PREPARED FOR:

Senator Susan M. Collins | Senator Angus S. King, Jr. | Congressman Jared Golden | Congresswoman Chellie Pingree

TOPICS AT-A-GLANCE:

Maine Motor Transport Association
March 31, 2020

1. <u>Updated Trucking Facts</u> **Page 2**
    - We like to provide the most current statistical information for your reference and use throughout the year.

2. <u>Workforce Development Challenges</u> **Page 5**
    - Like most heavy industries, it is a challenge to find an available and qualified workforce.
    - Please support the DRIVE SAFE Act that would implement a pilot project allowing CMV drivers under 21 to operate in interstate commerce.

3. <u>Infrastructure</u> **Page 14**
    - Highway Reauthorization
        - MMTA's position on highway infrastructure remains unchanged.
        - ATA's proposed "Build America Fund" would add 20₵/gallon (at the rack) phased in over four years.
    - Maine's Blue Ribbon Commission to Study and Recommend Funding Solutions for the State's Transportation Systems
        - We would like to give you an update on Maine's attempt to address infrastructure funding deficiencies for context.

4. <u>HOS NPRM</u> **Page 25**
    - With an anticipated mid-year publication of the final rule, we do not know exactly what was submitted to OMB because it was not made public.
    - The provisions released last fall are technical. MMTA only supports changes that are supported by data and that will not adversely impact highway safety:
        - 30-minute rest break changes;
        - Split sleeper berth changes;
        - Adverse driving conditions changes;
        - Short haul ELD exemptions;
        - Granting of petition to pause the on-duty clock (may not be supported by data).

5. <u>Agricultural HOS ANPRM (ANPRM 84 FR 36559)</u>
    - Addresses ambiguity in the definition of Agricultural Commodity.
    - Current exemption applies to products such potatoes, broccoli and livestock (2018 farm bill added crawfish).
    - Recommended changes to definition would include many other products, including Lobster.

6. <u>Environmental Initiatives</u> **Page 27**
    - Cleaner Trucks Initiative (federally)
    - Transportation Climate Initiative (regionally)
    - Maine Climate Council (state)

7. <u>Escalating Insurance Premiums</u>
    - We thought it was important for Members of Congress to know this is happening to add context to other policy matters that might impact trucking costs.
        - "Nuclear" verdicts in other jurisdictions.
        - Fewer insurers requiring higher limits and greater risk for carriers without the offsetting premium decrease.
        - Higher actuarial losses industry-wide.
    - Carriers are trying to mitigate increases by investing in safety technology such as collision avoidance, lane departure and rear/forward facing cameras as well as driver training.

UPDATED TRUCKING FACTS

Maine Motor Transport Association - March 31, 2020

United States (ATA)

ATA American Trucking Trends 2019

- Trucks moved 11.49 billion tons of freight, 71.4% of all domestic freight tonnage;
- The industry generated $796.7 billion in annual revenue in 2018, 80.3% of the nation's freight bill;
- The industry moved 84% of all trade between the U.S. and Mexico, and 67% of Canada-U.S. trade;
- Roughly 7.7 million people were employed in jobs related to trucking activity, including 3.5 million drivers;
- Of those 3.5 million drivers, there were 1.8 million heavy and tractor-trailer drivers. Minorities account for 40.4% of all drivers and 6.6% of truck drivers are women.

ATRI FAST FACTS for MAINE

EMPLOYMENT/WAGES/NEED

- 32,240 Trucking industry jobs in Maine (2017) – one out of every 16 in the state.
- 5,830 Trucking companies located in Maine (2017).
- 84.4% of Maine communities depend exclusively on trucks to move their goods.
- 95% of total manufactured tonnage is transported by trucks in Maine. That's 82,638 tons per day. (2012)
- Total trucking industry wages paid in Maine in 2016 exceeded $1.4 billion, with an average annual trucking industry salary of $44,557.
    - Heavy and tractor-trailer truck drivers held 8,800 jobs with an average annual salary of $40,670 (U.S. Bureau of Labor Statistics, May 2018).

TAXES

- Maine trucking industry pays approximately $172 million in federal and state roadway taxes (2016).
    - The industry paid 33% of all taxes owed by Maine motorists …
    - Despite trucks representing only 8% of vehicle miles traveled in the state.
- As of April 2018, a typical five-axle tractor-semitrailer combination paid:
    - $8,906 federal highway user fees and taxes + $9,101 state highway user fees and taxes
    - These taxes were over and above the typical taxes paid by businesses in Maine.

ROADWAY USE

- There are 22,898 miles of public roads in Maine (2016).
    - 1.2 billion miles driven by trucks on public roads
    - 14.6 billion miles driven by all motorists on public roads

ENVIRONMENT

Improved Emissions: Through advancements in engine technology and fuel refinements:

- New diesel truck engines produce 98% fewer particulate matter (PM) and nitrogen oxides (NOx) emissions than a similar engine manufactured prior to 1990.
- Sulfur emissions from diesel engines have also been reduced by 97% since 1999.

Fuel Consumption Improvements: The trucking industry continues to improve energy and environmental efficiency even while increasing the number of miles driven. In 2016:

- Trucks accounted for just 17% of the total highway transportation fuel consumed.
- Trucks consumed 100 billion fewer gallons of fuel than passenger vehicles in the U.S.

PROFESSIONAL TRUCK DRIVERS

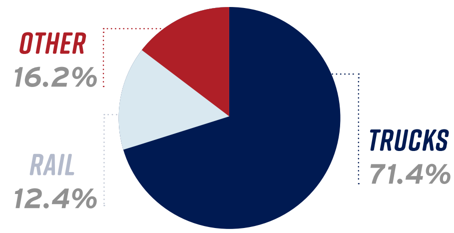
3.68 MILLION
Class 8 trucks on the road in the US in 2017

$42.6 BILLION
paid by the trucking industry in 2017 in federal and state highway taxes

$796.7 BILLION
in gross freight revenues generated by the trucking industry in 2018, representing **80.3%** of the nation's freight bill

6.8%
increase in minority truck drivers over the past decade.

11.49 BILLION
tons of freight were hauled by trucks in 2017

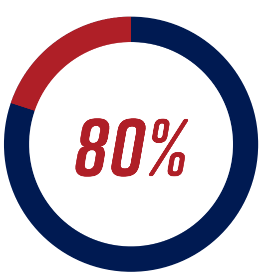


In 2018, trucks hauled an overwhelming majority of the freight tonnage in the US.

296.7 BILLION
miles driven by professional truck drivers in 2017

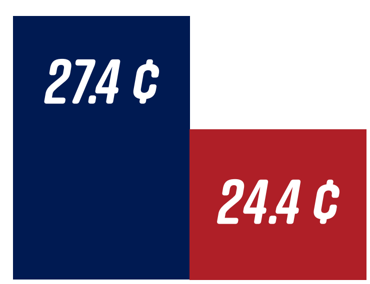
97.4%
of carriers have fewer than 20 trucks and **91.3%** have six trucks or less

1 OUT OF 16
people working in the US are employed by the trucking industry



of US communities depend solely on trucking for delivery of their goods and communities

51.7%
less NOx emissions in 2017 than in 2007



average tax paid per gallon of diesel in 2018

For more information, please contact: ATA Legislative Affairs at 202-544-6245

Truck Driver Shortage

- Problem is clear, solutions are elusive.
    - According to the most recent numbers from the American Trucking Associations, we currently need 60,000 truck drivers to fill existing openings and that number is expected to rise to 100,000 drivers in just a couple years. This workforce shortage will inevitably have negative impacts on the economy and the cost of shipping goods will have to increase.
    - As an industry, we have identified many different ways to address this shortage. Many trucking companies are changing their routing to allow for more driver time at home, as well as changing compensation levels and implementing creative strategies that will address driver attraction and retention. Another focus has been on expanding the recruiting pool to make driving careers attractive to everyone who is qualified, including women, minorities and young people who might not otherwise consider trucking.

