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Jeff Graf  
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David Slaughter

**MARYLAND ASPHALT ASSOCIATION**



TREASURER:  
Paul Bramble  
SECRETARY:  
Curtis Hall  
PRESIDENT:  
Tim Smith

February 22, 2024

Delegate Marc Korman, Chair  
House Environment and Transportation Committee  
251 House Office Building  
Annapolis, MD 21401

**RE: HB 913 – FAVORABLE W/ AMENDMENTS – Motor Vehicles – Registration – Annual Surcharge**

Dear Chair Korman and Members of the Committee:

The Maryland Asphalt Association (MAA) is comprised of 19 producer members representing more than 48 production facilities, 25 contractor members, 25 consulting engineer firms and 41 other associate members. MAA works proactively with regulatory agencies to represent the interests of the asphalt industry both in the writing and interpretation of state and federal regulations that may affect our members. We also advocate for adequate state and federal funding for Maryland's multimodal transportation system.

House Bill 913 adds an annual surcharge for motor vehicle owners—\$100 for electric vehicles and \$75 for all other vehicles, which is then adjusted for inflation annually after September 30, 2025. The proceeds collected will be distributed separately. Those from electric vehicles must be used only to fund the purchase of zero-emission or alternative-fuel buses and zero-emission or hybrid state vehicles and those collected from internal combustion engine (ICE) vehicles will be deposited into the Transportation Trust Fund.

MAA appreciates the introduction of this bill, as it reflects the work and recommendations made by the Maryland Commission on Transportation Revenue and Infrastructure Needs, however there are some concerning aspects to this bill that we respectfully ask to be amended. First, all proceeds from the annual surcharge need to go into the Transportation Trust Fund, with no additional limitations or guidelines on how they are spent. The transportation budget has reached an all-time low and these deficits are crippling to our industry, our local businesses, and most importantly, the economy of Maryland. The Commission was charged with looking into additional revenue streams for transportation projects and charging EV drivers was one of those recommendations. But this bill carves out the fee on EVs to be used only for purchasing new EVs. That is not going to help our transportation infrastructure as a whole.

Second, by charging a fee on ICE vehicles, those drivers are now being double-taxed, as they already pay a tax on motor fuel. The point of charging a fee on EVs was to ensure they pay their

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fair share, since they also use and drive on the roads. Respectfully, we ask that this is removed from the bill. If these two critical changes are not made, we unfortunately cannot support this bill.

We appreciate you taking the time to consider our request for a **FAVORABLE WITH AMENDMENTS** report on House Bill 913.

Sincerely,

A handwritten signature in black ink that reads "Tim Smith". The signature is written in a cursive, flowing style.

Tim E. Smith. P.E.  
President  
Maryland Asphalt Association