



Testimony to the Senate Budget and Taxation Committee  
SB 1076 Sales and Use Tax – Electricity to Charge Electric Vehicles – Transportation Trust Fund  
**Position: Unfavorable**

February 23, 2024

The Honorable Guy Guzzone, Chair  
3 West, Miller Senate Office Building, Annapolis, MD 21401

Honorable Chair Guzzone and Members of the Senate Budget and Taxation Committee:

I have been an Electric Vehicle (EV) owner since 2011 having experience with five EV makes/models. For over a decade I have been a part of and observing EV adoption in Maryland and across the United States. I have also spent untold hours educating groups and individuals about EVs. As such, I know it is important for me and fellow EV owners to pay a *fair share* of road taxes. That said, the question becomes “What is my fair share?”

My understanding is that SB 1076 proposes to tax the electricity “at an electric vehicle charging station” or of non-residential or non-domestic rate electricity used to charge EVs.

SB 1076 belies a lack of understanding about EVs and thus makes the common mistake of trying to wedge the EV operating experience into the internal combustion engine experience model of having to go to the gas station. The reality is the vast majority of current EV owners, those with off-street overnight parking at home, charge at home 100% of the time when not on a road trip. Because of this, most EV owners would pay very little if any of this sales and use tax and thus have little impact on increasing the Transportation Trust Fund.

In fact, SB 1076 penalizes EV owners at the very bleeding edge challenges of EV adoption who rely heavily on public charging - those in the Multi-Unit Dwellings such as condos and apartment, most of whom cannot access residential EV charging today. Many of these residents also do not enjoy the income levels of single-family homeowners so imposing a tax on public EV charging will weigh heaviest on those who can least afford it.

I am strongly opposed to this bill because of these facts and it proactively prevents work best left to the Transportation Revenue and Infrastructure Needs (TRAIN) commission. This approach does not allow time for the TRAIN committee complete their analysis and make recommendations based on real data which is why the commission was established. In fact, it feels like an end run around any conclusions the TRAIN committee may present. Meanwhile the multi-billion dollar shortfall in the Transportation Trust Fund (TTF) looms.

Based on my experience, this bill does not solve the challenge of EV owners paying a fair share of road taxes. This bill screams “wait for the TRAIN”.

Respectfully,

Joyce K. Breiner, CC-P®