- Cannot drive CMV across state lines until 21 yrs old.
    - Many career paths take shape before age 21 which puts trucking industry at a disadvantage.
    - Once 21, insurance underwriting prices non-experienced drivers accordingly, compounding the problem.
    - Can drive a CMV under 21 in intrastate commerce – can legally go from Kittery to Ft Kent (362 miles, approximately 6 hours), but can't go from Kittery to Portsmouth which is less than 3 miles and 5 minutes. Hauling the same freight.

- Solution: Consider implement a pilot project that would allow CMV drivers under 21 to operate in interstate commerce.
    - **Please support S.569 and H.R.1374 - The DRIVE SAFE ACT.**

- 2018 statistics on Maine's experience with drivers under 21 is available upon request.

TRUCKING MOVES AMERICA FORWARD

WHAT'S THE PROBLEM?

THE TRUCKING INDUSTRY IS AGING...

In 2019, the trucking industry was short **60,800** **DRIVERS** (and this problem could worsen)

...AND OUTDATED LICENSING REQUIREMENTS FURTHER THE GAP.

The median pay for truck drivers is **$54,585** **AND INCLUDES** health and retirement benefits

FEDERAL RULES PROHIBIT DRIVERS UNDER 21 FROM DRIVING TRUCKS INTERSTATE...

...EVEN THOUGH ALL 48 CONTINGUOUS STATES ALLOW 18-YEAR-OLDS TO DRIVE TRUCKS INTRASTATE.

WHAT'S THE SOLUTION?

400-HOUR APPRENTICESHIP

120-hour probationary period, to include 80 hours of driving time. Benchmarks include:

1. Interstate, city traffic, rural two lanes, evening driving
2. Safety awareness
3. Speed and space management
4. Lane control, mirror scanning, turns
5. Logging and complying with hours of service

280-hour probationary period, to include 160 hours of accompanied driving time. Benchmarks include:

6. Backing and maneuvering in close quarters
7. Pre-trip inspections
8. Fueling procedures
9. Weighing loads, weight distribution, sliding tandems
10. Coupling and uncoupling procedures
11. Trip planning, truck routes, map reading, navigation, permits

TECHNOLOGY: Trucks operated by an apprentice must have automatic or automatic manual transmissions, active breaking collision mitigation systems, forward facing video event capture, governed speeds of 65 MPH at the pedal and 65 MPH under adaptive cruise control.

EXPERIENCED DRIVERS: On interstates, apprentices must be accompanied by experienced drivers who have held a Commercial Driver's License for two years, have had no preventable DOT reportable accidents or moving violations the prior year, are at least 21 years old, and have at least two years of interstate driving experience.

OTHER: Apprentices involved in an accident that qualifies as a DOT violation would be subject to additional training. Employers must maintain records concerning a candidate's satisfaction of the 11 performance benchmarks.

ATA supports The DRIVE Safe ACT (S.569, H.R. 1374), which would alleviate the driver shortage and prepare young men and women for rewarding careers in the trucking industry. Across the aisle, lawmakers agree on the need to reform outdated occupational licensing requirements to better connect Americans to the middle-class.

ATA

For more information, please contact: ATA Legislative Affairs at 202-544-6245

The DRIVE Safe Act

Reforming outdated occupational licensing requirements has been a bipartisan priority of the past three administrations, and addressing the nationwide shortage of 50,000 truck drivers grows more important by the day in our e-commerce economy. To this end, the Developing Responsible Individuals for a Vibrant Economy (DRIVE) Safe Act would lower the minimum age requirement for interstate truck driving from 21 to 18—but only for qualified apprentices who satisfy the training and vehicle safety technology requirements outlined below. The bill would better connect job seekers with trucking careers that offer a median salary of $54,585, health and retirement benefits, and thousands of dollars in signing bonuses.

Despite these benefits, it is increasingly difficult for companies to find the drivers they need, because federal rules prohibit drivers under 21 from operating trucks *interstate*, even though all 48 contiguous states allow 18-year-olds to drive trucks *intrastate*. As a result, truck driver candidates under 21 are forced to choose different paths, or to take on tens of thousands of dollars in college debt, only to face a job market with grim prospects for workers whose skills are not in demand.

This is where apprenticeships come in, as a time-tested means of workforce development that enjoy broad bipartisan support. The DRIVE Safe Act would help expand apprenticeships in trucking, through a rigorous 400-hour program that requires apprentices to demonstrate competency in at least 10 safety performance benchmarks under the tutelage of an experienced driver—all on state-of-the-art Commercial Motor Vehicles (CMVs) equipped with industry-leading safety technologies endorsed by the NTSB. In this way, the bill would incentivize the increased adoption of such technologies in fleets, by offering carriers access to a broader pool of labor in exchange for these additional investments in safety.

400-HOUR APPRENTICESHIP PROGRAM

- **120-Hour Probationary Period.** First, the apprentice must complete 120 hours of "on-duty time," 80 hours of which must be "driving time". During the 80 hours of "driving time," the apprentice may drive a CMV in interstate commerce, but only when accompanied by an experienced driver.
    - **Performance Benchmarks:** interstate, light city traffic, rural two lanes, and evening driving; safety awareness; speed and space management; lane control, mirror scanning, and right and left turns; and logging and complying with hours of service.

- **280-Hour Probationary Period.** Second, the apprentice must complete 280 hours of "on-duty time," 160 hours of which must be "driving time". During the 160 hours of "driving time," the apprentice may drive in interstate commerce, but only when accompanied by an experienced driver.
    - **Performance Benchmarks:** backing and maneuvering in close quarters; pre-trip inspections; fueling procedures; weighing loads, weight distribution, and sliding tandems; coupling and uncoupling procedures; trip planning, truck routes, map reading, navigation, and permits.

TECHNOLOGY: Any CMV operated by an apprentice during the apprenticeship must have (1) automatic or automatic manual transmissions; (2) active braking collision mitigation systems; (3) forward facing video event capture; and (4) governed speeds of 65 MPH at the pedal and under adaptive cruise control.

EXPERIENCED DRIVER: An "experienced driver" is defined as one who has held a CDL for the 2 years preceding the date on which such individual serves as an experienced driver; has had no preventable, DOT-reportable accident or pointed moving violations for the preceding year; is at least 21 years old; and has at least 1 year of experience driving a CMV in interstate commerce.

REMEDIAL TRAINING: Apprentices involved in a "preventable accident" or "a moving violation that is reportable to DOT" during the apprenticeship would be subject to remediation and additional hours of training until they demonstrate competency in all performance benchmarks to the employer's satisfaction.

RECORD RETENTION: Employers would be required to maintain records, in a manner required by DOT, concerning an apprentice's satisfaction of the performance benchmarks.

DRIVE Safe Act
Myth v. Fact

MYTH: This bill will make the roads less safe because there is not adequate training for 18-year-old drivers.

