

EHI OPPOSITION of SB688



Sales and Use Tax and Vehicle Excise

Taxes – Peer-to-Peer Car Sharing and

Short-Term Vehicle Rentals – Alterations
and Distribution

Budget and Taxation Committee

February 17, 2021



BACKGROUND



2018 Maryland General Assembly: Peer-to-Peer Legislation

- Legislation passed to regulate peer-to-peer car sharing platforms in nearly identical fashion to incumbent rental car companies.
- The primary focus of the 2018 legislation was to ensure the protection and safety of consumers renting vehicles from P2P companies as well as third parties affected by P2P car rentals.



CH 852 of 2018 (P2P Car Rental Statutory Provisions)

PARITY

- P2P Insurance Provisions → PARITY with existing rental car requirements
- P2P Licensing → PARITY with existing rental car requirements
- P2P Disclosures → PARITY with existing rental car requirements
- P2P Consumer Protections → PARITY with existing rental car requirements
- P2P General Prohibitions → PARITY with existing rental car requirements
- P2P Airport Concessions → PARITY with existing rental car requirements
- P2P Regulatory Oversight → PARITY with existing rental car requirements

NO PARITY

 P2P Sales and Use Tax → NO PARITY with existing rental car tax

ISSUE

Alamo enterprise ≋ National.

Current Maryland law does not tax the similar commercial activity of renting/sharing a vehicle equally.

Inequality in Tax Rates

Sales and Use Rate on Incumbent Rental Car Transactions:

Sales and Use Rate on Peer-to-Peer Car Transactions:

11.5%

On consumer transactions for passenger car rental

Vs.

8%

On all consumer transactions, for all rentals regardless of the type of vehicle*

8%

On consumer transactions for **truck** rental

*This provision sunsets June 30, 2021

PROPOSED SOLUTION



Equalize the Sales and Use Tax rates for businesses engaged in the same commercial activity



Purpose

Precedent

Fairness

4 Revenue

PURPOSE



Sales and Use tax is a consumption tax.

(1.)

Purpose

2

Precedent

3

Fairness

Revenue

MARYLAND'S SALES AND USE TAX IS:

- ✓ A tax paid directly by the consumer.
- ✓ A tax on the consumption of goods and services.
- ✓ A tax based on the commercial transaction.
- ✓ A tax that treats similar goods and similar services equally (ensuring fairness within industries).
- ✓ A tax collected by the vendor and remitted to the State.

MARYLAND'S SALES AND USE TAX IS <u>NOT</u>:

- × A tax based on how long a business has been in existence.
- X A tax based on where the business is located (in or out of state).
- × A tax based on whether the goods or services are purchased online or in person.
- X A tax based on how big or small the business providing goods or services is.
- × A tax based on how other taxes are applied.

PRECEDENT

Alamo enterprise ≋ National.

Asked and answered by the General Assembly.

1

Purpose

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Home-Sharing Rentals

Transactions with homesharing rental platforms are taxed at the same rate as transactions on hotels (Ch. 758 of 2019).

Online vs. In-Person

Transactions for similar goods and services are taxed at the same rate whether occurring online or in-person, in state or out of state (marketplace facilitators).

Cost of Acquisition

Transactions for similar goods and services are taxed at the same rate regardless of the cost to acquire/manufacture the good (including the tax on materials) or the prior use of the good.







FAIRNESS



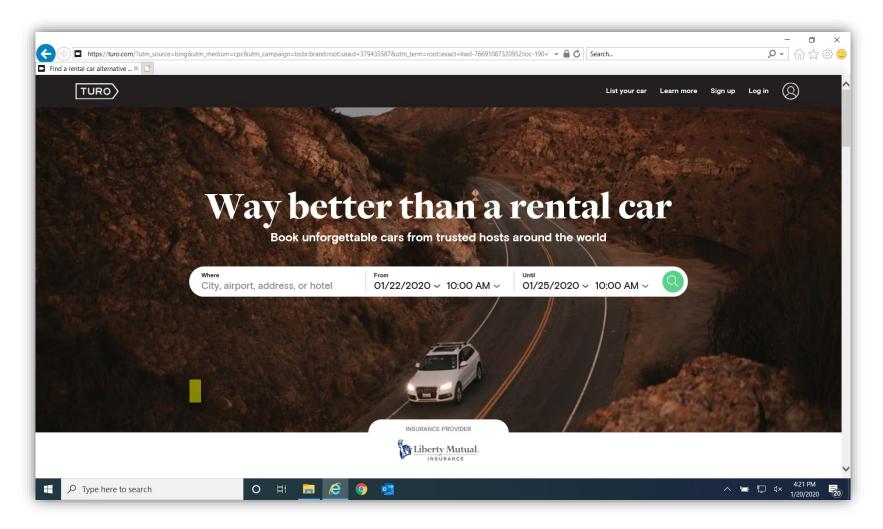
Maryland's incumbent rental car business model operates at a competitive disadvantage.

