

HB 337 - Alternative Sentencing for Primary Careta

Uploaded by: Alicia Pereschuk

Position: FAV

Dear Members of the House Judiciary Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City, Baltimore County, and Howard County. We are also working in collaboration with the Maryland Justice Project. **I am a resident of District 43. I am testifying in support of House Bill 337 (HB 337), Criminal Procedure - Sentencing - Primary Caretaker**



House Bill 337 allows a defendant who is the primary caretaker of a child or vulnerable adult to file a motion requesting the caretaker role be considered during sentencing. As an alternative to incarceration, the court may instead order drug and alcohol treatment, family and individual counseling, job training, home confinement, or several other programs. HB 337 would apply to defendants who committed nonviolent crimes and are primarily responsible for a minor child or vulnerable adult.

Separating a caretaker from a child or vulnerable adult doesn't serve families. In some cases, it is literally punishing the child for the sins of the father. As a result, not allowing consideration of the ripple effects of incarcerating a parent or caretaker ignores the best interest of communities and, ultimately, prioritizes what is vengeful over what is just.

Incarcerating primary caretakers causes long-lasting damage to Maryland's children, families, and communities. Being separated from a caretaker who is in jail or prison is recognized by the CDC as an Adverse Childhood Experiences (ACEs). Children who experience ACEs are more likely to have mental health challenges, substance use, and chronic health problems. Specifically, having a parent who is incarcerated is associated with poor academic outcomes, antisocial behaviors, and school suspension and expulsion. On any given day, 90,000 Maryland children have a parent under some form of correctional supervision. Persons of color are disproportionately impacted by our criminal justice system, meaning that children of color are especially at risk of experiencing the negative effects of parental incarceration.

While the impacts of incarceration on children are daunting, *these negative experiences can be prevented*. Community-based sentencing alternatives (such as HB 337) help children and caretakers. Sentencing alternatives allow a primary caretaker to be a stable, uninterrupted presence in a child's life. Justice-involved caretakers who stay with their children experience better outcomes as well. In Washington, women who participated in the Parent Sentencing Alternative program had a recidivism rate of 8%, whereas women who were incarcerated and separated from their children had a recidivism rate of 29%.

Finally, HB 337 proposes a more cost-efficient approach to sentencing. This bill saves money by potentially avoiding incarceration (a policy that costs \$44,000 per person per year in Maryland). By keeping families together, it may also reduce state spending on programs (such as foster care) that are activated by family instability.

It is for these reasons that I am encouraging you to vote **in support of HB 337, Criminal Procedure - Sentencing - Primary Caretaker**. Thank you for your time, service, and consideration.

Sincerely,

Alicia Pereschuk
321 W. 28th Street
Baltimore, MD 21211
Showing Up for Racial Justice Baltimore

SB 337 - Motor Fuel Tax Repeal - MFRW FAVORABLE F

Uploaded by: Ella Ennis

Position: FAV



Ella Ennis, Legislative Chairman
Maryland Federation of Republican Women
PO Box 6040, Annapolis MD 21401
Email: eee437@comcast.net

The Honorable, Guy Guzzone, Chairman
and Members of the Budget and Taxation Committee
Senate of Maryland
Annapolis, Maryland

RE: **SB 337 Motor Fuel Tax Rates – Consumer Price Index Adjustment -Repeal – SUPPORT**

Dear Chairman Guzzone and Committee Members,

The 1,480 members of the Maryland Federation of Republican Women strongly support SB 337 to repeal the annual CPI increase in the Motor Fuel Tax.

Motor Fuels are heavily taxed. There is a federal tax of 18.4 cents per gallon in addition to Maryland taxes of 36.10 cents per gallon of gasoline. This is an increase of 13 cents/gallon since the passage of this annual CPI increase in 2013. Maryland also imposes a sales tax on gasoline of 5 cents a gallon. Inflation is surging and the average price of regular unleaded gasoline is \$3.27 a gallon. Taxes of 59.5 cents are 18% of that cost. If the CPI provision is left unchanged, the price of gasoline will increase again in July.

Families and businesses are hurting from inflation and from the restrictions of the pandemic. The motor fuel tax hurts lower-income and rural Marylanders most severely. On average, they travel greater distances to their jobs and tend to own older, less fuel-efficient vehicles. Many delivery jobs require the person to use their own vehicle. Almost every business, large or small, is impacted by the increased costs of motor fuel and motor fuel taxes for their vehicles used to deliver goods and services to stores, offices, homes, hospitals, schools and government agencies. Increasing the cost of motor fuel and taxes leads to increases in the cost of groceries, and every other product and service. It will cause some products to disappear and businesses to close. It is a drag on the economy and stresses family budgets. Increasing the motor fuel tax annually magnifies these problems.