FACT:

- All 48 contiguous states already allow 18-year-olds to drive trucks intrastate.
- The 400 hours of training required in this bill is *actually more* than what Congress and the U.S. Department of Transportation have deemed safe for 18-year-old military truck drivers, who are allowed to drive trucks interstate as civilians under a pilot program mandated in 2015.
- The 400 hours is also *more* than what is federally required of all entry level truck drivers under a new rule going into effect in 2020.
- The bill also requires the satisfaction of 10 performance benchmarks before apprentices are allowed to graduate (the 400 hours is only a minimum).

MYTH: "Younger drivers both lack overall experience and are less safe behind the wheel than their older counterparts."

FACT:

- In light of modern-day safety technologies, properly-trained younger drivers can achieve a level of behind-the-wheel safety that is equal to, if not greater than, their older counterparts.
- In fact, according to the National Highway Traffic Safety Administration (NHTSA), in the last 5 years for which we have data (2012-2016),[1] 16-20 year old male drivers were actually *less likely* to be involved in fatal crashes than their 21-24 year old counterparts, and male drivers make up 94% of the industry according to the Bureau of Labor Statistics (BLS).
    - Note: this data covered passenger vehicle drivers as well as Commercial Motor Vehicle drivers.
- The bill would require training to take place on trucks equipped with industry-leading safety technologies endorsed by the National Transportation Safety Board (NTSB)—technologies like active braking collision mitigation systems which significantly reduce the frequency and severity of crashes.

MYTH: "No small-business truckers are going to be able to take advantage of this bill simply because small carriers will not be able to get younger drivers insured."

FACT:

- All carriers would benefit from the loosening of the labor market through the infusion of more qualified drivers.
- According to the American Trucking Associations (ATA), insurers are open to this bill and could work with carriers to get their younger drivers insured if this bill were to become law, so long as carriers comply with the requirements of this bill and demonstrate meaningful investments in safety (for example, in terms of who carriers hire and select to serve as the experienced driver for their apprentices).

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[1] U.S. Department of Transportation, National Highway Traffic Safety Administration, *Traffic Safety Facts Annual Report Tables*: *Table 62 Driver Involvement Rates per 100,000 Licensed Drivers by Age, Sex, and Crash Severity*, https://cdan.nhtsa.gov/tsftables/tsfar.htm.

DRIVE Safe Act
Myth v. Fact

MYTH: The truck-driver shortage is not the problem, it is a retention issue.

FACT:

- According to the Federal Reserve's July 2018 report of economic conditions across the country, half of the 12 Federal Reserve Districts specifically reported trucking capacity and truck driver shortage issues, with many reporting rising freight and manufacturing costs due to the shortage.
- According to USA today, truck driver is one of the most in demand jobs in 2018 with the biggest pay hikes (median base pay of $53,878 representing a 4.5% annual increase).
- According to the American Trucking Associations (ATA), private fleet drivers saw their pay rise to more than $86,000 from $73,000 or a gain of nearly 18%. This is in addition to the thousands of dollars in signing bonuses, health insurance, and retirement benefits that most carriers offer to recruit and retain drivers.
- Yet, the industry was still short 50,000 drivers by the end of 2017, and—due to its aging workforce (average age of 49, which is 7 years older than the average American worker)—needs to hire 890,000 new workers over the next decade to keep up with demand.
- With unemployment at 4% and 6.7 million job openings in our economy, trucking companies face an additional regulatory hurdle in hiring workers, because unlike other industries, motor carriers can't go into high schools to recruit entry level drivers since federal rules require interstate drivers to be 21 and most trucking companies operate in the long-haul sector.

MYTH: This bill will only benefit large companies who want to pay their workers less and make more money.

FACT:

- All carriers would benefit from the loosening of the labor market through the infusion of more qualified drivers.
- All carriers desiring to train apprentices under the bill must first make financial investments in safety by equipping their trucks with the four safety technologies required by the bill.
- According to USA today, truck driver is one of the most in demand jobs in 2018 with the biggest pay hikes (median base pay of $53,878 representing a 4.5% annual increase).
- According to the American Trucking Associations (ATA), private fleet drivers saw their pay rise to more than $86,000 from $73,000 or a gain of nearly 18%. This is in addition to the thousands of dollars in signing bonuses, health insurance, and retirement benefits that most carriers offer to recruit and retain drivers.

116TH CONGRESS
1ST SESSION

S. 569 & H. R. 1374

To direct the Secretary of Transportation to issue regulations relating to commercial motor vehicle drivers under the age of 21, and for other purposes.

IN THE SENATE OF THE UNITED STATES

FEBRUARY 26, 2019

Mr. YOUNG (for himself, Mr. TESTER, Mr. MORAN, Mr. MANCHIN, Mr. INHOFE, Mr. KING, and Mr. COTTON) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 26, 2019

Mr. HOLLINGSWORTH (for himself, Mr. CUELLAR, Mr. MITCHELL, Mr. COOPER, Ms. JACKSON LEE, Mr. GREEN of Texas, and Mr. WESTERMAN) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

---

A BILL

To direct the Secretary of Transportation to issue regulations relating to commercial motor vehicle drivers under the age of 21, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Developing Responsible Individuals for a Vibrant Economy Act” or the “DRIVE-Safe Act”.

SEC. 2. APPRENTICESHIP PROGRAM FOR COMMERCIAL DRIVERS UNDER THE AGE OF 21.

(a) DEFINITIONS.—In this section:

(1) APPRENTICE.—The term “apprentice” means an individual under the age of 21 who holds a commercial driver’s license.

(2) COMMERCIAL DRIVER'S LICENSE.—The term “commercial driver's license” has the meaning given the term in section 31301 of title 49, United States Code.

(3) COMMERCIAL MOTOR VEHICLE.—The term “commercial motor vehicle” has the meaning given the term in section 390.5 of title 49, Code of Federal Regulations (as in effect on the date of enactment of this Act).

(4) DRIVING TIME.—The term “driving time” has the meaning given the term in section 395.2 of title 49, Code of Federal Regulations (as in effect on the date of enactment of this Act).

(5) EXPERIENCED DRIVER.—The term “experienced driver” means an individual who—

(A) is not less than 21 years of age;

(B) has held a commercial driver’s license for the 2-year period ending on the date on which the individual serves as an experienced driver under subsection (c)(3)(B);

(C) has had no preventable accidents reportable to the Department of Transportation or pointed moving violations during the 1-year period ending on the date on which the individual serves as an experienced driver under subsection (c)(3)(B); and

(D) has a minimum of 2 years of experience driving a commercial motor vehicle in interstate commerce.

(6) ON-DUTY TIME.—The term “on-duty time” has the meaning given the term in section 395.2 of title 49, Code of Federal Regulations (as in effect on the date of enactment of this Act).

(7) POINTED MOVING VIOLATION.—The term “pointed moving violation” means a violation that results in points being added to the license of a driver, or a similar comparable violation, as determined by the Secretary.

(8) SECRETARY.—The term “Secretary” means the Secretary of Transportation.

(b) APPRENTICE.—An apprentice may—

(1) drive a commercial motor vehicle in interstate commerce while taking part in the 120-hour probationary period under subsection (c)(1) or the 280-hour probationary period under subsection (c)(2), pursuant to an apprenticeship program established by an employer in accordance with this section; and

(2) drive a commercial motor vehicle in interstate commerce after the apprentice completes an apprenticeship program described in paragraph (1).

