

**TESTIMONY OF
Brian Parke
L.D. 2261, “An Act Designating New Motor
Vehicle Emissions Rules as Major
Substantive Rules”**



Good afternoon, Senator Brenner, Representative Gramlich, and members of the Committee On Environment and Natural Resources. 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 1,740-member companies, whose employees make up a large portion of the 34,000 people who make their living in the trucking industry in Maine.

We are testifying today in wholehearted support for LD 2261.

In the interest of time, we would like to reference our testimony from the first session of the 131st on LD 1411 where we describe the trucking industry’s commitment to finding solutions to address climate change and our proactive results thus far. We are pro-environment and pro-Zero Emission Vehicles, but both are conditional upon voluntary adoption.

But you are here today not to hear about our positions on Maine adopting the California rules for cars and trucks, but to hear about process and the expectation from Mainers that such consequential policies are thoroughly researched, analyzed and executed. While we don’t dispute the Bureau of Environmental Protection Board’s capability to make decisions with such significant and meaningful impacts, we would just like to add our organization’s voice to the many who rightfully believe it is the legislature’s role to make such decisions.

There are over 13,000 trucking companies located in Maine and 84% of Maine communities depend exclusively on trucks to move their goods. These communities expect public policies that impact the delivery of goods to their homes, their schools, their local hospitals and pharmacies – that these policies are scrutinized at the highest levels of their representative government and not just by an unelected Board of seven individuals.

In summary, we believe that significant public policies with serious economic impacts for all Mainers such as adopting the California ACC II and ACT should be done through the major substantive rulemaking process. We ask that you support LD 2261 and reverse (in part) the decision of previous legislatures that abdicated rulemaking authority to accomplish Maine's climate goals.

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