Motor fuel taxes go into the Transportation Trust Fund that pays for bonds for transportation projects including roads and bridges. All vehicles, whether motor fuel-powered or electric-powered use those roads and bridges. But owners of electric-powered vehicles do not pay motor fuel taxes or motor fuel sales taxes or an equivalent fee to help build and maintain the roads and bridges on which they travel.

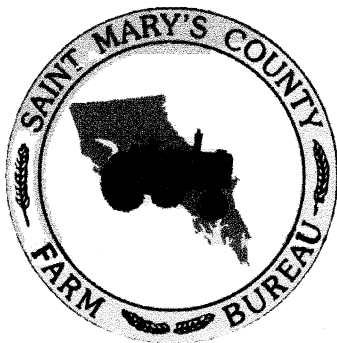
Please vote for a **favorable** report for **SB 337** and repeal the annual CPI increase in the motor-fuel tax.

Sincerely,
Ella Ennis

SB0337_Raley_Fav.pdf

Uploaded by: James K. Raley Jr.

Position: FAV



ST. MARY'S COUNTY FARM BUREAU

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WORKING FOR SUSTAINABLE AGRICULTURE SINCE 1947

Senate Bill 337

Motor Fuel Tax Rates – Consumer

Price Index Adjustment – Repeal

Favorable

February 4, 2022

Senate Budget and Taxation Committee

3 West, Miller Senate Office Building .

Annapolis, MD 21401

Re: Senate Bill 337, Motor Fuel Tax Rates – Consumer Price Index Adjustment – Repeal,
hearing date February 8, 2022.

Dear Committee Members,

The Board of Directors of the St. Mary's County Farm Bureau supports amendments to Section 9-305, Article – Tax – General, of the Annotated Code of Maryland, to stop automatic increases in motor fuel taxes based on growth in the Consumer Price Index (CPI).

According to US Department of Labor, the consumer price index climbed 7% in 2021, the largest 12-month gain since June 1982. Farmers are experiencing substantial escalation of input costs for crop and livestock production due to increased inflation, including rising fuel costs for their farm businesses. The state excise gas tax, indexed to CPI, increases expenses for farmers that they have to absorb, which makes it difficult to remain profitable. Additionally, if there is a decline or no growth in CPI, the motor fuel tax does not change, so the increased tax burden remains.

Farm bureau is opposed to increases in the state fuel tax. The bureau respectfully requests that the committee issue a favorable report on Senate Bill 337.

Sincerely,

James K. Raley, Jr.

President

St. Mary's County Farm Bureau

SB 337 CPI Repeal.pdf

Uploaded by: Kirk McCauley

Position: FAV



WMDA/CAR Service Station
and Automotive Repair Association

Chairman: Guy Guzzone

Members of the Budget and Taxation Committee

RE:SB337 Motor Fuel Tax Rate CPI Adjustment Repeal

Position: Favorable

With the rate of inflation going vertical, Consumer Price Index Repeal For motor fuel would be a good thing for consumer.

WMDA/CAR is a trade association that has represented service stations, convenience stores and independent repair shops since 1937. Any questions can be addressed to Kirk McCauley, 301-775-0221 or kmccauley@wmda.net

SB337_MRA_FAV.pdf

Uploaded by: Sarah Price

Position: FAV

MARYLAND RETAILERS ASSOCIATION

The Voice of Retailing in Maryland



SB337 – Motor Fuel Tax Rates - Consumer Price Index Adjustment - Repeal **Budget and Taxation Committee** **February 8, 2022**

Position: Favorable

Background: Automatic motor fuel tax rate increases based on the consumer price index would be repealed.

Comments: The Maryland Retailers Association (MRA) supports the proposal to repeal automatic rate increases for taxes on motor fuel based on the consumer price index (CPI).

The rising cost of goods and services due to inflation caused by the COVID-19 pandemic is having a major impact on households and businesses across the country. Increased prices for goods are related to a variety of factors including the price of raw materials, labor costs at every level of production, and shipping costs. Repealing automatic tax rate increases based on CPI would have a positive impact on all Marylanders not only based on individual transportation costs but also through lower prices on goods and services due to lower operational costs for businesses.