(c) APPRENTICESHIP PROGRAM.—An apprenticeship program referred to in subsection (b) is a program that consists of the following requirements:

(1) 120-HOUR PROBATIONARY PERIOD.—

(A) IN GENERAL.—The apprentice shall complete 120 hours of on-duty time, of which not less than 80 hours are driving time in a commercial motor vehicle.

(B) PERFORMANCE BENCHMARKS.—In order to complete the 120-hour probationary period under subparagraph (A), an employer shall determine that the apprentice is competent in each of the following areas:

(i) Interstate, city traffic, rural 2-lane, and evening driving.

(ii) Safety awareness.

(iii) Speed and space management.

(iv) Lane control.

(v) Mirror scanning.

(vi) Right and left turns.

(vii) Logging and complying with rules relating to hours of service.

(2) 280-HOUR PROBATIONARY PERIOD.—

(A) IN GENERAL.—After completing the 120-hour probationary period under paragraph (1), the apprentice shall complete 280 hours of on-duty time, of which not less than 160 hours are driving time in a commercial motor vehicle.

(B) PERFORMANCE BENCHMARKS.—In order to complete the 280-hour probationary period under subparagraph (A), an employer shall determine that the apprentice is competent in each of the following areas:

(i) Backing and maneuvering in close quarters.

(ii) Pre-trip inspections.

(iii) Fueling procedures.

(iv) Weighing loads, weight distribution, and sliding tandems.

(v) Coupling and uncoupling procedures.

(vi) Trip planning, truck routes, map reading, navigation, and permits.

(3) RESTRICTIONS FOR 120-HOUR AND 280-HOUR PROBATIONARY PERIODS.—During the 120-hour probationary period under paragraph (1) and the 280-hour probationary period under paragraph (2)—

(A) the apprentice may only drive a commercial motor vehicle that has—

(i) automatic manual or automatic transmissions;

(ii) active braking collision mitigation systems;

(iii) forward-facing video event capture; and

(iv) governed speeds of 65 miles per hour at the pedal and 65 miles per hour under adaptive cruise control; and

(B) the apprentice shall be accompanied in the cab of the commercial motor vehicle by an experienced driver.

(4) RECORDS RETENTION.—The employer shall maintain records, in a manner required by the Secretary, relating to the satisfaction of the requirements of paragraphs (1)(B) and (2)(B) by the apprentice.

(5) REPORTABLE INCIDENTS.—If the apprentice is involved in a preventable accident reportable to the Department of Transportation or a pointed moving violation while driving a commercial motor vehicle as part of an apprenticeship program described in this subsection, the apprentice shall undergo remediation and additional training until the apprentice can demonstrate, to the satisfaction of the employer, competence in each of the performance benchmarks described in paragraphs (1)(B) and (2)(B).

(6) COMPLETION OF PROGRAM.—The apprentice shall be considered to have completed the apprenticeship program on the date on which the apprentice completes the 280-hour probationary period under paragraph (2).

(7) MINIMUM REQUIREMENTS.—

(A) IN GENERAL.—Nothing in this Act prevents an employer from imposing additional requirements on an apprentice taking part in an apprenticeship program established pursuant to this section.

(B) TECHNOLOGIES.—Nothing in this Act prevents an employer from requiring or installing additional technologies in a commercial motor vehicle in addition to the technologies described in paragraph (3)(A).

(d) REGULATIONS.—Not later than 1 year after the date of enactment of this Act, the Secretary shall promulgate regulations to implement this Act.

(e) NO EFFECT ON LICENSE REQUIREMENT.—Nothing in this Act exempts an apprentice from any requirement to hold a commercial driver's license in order to operate a commercial motor vehicle.

Transportation Infrastructure Funding

- MMTA supports investing in America's infrastructure because the highways are the workplace for our employees.

- MMTA generally supports a reasonable increase (but NOT indexing) in the fuel tax to stabilize the HTF and restore the "users pay" principle, so long as the additional funds are used to fund our nation's highway infrastructure.
  - This support includes ATA's proposed **"Build America Fund,"** a 20-cent user fee collected on wholesale purchases of motor fuel, as a solution for paying for needed road and bridge repairs and improvements.

- Fuel taxes remain the most effective user charge, with collection costs that are just 1% of revenue, compared to 12% - 35% or more for tolls or VMT taxes.

- Trucking companies may be willing to support an increase in their highway user fee payments if they perceive value from the expenditures. The source of revenue should:
  - Be easy and inexpensive to pay and collect;
  - Have a low evasion rate;
  - Be tied to highway use; and
  - Not create impediments to interstate commerce.

SURFACE TRANSPORTATION REAUTHORIZATION

SEPTEMBER 30TH, 2020

WHAT'S THE PROBLEM?

THE ROAD SYSTEM IS RAPIDLY DETERIORATING...

AND COSTS the average motorist nearly **$1,600** a year in higher maintenance and congestion expenses.

+

HIGHWAY CONGESTION also adds more than **$74 BILLION** to the cost of freight transportation each year.

IN 2016, THE TRUCKING INDUSTRY EXPERIENCED NEARLY...

1.2 BILLION HOURS OF DELAY on the National Highway System (NHS) as a result of traffic congestion,

equivalent to more than **425,000 DRIVERS** SITTING IDLE FOR A YEAR.

WHAT'S THE SOLUTION?

RE-AUTHORIZE THE FAST ACT,

or the Fixing America's Surface Transportation Act, before funding expires on September 30th, 2020.

PURSUE COMPREHENSIVE INFRASTRUCTURE LEGISLATION,

for which Congressional leadership and the White House have indicated support.

ATA STANCE ON FUNDING MECHANISMS:

TOLLING
Do not pursue tolling on pre-existing infrastructure as a surface transportation funding mechanism.

TRUCK-ONLY VEHICLE-MILES-TRAVELED TAX
Do not pursue a truck-only vehicle-miles-traveled (VMT) tax as a surface transportation funding mechanism.

RAISE FEDERAL GAS TAX
Support raising the federal gas tax as a funding mechanism for re-authorizing the FAST Act. ATA has put forth the Build America fee, which is a 20-cent fee built into the price of transportation fuels collected at the terminal rack, phased in over four years.

As the 116th Congress considers comprehensive infrastructure legislation or the reauthorization of the FAST Act, ***ATA strongly supports adequate, long-term, stable and sustainable funding for the federal-aid highway program, including an increase in the fuel tax.***

For more information, please contact: ATA Legislative Affairs at 202-544-6245

7 ESSENTIALS TO UNDERSTANDING THE

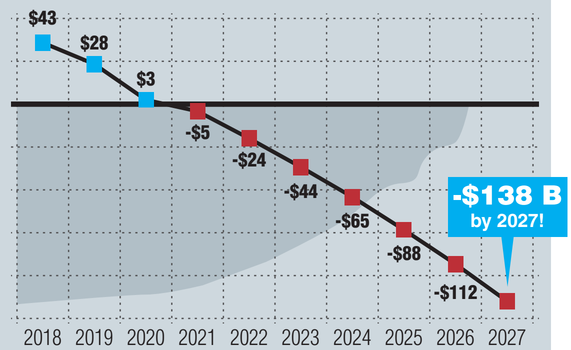
A GROWING ECONOMY NEEDS TO BE SUPPORTED BY STRONG INFRASTRUCTURE. THE BUILD AMERICA FUND PAVES THAT ROAD TO A BETTER FUTURE.

