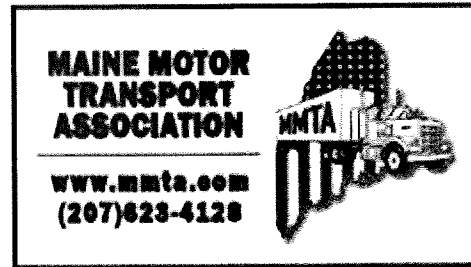


**TESTIMONY OF
Brian Parke
L.D.1138, "An Act to Reduce Pollution
Associated with Transportation in
Alignment with the State's Climate
Action Plan"**



Good morning, Senator Nangle, Representative Crafts, and members of the Committee on Transportation. 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 1,870-member companies, whose employees make up a large portion of the almost 34,000 people who make their living in the trucking industry in Maine.

I am here today to testify in opposition to LD 1138 in its original and amended form.

I would like to start my testimony by saying we are here today because we have a natural cynicism when it comes to broadening Maine's climate policy given our past experiences with efforts to have Maine adopt the California Advanced Clean Trucks rule. Whether intentional or unintentional, getting policy changes such as this wrong can have a real and dramatic impact on our supply chain and how goods are safely and efficiently moved in Maine.

As you may already know, the MMTA has been engaged in efforts to proactively reduce the trucking industry's impact on the environment. Whether through our commitment to the EPA's SmartWay Transport Partnership, our service on the Transportation Working Group of the Maine Climate Council, or supporting our industry's significant investments in clean diesel technology over the years, MMTA members are dedicated to playing an active role in a cleaner tomorrow.

We recognize, understand and agree with the desire to make informed decisions on infrastructure expansion projects as it relates to reducing greenhouse gas emissions and air pollutants from transportation sources in Maine. We can get behind using information and data to make better choices that balance a variety of factors, including the impact on our environmental goals. But despite amending the bill to change terminology from "limits" to "targets" to appear to be permissive versus prescriptive, we feel the options outlined in Section 2, subsection 2(B) are extremely rigid and somewhat predetermine the outcome.

Furthermore, we think the amended version of LD 1138 is redundant and unnecessary if the intent of this bill is to establish non-binding targets specifically for the transportation sector and then measure projected data and information against those targets. Emission level goals are already outlined in statute and include the requirement to "prioritize greenhouse gas emissions reductions by sectors that are the most significant sources of greenhouse gas emissions" which obviously includes transportation. Which means this bill ignores the work of the Governor's Transportation Working Group of the Maine Climate Council to identify ways to improve emissions in the transportation sector which has included a clear process for participation and input. But apparently proponents of this bill will have you believe that either enough hasn't been done, that more needs to be done, or they simply don't like the results so they want to do an end-around on all of the efforts that have been done to date.

We urge you to vote "out not to pass" on LD 1138.

Thank you for the opportunity to testify today and I would be happy to answer questions now or at the work session.