



June 12, 2007

The Honorable Thomas H. Allen
1127 Longworth House Office Building
Washington, D.C. 20515

Re: June 1, 2007 Discussion Draft on Alternative Fuels, Infrastructure, and Vehicles

Dear Tom:

I am writing to express our strong opposition to legislation proposed by Representative Boucher for consideration by the Energy and Air Quality Subcommittee. The legislation would significantly restrict state and federal authority to regulate greenhouse emissions from motor vehicles and fuels. It would set Maine and other states back decades in our efforts to protect the environment, and send us careening in the wrong direction in our fight against global warming.

This legislation would eliminate EPA's authority to regulate vehicle greenhouse gas emissions. It would prevent EPA from granting California the necessary waiver to implement its program to reduce global warming pollution from motor vehicles. If California is denied a waiver, Maine and ten other states would also be permanently prevented from limiting greenhouse pollution from vehicles. NRCM worked for years to implement these standards in Maine and has participated, through our affiliation with the National Wildlife Federation, in legal efforts to uphold Maine's decision to take action in this area.

Maine and the other Northeast states have a vital interest in reducing global warming pollution. The need for action is no longer in dispute, as was confirmed by the world's leading climate scientists in the latest Intergovernmental Panel on Climate Change (IPCC) report on climate change impacts, adaptation, and vulnerability. In the Northeast, motor vehicles emit 35 percent of total greenhouse gas emissions. We cannot be successful in ensuring a safe climate for the next generation unless we are successful in tackling motor vehicle emissions.

We have a long and successful track record of the states serving as laboratories for new and innovative measures to reduce air pollution, as seen in the decreasing trends in air

pollution observed across the country. The draft legislation under consideration here would walk away from this successful track record. The federal government has consistently delayed and abdicated on global warming policy, as exhibited in the EPA's failure to-date to grant California's waiver request. On the other hand, most of the technological innovations needed to reduce motor vehicle pollution have been driven by California's standards. With this demonstrated success, it is unimaginable that some would consider going backwards when the need for aggressive action on global warming is increasingly clear.

We also believe that enacting this legislation would be disastrous for American automakers and their ability to compete with foreign companies who fully embrace cleaner car technologies. I ask that you work aggressively with your colleagues to remove these provisions, or any other energy legislation, that disrupt the balanced state and federal authorities to address air pollution now existing in the Clean Air Act.

Sincerely,



Everett B. Carson
Executive Director

Cc: Congressman Michael H. Michaud
Senator Olympia J. Snowe
Senator Susan M. Collins
James Bradley, Congressman Allen's Office
Karin Tilberg, Governor's Office