1 America is heading straight toward a highway funding cliff.

The Highway Trust Fund, supported by a consumption fuel tax, will go broke in FY2021. At that point, the Federal Government will either raid the general treasury – Americans hard-earned tax dollars – to keep the **Highway Trust Fund** solvent, as it has done several times since 2008, or allow the HTF to fail, causing the cancellation or delay of critical transportation projects and throwing hundreds of thousands of people out of work.

Projections show that by 2025 as much as **$88 billion** in taxpayer dollars will be needed to shore up the HTF in order to prevent a reduction in funding.

Highway Trust Fund



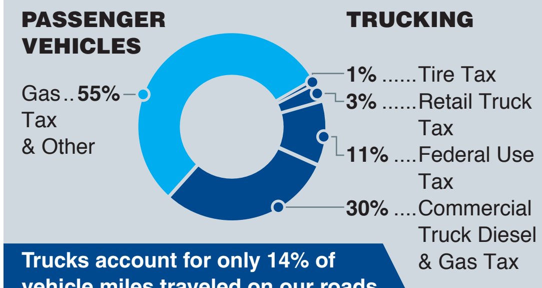
Source: Congressional Budget Office

2 Truckers currently pay nearly half the nation's highway funding tab – And we want to pay more.

America's truckers pay 45% of total Highway Trust Fund user fee revenue – even though trucks account for only 14% of vehicle miles traveled on our roads. Notwithstanding, the trucking industry is willing to pay more. We are proposing the Build America Fund because no one knows America's roads and their worsening condition better than truckers do.

Traffic congestion adds more than $63 billion to our nation's freight costs every year – a bill felt not just by truckers, but also by retailers, small business and consumers.

Who pays for roads and bridges



Trucks account for only 14% of vehicle miles traveled on our roads

3 The Build America Fund will cover the highway funding gap – and then some.

To fix this crisis, American truckers propose the Build America Fund: a 20-cent-per-gallon user fee on all transportation fuels, including diesel, gasoline and natural gas. The fee will be applied at the wholesale terminal rack, before fuel reaches the retail gas pump, and indexed to inflation and improvements in fuel efficiency.

The Build America Fund will generate an estimated $340 billion over the course of a decade, which will not only cover the highway funding gap, but also create an account to invest in the nation's most urgent infrastructure needs, including projects at the state and local level.

How Build America Fund Works

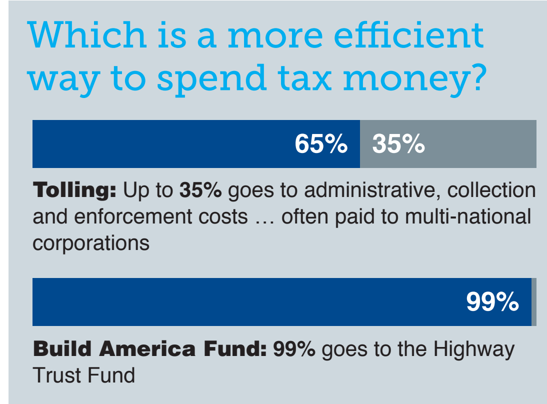
A $0.20-per-gallon user fee, phased in over 4 years, and ***imposed at the terminal rack***, will generate $340 billion for highway funding in 10 years.

5¢	10¢	15¢	20¢	20¢
2018	2019	2020	2021	2022
20¢	20¢	20¢	20¢	20¢
2023	2024	2025	2026	**2027**

4 The Build America Fund is the fiscally conservative solution to fixing our infrastructure.

Decades of data show that tolling is a massive waste of taxpayer money. The administrative, collection and enforcement costs of a typical toll facility are between 12% and 33.5% of the revenue generated. Compare that to the cost of collecting the fuel tax: less than 1% of revenue.

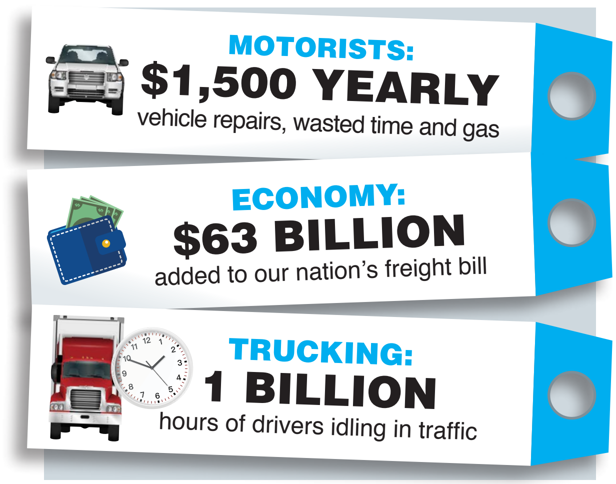
Even worse, many Public-Private Partnerships (a code word for tolls) are operated by multi-national corporations putting Americans' hard-earned dollars in the pockets of foreigners.



5 The hidden costs of failing infrastructure far exceed a 20-cent user fee.

When roads fall into disrepair, motorists pay the price. The typical driver loses $1,000 each year in wasted gas and time due to traffic congestion, and poor road conditions cost $500 annually in vehicle maintenance and repair – and a collective 6.9 billion hours stuck in traffic.

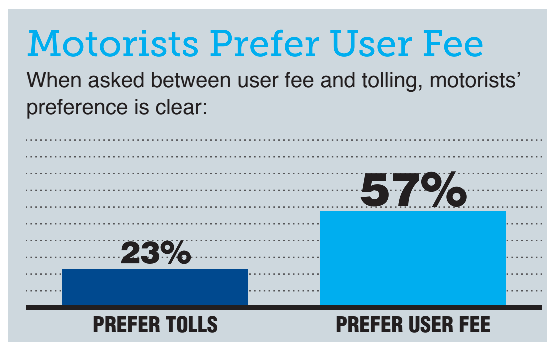
By contrast, a 20-cent user fee would only cost the average motorist $100 per year and would alleviate traffic congestion caused by failing infrastructure.



Source: TRIP; Texas A&M Transportation Institute; ATRI

6 The American people much prefer a user fee to tolls.

An abundance of public polling data shows motorists strongly prefer a new user fee to tolling. That preference only grows stronger when they are presented with the minimal cost of a user fee compared to the exorbitant waste of tolling and hidden costs of failing infrastructure.

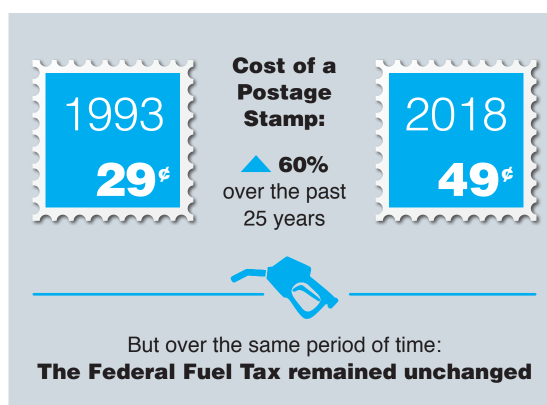


Source: National survey of 800 registered voters, conducted June 25-28, 2017.

7 Despite inflation, the fuel tax hasn't been raised in decades.

The last increase to the federal fuel tax happened in 1993, which is why the Highway Trust Fund is now barreling toward insolvency. During that time, our roads have been used more and more while the federal fuel tax has remained flat – an increase of 0% over 25 years.

Compare that to a postage stamp, which cost 29 cents in 1993 but today costs 49 cents – a 60% increase despite the advent and widespread adoption of email.