1 2 3 4 Revenue

- When competing for the same consumer looking to rent a vehicle in Maryland, P2P companies should not be afforded the clear economic advantage of a lower Sales and Use Rate.
 - The consumer will always search for the best deal.
- P2P companies are just a new business model for delivering rental cars to consumers.
 - Incumbent rental car companies provide on-line, app-based car rental too.
- P2P platforms rent vehicles from every kind of owner.
 - Not just privately owned vehicles, but fleets from body shops, dealers, traditional car rental companies, and "power hosts."
- Proliferation and growth of P2P Rentals, which now includes insurance companies and vehicle manufacturers.
 - This is not David vs. Goliath (See next 5 slides).

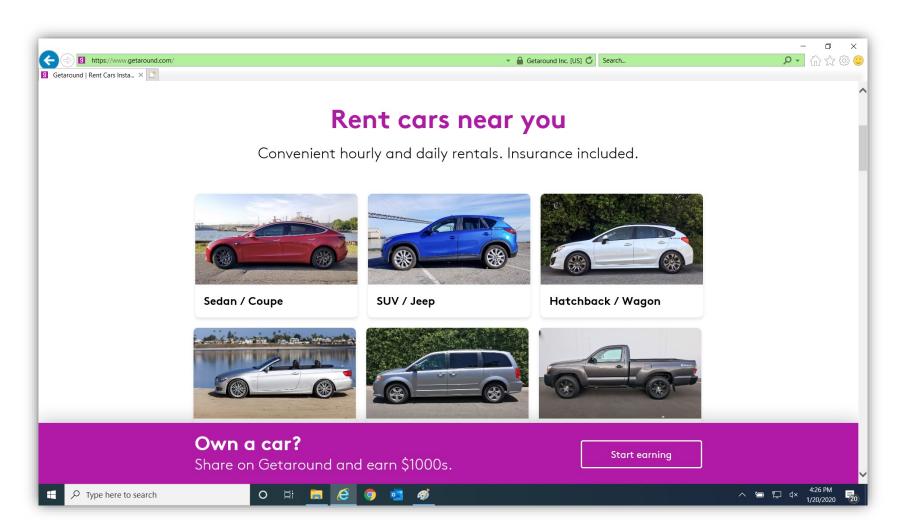
P2P RENTAL COMPANIES





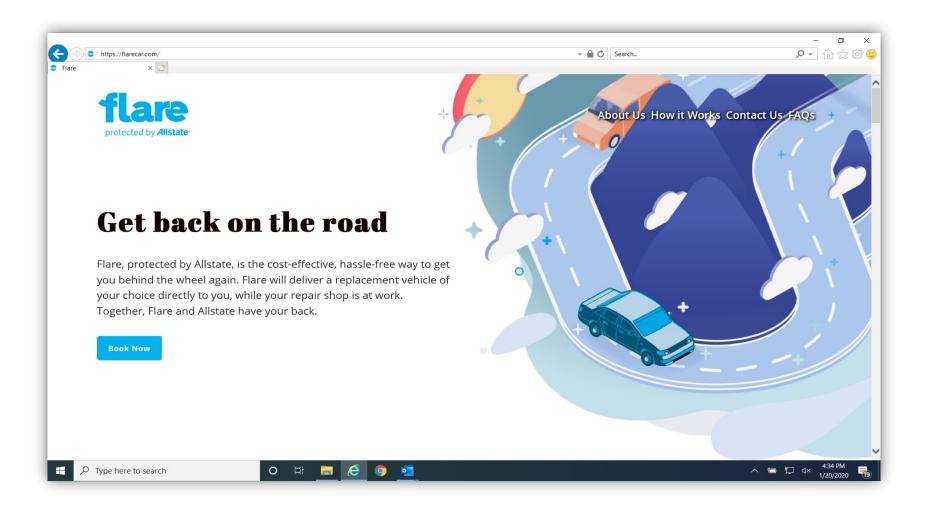
P2P RENTAL COMPANIES





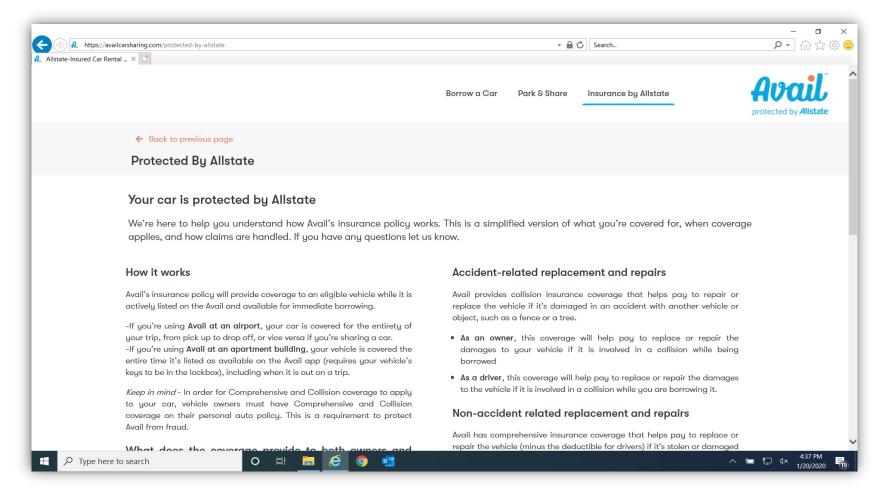
P2P RENTAL COMPANIES (INSURANCE INDUSTRY ENTRANT)





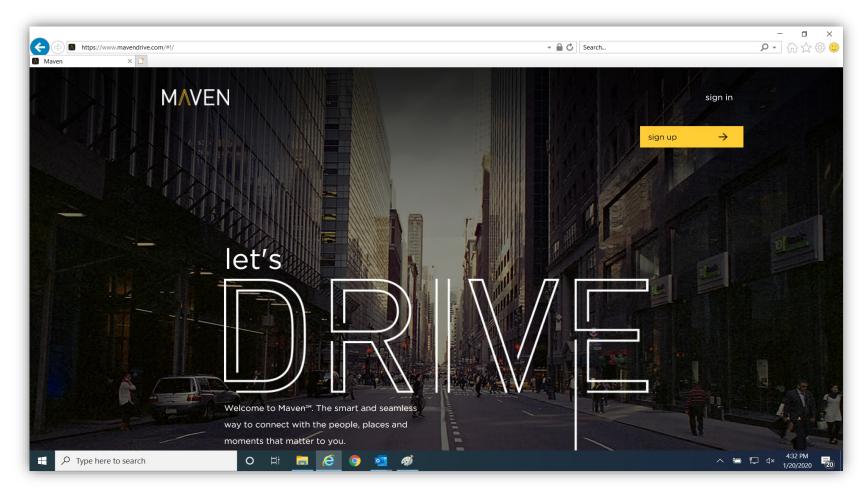
P2P RENTAL COMPANIES (INSURANCE INDUSTRY ENTRANT)





P2P RENTAL COMPANIES (VEHICLE MANUFACTURER ENTRANT)





REVENUE



Maryland collects a substantial amount of revenue annually from the Sales and Use tax on short-term rentals.

1 Purpose

2 Precedent

Fairness

4 Revenue

In FY'19, Maryland collected approximately <u>\$76</u> million from rental car Sales and Use tax revenue.

- TTF (45%)
- Chesapeake and Atlantic Coastal Bays Trust Fund

Maryland should not pick winners and losers in the same industry .

- P2P rental companies continue to grow.
- P2P companies and incumbent rental companies compete for the same customers in the marketplace.
- P2P companies should no longer be afforded a competitive pricing advantage.

Our Suggested Approach for Parity



- 1. **Equalize** the sales tax.
 - Whether at 8% or 11.5%, the sales tax on the consumer transactions should be the same, regardless of where the consumer obtains the use of a vehicle for a short duration.
 - NOTE: The Proponents of this legislation agree that sales tax parity should be equal!
- 2. Provide Vendor Sales Tax Credit.
 - Should Maryland want to help individual owners of up to 4 vehicles, the state should provide them with a vendor sales tax credit for every transaction.
- 3. Apply The excise tax exemption for all "fleet" owners.
 - Owners of 5 vehicles or more that purchase the vehicles exclusively for commercial use on a peer-topeer platform may receive the excise tax exemption.