We are all reminded on a daily basis that the pandemic and its impacts are far from over. Cost increases that we can control should be put on hold as we continue to work through this challenging time. With this in mind, we would urge a favorable report on SB337. Thank you for your consideration.

SB 337_SP_FAV.pdf

Uploaded by: Sarah Reichert-Price

Position: FAV

Senator Guy Guzzone, Chairman
and members of The Budget and Taxation Committee
Maryland Senate
Annapolis, MD

RE: SB 337- Motor Fuel Tax Rates-Consumer Price Index Adjustment- Repeal- SUPPORT

Dear Chairman Guzzone and Members of The Committee,

I strongly urge you to support SB337. With inflation on the rise, Marylanders are currently suffering financially. This would not only serve as, yet another, financial blow to the citizens of Maryland, but also, as a snowball effect, to the economy of the state of Maryland.

Repealing a requirement that certain motor fuel tax rates be adjusted in future years based on growth in the Consumer Price Index for All Urban Consumers would allow an already unaffordable, but necessary, commodity, be less so; thereby encouraging travel throughout the state; thus increasing spending on other goods and services associated with said travel, as well as increased spending associated with life in general; thereby boosting the economy.

Lower fuel costs means the transportation of goods costs less. When transportation costs rise, the cost of goods transported also rises. As the cost of goods rise, consumer spending decreases and the economy suffers a negative impact.

Please vote for a FAVORABLE Report for SB 337- Motor Fuel Tax.

Thank you for your time,
Sarah Price
221 Miller Street
Westernport, Md 21562

SB0337_ MarylandAGC_UNF.pdf

Uploaded by: Champe McCulloch

Position: UNF

**SB 337****Motor Fuel Tax Rates – Consumer Price Index Adjustment – Repeal****Budget and Taxation Committee****Position: Unfavorable**

Maryland AGC, the Maryland Chapter of the Associated General Contractors of America, provides professional education, business development, and advocacy for commercial construction companies and vendors, both open shop and union. AGC of America is the nation's largest and oldest trade association for the construction industry. AGC of America represents more than 26,000 firms, including over 6,500 of America's leading general contractors, and over 9,000 specialty-contracting firms, all through a nationwide network of chapters. Maryland AGC respectfully urges SB 337 be given an unfavorable report

This bill would repeal the annual indexing to inflation of all motor fuel tax rates, except for aviation and turbine fuels. Under current law, motor fuel taxes are increased annually based on inflation, as measured by the Consumer Price Index (CPI). The bill repeals any future increases beginning in fiscal 2023. Per the Fiscal Note, MDOT advises that based on its estimated revenue decrease resulting from the bill, MDOT will be required to reduce its capital program by \$855.0 million in fiscal 2023 through 2027 to maintain its debt service coverage ratio.

As a past Fiscal Notes pointed out, the average annual savings for motorists is negligible, at best \$1.00 per month.¹ However, the impact on the construction and maintenance of Maryland's roadways and transit systems would be dramatic. From the standpoint of transportation construction companies and their employees, passage of SB 337 would reduce construction opportunities. It is ironic that, with respect to transportation infrastructure, SB 337 would move Maryland backwards while the nation is moving forward under the bipartisan Infrastructure Investment and Jobs Act.

Accordingly, Maryland AGC respectfully urges that SB 337 be given an unfavorable report.

Champe C. McCulloch

McCulloch Government Relations, Inc.

Lobbyist for Maryland AGC

¹ Fiscal Note, HB 957, 2018

SB337_MDSierraClub_unf - 8Feb2022.pdf

Uploaded by: Josh Tulkin

Position: UNF



P.O. Box 278
Riverdale, MD 20738

Committee: Budget and Taxation

Testimony on: SB 337 – “Motor Fuel Tax Rates – Consumer Price Index Adjustment – Repeal”

Position: Oppose

Hearing Date: February 8, 2022

The Maryland Chapter of the Sierra Club strongly opposes SB 337. The bill would repeal a requirement that motor fuel tax rates be adjusted in future years based on growth in the Consumer Price Index (CPI).

Motor fuel taxes are levied by all 50 states, Washington, DC, and the federal government, and 22 states (including Maryland) and DC have a variable rate gas tax that adjusts without regular legislative action. The proposed legislation would halt a modest but steady increase in gas tax revenue the General Assembly previously decided was necessary to keep up with inflation and help fund the state’s transportation infrastructure to support the needs of our citizenry and economic growth of the state.