State of Maine
129th Legislature, Second Regular Session

Blue Ribbon Commission To Continue Studying and Recommend Funding Solutions for the State's Transportation Systems

March 2020

EXECUTIVE SUMMARY

This is the report of the Blue Ribbon Commission To Continue Studying and Recommend Funding Solutions for the State's Transportation Systems, referred to in this report as "the commission." The commission was established in the Second Regular Session of the 129th Legislature by Resolve 2019, Chapter 112 (Appendix A). It is the continuation of the work started by the Blue Ribbon Commission to Study and Recommend Funding Solutions for the State's Transportation Systems, referred to in this report as "the first commission." This first commission was established in the First Regular Session of the 129th Legislature by Resolve 2019, chapter 97 (Appendix B), which originally arrived in the Joint Standing Committee on Transportation as LD 945, sponsored by Representative Thomas Martin. This commission consisted of 13 members appointed by the President of the Senate, Speaker of the House, and the Governor. Resolve 2019, chapter 97 (Appendix B) also included as members of the commission the Commissioner of Transportation and the Executive Director of the Maine Turnpike Authority. A list of commission members can be found in Appendix C.

The first commission was charged with studying how to reform and adequately supplement funding for the state's transportation infrastructure to promote equity, sustainability, and predictability so that the State can responsibly provide safe and reliable state transportation systems. The first commission was required to submit a report with findings and recommendations, including suggested legislation, to the Joint Standing Committee on Transportation in December 2019. Over the course of five meetings and three subcommittee meetings, the first commission recommended that the Joint Standing Committee on Transportation report out a bill to immediately continue and authorize the work started by the first commission so that a recommendation may be submitted to the Joint Standing Committee on Transportation and can be acted upon before the end of the Second Regular Session of the 129th Legislature (Appendix A). The proposed legislation, continuing the work of the first commission, was enacted and signed into law on January 21, 2020. The first commission unanimously agreed that the estimated total annual transportation shortfall is $232 million. Further, the first commission unanimously concluded that this need is too big to address as a state alone and challenged the federal government to address about one-third of the need as it has in the past. This yielded a state funding goal of an additional $160 million per year.

The commission met three times in early 2020 and developed the following recommendations:

- **An immediate infusion to MaineDOT of additional revenue in the range of $20 to $60 million should be provided for transportation purposes.**

- **Long-term, sustainable funding solutions should be considered during the 130th Legislature.**

- **A funding solution should consist of a combination of funding from the State's General Fund and new revenue for transportation.**

- **With a goal of providing an additional $160 million in State resources to transportation funding (a finding determined by the first commission), the spilt of General Fund allocation versus new revenue should be in the range of 50 to 80 percent from the General Fund, and 20 to 60 percent from new revenue.**

- **Any funding solution should be ramped up over a three or four-year period.**

I. INTRODUCTION

The Blue Ribbon Commission To Continue Studying and Recommend Funding Solutions for the State’s Transportation Systems was established in the Second Regular Session of the 129th Legislature by Resolve 2019, Chapter 112 (Appendix A). It is the continuation of the work started by the Blue Ribbon Commission to Study and Recommend Funding Solutions for the State’s Transportation Systems, created in the First Regular Session of the 129th Legislature by Resolve 2019, chapter 97 (Appendix B), which originally arrived in the Joint Standing Committee on Transportation as LD 945, sponsored by Representative Thomas Martin. The commission consisted of 13 members appointed by the President of the Senate, Speaker of the House, and the Governor. Resolve 2019, chapter 97 (Appendix B) also included as members of the commission the Commissioner of Transportation and the Executive Director of the Maine Turnpike Authority. A list of commission members can be found in Appendix C.

The commission met three times: January 28, 2020; February 11, 2020; and March 3, 2020. All meetings were held at the State House in Augusta. The duties of the commission are set forth in Resolve 2019, Chapter 112 (Appendix A). The commission was charged with continuing the work of the previous commission to study how to reform and adequately supplement funding for the State's transportation infrastructure to promote equity, sustainability, and predictability so that the State can responsibly provide safe and reliable state transportation systems. The commission was further tasked with continuing to focus on funding the state highway and bridge system and to develop findings or recommendations on the need and potential funding solutions for multimodal transportation infrastructure.

II. BACKGROUND

The first commission (final report attached as Appendix D) discussed thoroughly the numerous issues and impacts related to funding for the state’s transportation systems and worked with MaineDOT closely to define the unmet need in transportation funding. The first commission heard from a number of presenters and members of the public about new and innovative funding solutions and traditional funding sources and considered which solutions would be pragmatic and politically feasible. Whether the funding shortfall should be addressed primarily through new sources of revenue versus the reallocation of existing sources of revenue was a topic of significant debate that ran the full course of the first commission’s study.

The first commission voted unanimously in support of the following findings:

- **Finding #1 – Assuming an annual $100 million general obligation bond package, the current unmet annual transportation funding need in Maine is approximately $232 million.**

- **Finding #2 – The federal government should be challenged to continue providing one third of Maine's transportation funding need.**

- **Finding #3 – Given findings #1 and #2, the pragmatic state level funding target that Maine should address is approximately $160 million – about two thirds of $232 million.**

- **Finding #4 – Once the annual transportation funding need is met, Maine's reliance on bonding to supplement transportation funding should be reduced in a fiscally responsible manner.**

- **Finding #5 – Given the complexity and importance of the issues inherent in transportation funding, the commission did not have enough time to fully develop a funding solution framework that it could support recommending to the Joint Standing Committee on Transportation.**

III. RECOMMENDATIONS

At the third and final meeting of the commission held on March 3, 2020, commission members unanimously supported the following recommendations:

- **Recommendation #1 – An immediate infusion to MaineDOT of additional revenue in the range of $20 to $60 million should be provided for transportation purposes. The source of these funds was not identified, although given the remaining time of the current legislative session, the pending supplemental General Fund budget proposal (LD 2126) was the focus of most of the discussion.**

- **Recommendation #2 – Long-term, sustainable funding solutions should be considered during the 130th Legislature.**

- **Recommendation #3 – A funding solution should consist of a combination of funding from the State's General Fund and new revenue and should generate at least an additional $160 million a year.**

- **Recommendation #4 – Any funding solution should be ramped up over a three or four-year period.**

- **Recommendation #5 – Any allocation from the General Fund should dedicate a percentage to multimodal funding.**

- **Recommendation #6 – Any new revenue derived from an increase in the fuel user fee (gas tax) must be allocated for maintenance, repairs, and improvements to Maine's roads and bridges.**

Ten members of the commission supported the following recommendation:

- **Recommendation #7 – The General Fund should provide between 50 and 60 percent of the revenue needed to obtain the additional state transportation funding target of $160 million a year, and new revenue should provide between 40 and 60 percent.**

  While other elements were discussed as new revenue generators (see *IV. Implementation Options*) most of the discussion focused on a fuel user fee (gas tax) increase of no more than 9 cents per gallon.

