



Testimony in Support
Maine Advanced Clean Trucks rule

Todd Martin
Northeast Senior Program Manager
National Parks Conservation Association

Chair Lessard and members of the Maine Board of Environmental Protection, my name is Todd Martin. I live in Winslow, Maine and serve as the Northeast Senior Program Manager for the National Parks Conservation Association. NPCA was founded in 1919 to advocate for our nation's national parks, national monuments, and historic sites. In my role, I advocate for National Park Service sites here in Maine including Acadia National Park, Katahdin Woods and Waters National Monument, Roosevelt-Campobello International Park, St. Croix Island International Historic Park, and the Appalachian National Scenic Trail. On behalf of our 5,500 members and supporters in Maine and the millions of visitors to Maine's National Park sites annually, I am testifying in support of Maine adopting California's Advanced Clean Trucks standard, as proposed by the petitioners.

Air pollution is one of the most serious problems facing national parks. It threatens the health of park visitors, wildlife, and neighboring communities, drives the climate crisis and compromises views with hazy skies. In fact, 90 percent of our more than 400 national parks are plagued by haze pollution caused mostly by coal plants, vehicles, and other industrial sources, as well as oil and gas development and operations. The summit of Cadillac Mountain in Acadia National Park, one of the most popular destinations in the park, is often shrouded in haze, limiting the view and the visitor experience.

Acadia National Park, Roosevelt Campobello International Park, and Moosehorn National Wildlife Refuge are designated Class 1 clean air areas under the Clean Air Act, granting them additional protection from air pollution. But we are falling short in protecting the clean air in the parks, especially Acadia.

According to the American Lung Association's 2023 State of the Air Report, Hancock County, where Acadia National Park is located, suffered five days of "orange" ozone days in 2022. At elevated ozone levels, children, healthy adults who exert themselves, and individuals suffering

from a respiratory disease such as asthma, bronchitis or COPD can experience reduced lung function and irritation. When this happens, individuals may notice a shortness of breath, coughing, throat irritation, and/or experience an uncomfortable sensation in their chest. According to a Clean Air Task Force analysis, diesel pollution from heavy-duty vehicles costs Mainers \$290,634,197 in health care costs, 1,032 lost workdays, and 6,194 days where poor air quality restricts activity each year.

With 3.9 million visitors to Acadia National Park in 2022, including youths, seniors, and adults with respiratory diseases, it is critical to limit air pollution in Maine including ozone, haze, and particle pollution.

Accelerating the adoption of electric and low emitting medium and heavy-duty trucks here in Maine is one of the single biggest actions we can take to improve air quality and visibility for national park visitors. Maine's transportation sector produced half of statewide, fossil-fuel GHG emissions in 2019, or approximately eight million metric tons of carbon dioxide. Medium and heavy-duty trucks accounted for about 27% of total sector GHG emissions, even though they only accounted for 4% of vehicles on Maine roads. Electric vehicles have no tailpipe emissions, and, given Maine's relatively clean electricity mix, have a much smaller carbon footprint than fossil-fuel-powered trucks. That energy mix will continue to become less carbon intensive as Maine makes progress towards its 80% renewable energy mandate by 2030. More electric medium and heavy-duty trucks on the road in Maine will reduce air pollution, hazy views, and help Maine meet its climate change goals.

Maine has set ambitious yet achievable greenhouse gas emission reduction targets and electric vehicle adoption targets in statute thanks to the 2020 Maine Won't Wait Climate Action Report. Maine must reduce GHG emissions by 45% by 2030 and 80% by 2050 and achieve carbon neutrality by 2045.

According to Maine's Clean Transportation Roadmap published in December 2021, the most important regulatory driver in the electrification of Maine's light-duty vehicles in the next two decades will be through Advanced Clean Cars II and Advanced Clean Truck standards. Eight other states, including Massachusetts, Vermont, New York, and New Jersey in our region, have already adopted these commonsense standards. It is imperative that Maine adopt the Advanced Clean Truck rule by the end of calendar year 2023 to impact model year 2027 vehicles.