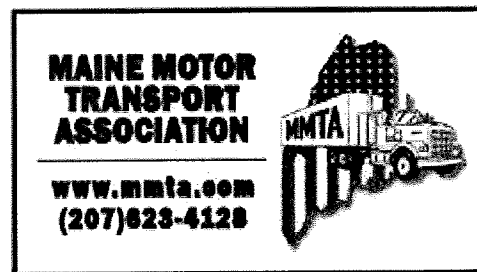


**TESTIMONY OF Brian Parke
L.D. 1198, "Resolve, Directing the
Department of Economic and Community
Development to Convene a Working Group
to Improve the State's 10-year Economic
Development Strategy"**



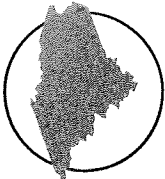
Good afternoon, Senator Curry, Representative Roberts, and members of the Committee On Innovation, Development, Economic Advancement and Business. My name is Brian Parke and I am the President and CEO of the Maine Motor Transport Association and a resident of Brunswick. The Association is comprised of more than 1,700 member companies, whose employees make up a large portion of the 32,000 people who make their living in the trucking industry in Maine.

We are testifying today to wholeheartedly support LD 1198. We applaud the Governor, the legislature and all of the stakeholders who offered input on Maine's existing Economic Development Strategic Plan for caring about our great state and for wanting to accomplish important economic goals. But much like any well-intended plan, improvements can always be identified to make it better with improved outcomes. And we believe this resolve can make such improvements.

MMA has been the voice of Maine trucking for 76 years and, as such, our members have an enlightened self-interest in our state's economic success. All of the potential improvements listed in Section 3 of the bill could result in meaningful results that benefit all Mainers. But from our perspective, the workforce we employ, the taxes we pay, and the communities we support is only made possible with a growing and thriving economy. Quite simply, there is only freight to haul if the economic activity supports it.

Seeing as how this is my first time this session in front of this committee, I have included some Fast Facts about the Maine trucking industry and our impact on the workforce, the environment and the economy.

Thank you for your consideration and for allowing me to testify. We ask that you support LD 1198. I would be happy to answer any questions the committee has now or at the Work Session.



Maine

TRUCKING FAST FACTS



TRUCKING DRIVES THE ECONOMY

CAREERS

32,000

Trucking industry jobs in Maine
1 in 15 jobs in the state
(2020)

SMALL BUSINESS EMPHASIS

12,810

Trucking companies located in Maine. Primarily small, locally owned businesses, these companies are served by a wide range of supporting businesses.
(2021)



COMPETITIVE WAGES



Total trucking industry wages paid in Maine in 2020 exceeded **\$1.6 billion**, with an average annual trucking industry salary of **\$49,620**.



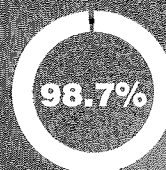
Heavy and tractor-trailer truck drivers held **9,320** jobs with an average annual salary of **\$43,690**.

(U.S. Bureau of Labor Statistics, 2020)



TRANSPORTING THE ESSENTIALS

Percent of manufactured tonnage transported by trucks in Maine:
52,650 tons per day
(2017)



84.4% of Maine communities depend exclusively on trucks to move their goods.



SAFETY MATTERS

SAFETY FIRST

Maine Motor Transport Association members put safety first through:

- ✓ Improved driver training
- ✓ Investment in advanced safety technologies
- ✓ Active participation in industry safety initiatives at the local, state and national levels

CONTINUALLY IMPROVING

2019 U.S. fatal crash rate per 100 million Vehicle Miles Traveled (VMT):

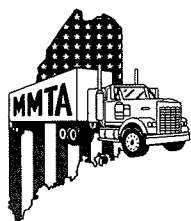
Maine: 1.07 | USA: 1.49

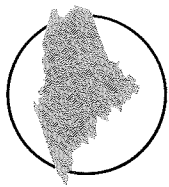
Between 1975 and 2019, the U.S. large truck fatal crash rate has dropped



COMMITMENT TO SHARING THE ROAD

The Share the Road program sends a team of professional truck drivers to communities around the country to teach car drivers about truck blind spots, stopping distances and how to merge safely around large trucks, all designed to reduce the number of car-truck crashes.





Maine

TRUCKING FAST FACTS



TRUCKING PAYS THE FREIGHT

THE INDUSTRY

The trucking industry in Maine paid approximately

\$155 million

in federal and state roadway taxes
(2020)

The industry paid **36%** of all taxes owed by Maine motorists ...

... despite trucks representing only **9%** of vehicle miles traveled in the state.



INDIVIDUAL COMPANIES

As of January 2022, a typical five-axle tractor-semitrailer combination paid:

\$8,994 state highway user fees and taxes

\$8,906 federal highway use fees and taxes

These taxes were over and above the typical taxes paid by businesses in Maine.

ROADWAY USE

22,851

Miles of public roads in Maine
(2020)

Miles driven on public roads:

All Motorists: **13.1 billion**

Trucks: **1.2 billion**



DELIVERING A CLEANER TOMORROW

EMISSIONS

- ✓ **49%** of U.S. commercial trucks are now powered by the newest-generation, near-zero emissions diesel technology.
- ✓ Medium- and heavy-duty trucks contribute just **24.5%** of all transportation-related greenhouse gas (GHG) emissions in the U.S. and represent only **7%** of total U.S. GHG emissions.

PARTNERSHIPS

Through the U.S. Environmental Protection Agency's (EPA) SmartWay Transport Partnership, the trucking industry is working with government and businesses to quantify greenhouse gas emissions and take steps to reduce them.



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FUEL CONSUMPTION

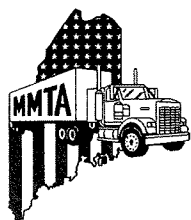
The trucking industry continues to improve energy and environmental efficiency even while increasing the number of miles driven. In 2020:



Combination trucks accounted for just **18%** of the total highway transportation fuel consumed.



Combination trucks consumed nearly **113 billion** fewer gallons of fuel than passenger vehicles in the U.S.



www.mmta.com

Updated March 2022 with most recent data available