Four members of the commission supported the following recommendation:

- **Recommendation #8 – The General Fund should provide between 70 and 80 percent of the revenue needed to obtain the additional state transportation funding target of $160 million a year, and new revenue should provide between 20 and 30 percent.**

IV. IMPLEMENTATION OPTIONS

Although no formal recommendations were brought forth for consideration of the Joint Standing Committee on Transportation, the commission did discuss various policy concepts intended to generate additional revenue. These concepts fall into the following three broad categories:

A. Mechanisms Discussed to Increase General Fund Support

(1) Allocating a percentage of the sales tax on automobiles, which is currently estimated at $161 million per year, to the Highway Fund;

(2) Amending the Constitution of Maine to ensure that funding stemming from the sales tax on auto-related sales be protected in a similar fashion to other revenue sources identified in Article IX, section 19 (Appendix E);

(3) Examining the State Police funding split between the General Fund and the Highway Fund (currently 65% GF, 35% HF);

(4) Additional allocating of revenue derived from the state's liquor contract to transportation purposes;
(5) A one-time General Fund appropriation to MaineDOT generated by year-end cascade disbursement; and
(6) Allocation from online gaming revenue.

B. *Mechanisms Discussed to Increase Transportation Revenue*
(1) Increase in the fuel user fees (gas and diesel tax);
(2) Increase in the vehicle registration fees;
(3) Surcharge on electric and hybrid vehicles;
(4) Increase in the car rental tax (currently set at 10 percent); and
(5) Implementation of a tire tax of $5.00 per tire.

C. *Other Policy Items Discussed*
(1) Allocating revenue from the waste oil repeal (129th – LD 1998);
(2) New and seasonal tolling opportunities in high traffic areas;
(3) Bonding reform;[1]
(4) Tax rebate to low-income Maine residents as an offset to an increase in the fuel user fee (gas tax);
(5) Phase-in of any fuel user fee increase for providers located along the Maine/New Hampshire border; and
(6) Reimplementation of indexing of the fuel tax [not endorsed by the commission].

[1] *The commission discussed bonding reform with some members expressing an interest in a reduction in future transportation-related borrowing/bonding and other members expressing a need for continued borrowing while interest rates remain at their current level. While not a formal recommendation for consideration, the commission did discuss diverting any revenue generated from the General Fund by not having to pay interest and principal on a transportation bond (currently $54 million a year) to the Highway Fund.*

HOS NRPM

I – Overview

- For more than eight decades, the hours-of-service rule has been the foundational regulation of the trucking industry.
- It has been roughly 15 years since the last significant changes to that rule, providing a wealth of data and information about the rule's impact on highway safety – which has improved since those changes went into effect in 2004.
- MMTA would not advocate sacrificing safety for flexibility, but with many of the proposed changes, we think both can be accomplished.
- The trucking industry appreciates Secretary Chao's commitment to an open and *data-driven* approach to finding ways to improve this rule, providing drivers important flexibility while also maintaining highway safety.

II – Rule Specifics

- *30-minute rest break changes*
  - The trucking industry believes the changes proposed here – specifically, allowing drivers to log their 30-minute rest break as "on-duty, not driving" is consistent with the spirit of the rule: ensuring drivers break up extended periods of driving.
  - This change will provide drivers some flexibility by letting them take this break while waiting for other tasks – like waiting to be loaded or unloaded at a facility or fueling or completing paperwork – to be performed without penalizing the driver.
  - We believe that FMCSA's data and the experiences of our members show this change will not degrade highway safety.

- *Split sleeper berth changes*
  - The proposed change to allow a driver to split their sleeper berth time into a seven-hour period and a three-hour period from the current 8-2 split, demonstrates FMCSA's commitment to following a data-driven path.
  - The data is clear that providing opportunity to get sufficient sleep is important to reducing fatigue, and a further reduction in the minimum size of the larger split period would complicate that.

- *Adverse conditions changes*
  - Allowing drivers to infrequently extend their on-duty time by up to two hours to account for adverse road conditions unifies the current rules with regard to driving time.
  - The current rule allows for an occasional two-hour increase in the driving limit, but without a corresponding increase in on-duty time, making utilizing the flexibility operationally challenging. Making the flexibility easier to use should benefit drivers while not having adverse safety impacts.
  - The definition of adverse conditions should be narrowly written to prevent abuse of this change.

HOS NRPM - continued

- *Shorthaul ELD Exemptions*
    - FMCSA proposes changing the number of on-duty hours for shorthaul drivers to 14 from 12 and the air-mile radius for an exemption from the electronic logging device requirement to 150 miles from 100.
    - These changes bring the codified rules in line with other hours-of-service exemptions already in place.
    - That said, the industry generally believes that using an electronic logging device enhances safety and provides a number of operational benefits for drivers and motor carriers of all sizes. ATA policy supports the use of ELDs by all commercial drivers and we would encourage drivers regardless of their role or route to utilize the technology so they might fully share in its benefits.

- *Granting of Petition to Pause the On-Duty Clock*
    - In the process up to this point, the industry (through ATA) has told FMCSA that we did not believe the data existed to support proposals to pause or stop the continuous 14-hour on-duty clock.

PROVISION	CURRENT RULES	PROPOSED RULES
30-Minute Rest Break	Required to take a 30-minute rest break after 8-hours on-duty. 30-minute break only counts while in off-duty status.	Required to take a 30-minute rest break after 8-hours of driving. Can take 30-minute break while in on-duty, not driving status.
Split Sleeper Berth	Allows drivers to split their required 10-hours off duty into two periods: one period of at least **8** consecutive hours in the sleeper berth and the other period of not less than 2 consecutive hours, either off duty or in the sleeper berth.	Allows drivers to split their required 10-hours off duty into two periods: one period of at least **7** consecutive hours in the sleeper berth and the other period of not less than 3 consecutive hours, either off duty or in the sleeper berth.
Adverse Driving Conditions	Allows for driver to extend driving time by 2 hours, but does not extend the 14 hour driving window.	Allows driver to extend driving time by 2 hours and extends the maximum driving window up to 16 hours.
Short-Haul	Short-haul CDL drivers are able to operate within a 100 air-mile radius and up to 12 hours.	Short-haul CDL drivers will be able to operate within a 150 air-mile radius and up to 14 hours.
On-Duty Clock Flexibility	None.	Allow one off-duty break of at least 30 minutes, but not more than 3 hours, that would pause a truck driver's 14-hour driving window, provided the driver takes 10 consecutive hours off-duty at the end of the work shift.

ENVIRONMENTAL INITIATIVES

MMTA CLIMATE INITIATIVES GUIDING PRINCIPLES

- Trucking acknowledges our role in finding solutions to address climate change and we want to be a proactive participant.
- Our members have expressed a desire to find voluntary free market solutions that encourages our industry to be proactive.
- Any climate change tax/revenue increase that impacts the trucking industry needs to consider parallel efforts to also increase infrastructure funding, supported by the trucking industry.
- Our industry has worked on the following efforts to improve the environment:
    - Support the wide use of advanced diesel engine emission control systems that has reduced nitrogen oxide (NOx) emissions by half.
    - Support the requirement that new diesel trucks use diesel particulate filters (DPFs) that have reduced tailpipe emissions of particulate matter (PM) by 90 percent.
    - When implemented in 2010, every 60 new trucks purchased roughly equal the NOx and PM emissions produced by a single new truck purchased 30 years prior.
    - To enable the use of new emission reduction technologies, the trucking industry began transitioning to ultra-low sulfur diesel fuel (ULSD) in 2006.
    - By late 2010, all of the highway diesel fuel sold in the United States has near-zero sulfur levels (<15 parts/million). The additional cost of purchasing this new engine technology and fuel has been estimated to be as much as $4 billion annually.

- **Transportation Climate Initiative** (regionally) and **Maine Climate Council** (state) - see following slide presentation from January MMTA Board meeting.