According to Maryland’s latest Consolidated Transportation Program, the motor fuel tax is the largest source of funding in the state to support the Maryland Department of Transportation (MDOT). The fuel tax revenue goes into the state’s Transportation Trust Fund which supports the operation and maintenance of state transportation systems, administration, capital projects, Maryland’s portion of operating and capital subsidies for the Washington Metropolitan Area Transit Authority (WMATA), and capital grants to Maryland’s counties and Baltimore City for local transportation needs.

In Maryland and across the country, gas tax revenues have not been keeping up with transportation funding needs for several reasons. Less fuel per mile is required as vehicles become more efficient; an increasing number of electric vehicles are replacing gas and diesel fueled vehicles; younger people are driving less than previous generations; the pandemic caused a fall-off in driving; and the related interest in telework is continuing. At the same time, rising costs for transportation projects are causing MDOT’s program to be fiscally constrained.

In light of this situation, limiting the income from the state’s fuel tax would be both misguided and shortsighted. For these reasons, we urge an unfavorable report on this bill.

Brian Ditzler
Transportation Chair
Brian.Ditzler@MDSierra.org

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

Founded in 1892, the Sierra Club is America’s oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

SB 337_MAA_UNF.pdf

Uploaded by: Rachel Clark

Position: UNF

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VICE CHAIRMAN
Brian Russell

MARYLAND ASPHALT ASSOCIATION



SECRETARY:
David Slaughter
TREASURER:
Jeff Graf
PRESIDENT:
G. Marshall Klinefelter

February 8th, 2022

Senator Guy Guzzone, Chair
Senate Budget and Taxation Committee
3 West, Miller Senate Office Building
Annapolis, MD 21401

RE: Senate Bill 337 – UNFAVORABLE – Motor Fuel Tax Rates – Consumer Price Index Adjustment – Repeal

Dear Chair Guzzone and Members of the Budget and Taxation Committee:

The Maryland Asphalt Association is comprised of 18 producer members representing more than 47 production facilities, 24 contractor members, 24 consulting engineer firms and 41 other associate members. We proactively work 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.

Senate Bill 337 would stop all future automatic increases to Maryland's motor fuel tax rates by decoupling those rates from the Consumer Price Index for all urban consumers, one of the most common metrics to measure inflation. This tether was codified by the Transportation Infrastructure Investment Act of 2013, which also increased Maryland's motor fuel tax rates for the first time since 1992. Since its enactment, this inflationary provision has generated an additional \$15-20 million annually for the Transportation Trust Fund ("TTF") over the prior year. Realizing consistent revenue increases for the TTF is integral to maintaining the spending power of the Maryland Department of Transportation's ("MDOT's") capital program, as any decrease in TTF revenues would jeopardize MDOT's capacity to issue Consolidated Transportation Bonds due to their debt service requirements. The needs of our State are critical, and we cannot afford to impose more constraints on a region that is struggling with massive deficiencies in its transportation infrastructure network.

We appreciate you taking the time to address this important issue, and we urge an unfavorable report on Senate Bill 337.

Thank you,

Marshall Klinefelter
President
Maryland Asphalt Association

SB 337_MTBMA_UNF.pdf

Uploaded by: Rachel Clark

Position: UNF



February 8th, 2022

Senator Guy Guzzone, Chair
Senate Budget and Taxation Committee
3 West, Miller Senate Office Building
Annapolis, MD 21401

RE: Senate Bill 337 – UNFAVORABLE – Motor Fuel Tax Rates – Consumer Price Index Adjustment – Repeal

Dear Chair Guzzone and Members of the Budget and Taxation Committee:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials.

Senate Bill 337 would stop all future automatic increases to Maryland’s motor fuel tax rates by decoupling those rates from the Consumer Price Index for all urban consumers, one of the most common metrics to measure inflation. This tether was codified by the Transportation Infrastructure Investment Act of 2013, which also increased Maryland’s motor fuel tax rates for the first time since 1992. Since its enactment, this inflationary provision has generated an additional \$15-20 million annually for the Transportation Trust Fund (“TTF”) over the prior year. Realizing consistent revenue increases for the TTF is integral to maintaining the spending power of the Maryland Department of Transportation’s (“MDOT’s”) capital program, as any decrease in TTF revenues would jeopardize MDOT’s capacity to issue Consolidated Transportation Bonds due to their debt service requirements. The needs of our State are critical, and we cannot afford to impose more constraints on a region that is struggling with massive deficiencies in its transportation infrastructure network.

We appreciate you taking the time to address this important issue, and we urge an unfavorable report on Senate Bill 337.

Thank you,

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association