- **Cleaner Trucks Initiative** (federally)
    - Objective is to reduce ambient particulate matter and ozone across the country by reducing NOx pollution from heavy-duty trucks.
    - EPA is working with a range of stakeholders, including OEMs, suppliers, end-users, dealerships, labor, state/local/tribal governments, and environmental and health organizations to develop strategies.
    - Proposed rulemaking is likely to be sometime in 2020.
    - The trucking industry seeks one national, harmonized NOx emissions standard that will result in positive environmental progress while not compromising truck performance and delivery of the nation's goods.

MAINE'S CLIMATE POLICIES

PREPARED FOR THE MMTA BOARD OF DIRECTORS

JANUARY 9, 2020

PORTLAND, ME

Maine Motor Transport Association - *The Voice of Maine Trucking*

MAINE'S CLIMATE POLICIES

TRANSPORTATION & CLIMATE INITIATIVE

Of the Northeast and Mid-Atlantic States

Governor's Office of

Policy Innovation and the Future

MAINE CLIMATE COUNCIL

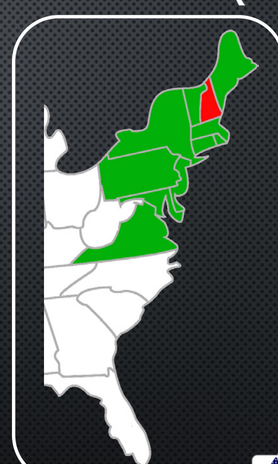
Maine Motor Transport Association - *The Voice of Maine Trucking*

TRANSPORTATION & CLIMATE INITIATIVE (TCI)

Multi-State Cap-and-Trade regional agreement (CT, DC, DE, ME, MD, MA, ~~NH~~, NJ, NY, PA, RI, VT, and VA)

Cap emissions of carbon dioxide from the combustion of the fossil fuels with state fuel providers being the regulated entities (regional cap-and-trade program patterned after RGGI)

Will lead to promoting low carbon fuels and penalizing higher carbon fuel use such as gasoline and diesel



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ENVIRONMENTAL INITIATIVES

TRANSPORTATION & CLIMATE INITIATIVE (TCI)

TRANSPORTATION & CLIMATE INITIATIVE Of the Northeast and Mid-Atlantic States

Supporters:
- Climate change poses a clear, present, and increasingly dangerous threat to the communities and economic security of each participating state.
- Participating states will need to implement bold initiatives to mitigate the impacts of greenhouse gas emissions from the transportation sector which produce 40% of human-caused emissions.

Opponents:
- Results of TCI will drive up the price of motor fuels.
  - Proposal starts at 5₵, 9₵ or 17₵ per gallon and escalate upwards from there with no declared maximum.
- TCI increase is separate from other highway infrastructure funding efforts where revenues would be dedicated to roads and bridges.

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TRANSPORTATION & CLIMATE INITIATIVE (TCI)

TRANSPORTATION & CLIMATE INITIATIVE Of the Northeast and Mid-Atlantic States

Fuel distributors will have to purchase “Allowances” to match the motor fuel they sell.
- Cost of purchasing these allowances will be passed on in price of fuel.
- There is no limit on how many allowances are issued – TCI jurisdictions decide.

Revenues from these auctions are meant to be used by each TCI jurisdiction for:
- Investments to achieve larger reductions in carbon emissions;
- Improved air quality;
- More access to public transportation; and
- Other projects that further the TCI’s goals.

States can use what they receive for any project/priority Legislatures desire.

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TRANSPORTATION & CLIMATE INITIATIVE (TCI)

TRANSPORTATION & CLIMATE INITIATIVE Of the Northeast and Mid-Atlantic States

It is important to note that Maine hasn’t yet committed to participating in TCI.

After the program is active for three years, Maine is expected to receive approximately $400 million. What are some of the suggestions for using this money?
- Investments in electric vehicles, low and zero emission busses and trucks;
- Transit expansion and upkeep;
- Pedestrian and bike safety;
- Ride sharing;
- Etc.

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ENVIRONMENTAL INITIATIVES

TRANSPORTATION & CLIMATE INITIATIVE (TCI)

TRANSPORTATION & CLIMATE INITIATIVE
Of the Northeast and Mid-Atlantic States

TCI Modeling – Emissions Reduction

Scenario (Reduction Target)	Percent Reduction	Initial Gas Price Increase/Gallon	First-Year Revenue (Billions)	Revenue in 2032
No TCI	19%	$0.00	$0	$0
20 Percent Reduction Target	20%	$0.05	$1.4	$1.8
22 Percent Reduction Target	22%	$0.09	$2.8	$3.6
25 Percent Reduction Target	25%	$0.17	$5.6	$6.9

Source: The Transportation and Climate Initiative

TCI estimates of potential benefits resulting from cleaner air, improvements in safety and more physical activity:

- Up to 1,014 fewer premature deaths
- Up to 1,366 fewer asthma symptoms
- Up to 1,701 fewer injuries due to traffic accidents
- Total monetized benefits up to $10B

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TRANSPORTATION & CLIMATE INITIATIVE (TCI)

TRANSPORTATION & CLIMATE INITIATIVE
Of the Northeast and Mid-Atlantic States

December 2019: Release regional policy proposal in form of draft MOU, accompanied by modeling results that estimate energy/emissions implications of different cap levels and investment scenarios, as well as potential costs/benefits of different program design options

January/February 2020: Gather and consider public input on Draft MOU

Spring 2020: Final MOU sent to each jurisdiction to sign and participate. Executive Action? Legislative Approval?

Spring/Fall 2020: Participating jurisdictions develop a "model rule" and take any legislative steps that could be needed to implement the regional program

2021: Jurisdictions conduct rulemaking process to adopt regulations

As early as 2022: Program implementation begins

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Governor's Office of
Policy Innovation and the Future

MAINE CLIMATE COUNCIL

The Maine Climate Council is charged with developing a plan to meet state greenhouse gas emissions reduction targets that are now in law, including a gross 45% greenhouse gas emissions reduction below 1990 levels by 2030 and at least 80% by 2050

7 Subcommittees and Working Groups:

- Scientific and Technical Subcommittee
- Energy Working Group
- Transportation Working Group
- Buildings, Infrastructure and Housing Working Group
- Coastal and Marine Working Group
- Natural and Working Lands Working Group
- Community Resilience Planning, Public Health, and Emergency Management Working Group

Maine Motor Transport Association - *The Voice of Maine Trucking*

ENVIRONMENTAL INITIATIVES

Governor's Office of
Policy Innovation and the Future

MAINE CLIMATE COUNCIL

Transportation Working Group - evaluate and recommend short and long-term mitigation strategies.

- MMTA
- Municipalities
- Manufacturers
- MTA
- AGC
- MBTA
- Bicycle Coalition of Maine
- Railroads
- Policy Groups
- Environmental/Conservation Groups

Medium and Heavy Truck Subgroup – strategies for CMV's and supply chain

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MAINE CLIMATE COUNCIL

Timeframes:
(All meetings are open to the public and can be found on MCC webpage)

- **January 29, 2019** (Jan. 30 snow date) - second Maine Climate Council meeting, Augusta Civic Center (open to the public, live stream will be available)
- **October 2019–Summer 2020** – Climate Council working groups meet, propose solutions.
- **December 2020** – 4-year State Climate Action Plan due

Maine Motor Transport Association - *The Voice of Maine Trucking*

APRIL 8, 2020 MMTA BOARD/MEMBERSHIP MEETING

Maine Motor Transport Association - *The Voice of Maine Trucking*