

**SB 1076\_MTBMA\_FAV.pdf**

Uploaded by: Michael Sakata

Position: FAV



February 29, 2024

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

**RE: SB 1076 – FAVORABLE – Sales and Use Tax – Electricity to Charge Electric Vehicles – Transportation Trust Fund**

Dear Chair Guzzone and Members of the 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. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

Senate Bill 1076 would allocate revenue generated from the sales and use tax on electricity used to charge electric vehicles (EVs) to the Transportation Trust Fund.

MTBMA strongly supports this legislation because the Transportation Trust Fund is currently facing a significant funding shortfall, and we must take proactive steps to address this issue. SB 1076 represents a practical solution to this shortfall to provide the much-needed resources for essential transportation projects. Moreover, this bill aligns with the principle that EVs should contribute to the TTF, considering they do not pay the motor fuel tax, yet still rely on the roads and infrastructure. By enacting this legislation, we can ensure the continued operation and enhancement of Maryland’s transportation network.

We appreciate you taking the time to consider our request for a **FAVORABLE** report on SB 1076.

Thank you,

Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association

# **SB 1076 Sen Corderman Testimony.pdf**

Uploaded by: Paul Corderman

Position: FAV

**PAUL D. CORDERMAN**  
*Legislative District 2*  
Frederick and Washington Counties

Budget and Taxation Committee

*Subcommittees*

Capital Budget

Education, Business and Administration



James Senate Office Building  
11 Bladen Street, Room 403  
Annapolis, Maryland 21401  
410-841-3903 · 301-858-3903  
800-492-7122 Ext. 3903  
Paul.Corderman@senate.state.md.us

**THE SENATE OF MARYLAND**  
**ANNAPOLIS, MARYLAND 21401**

February 29, 2024

Senate Budget & Taxation Committee  
Chair Guy Guzzone  
Vice Chair Jim Rosapepe  
3 West Miller Senate Office Building  
Annapolis, MD 21401

**Testimony in Support of Senate Bill SB 1076 – Sales and Use Tax – Electricity to Charge Electric Vehicles – Transportation Trust Fund**

Chair Guzzone, Vice Chair Rosapepe and Members of the Committee,

Thank you for the opportunity to present SB 1076. This legislation requires the Comptroller to distribute to the Transportation Trust Fund revenue from the sales and use tax that is attributable to the sale of electricity used to charge an electric vehicle at a charging station. Allocating these funds to contribute to the Transportation Trust Fund will ensure Maryland's roads and bridges are maintained, repaired and in safe condition for our constituents.

Thank you for your consideration and I respectfully ask for a favorable report on SB 1076.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul D. Corderman".

Paul D. Corderman  
District 2 – Washington & Frederick Counties

**SB 1076\_MAA\_FAV.pdf**

Uploaded by: Tim Smith

Position: FAV

CHAIRMAN:  
Jeff Graf  
VICE CHAIRMAN  
David Slaughter



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

February 29, 2024

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

**RE: SB 1076 – FAVORABLE – Sales and Use Tax – Electricity to Charge Electric Vehicles – Transportation Trust Fund**

Dear Chair Guzzone 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.

Senate Bill 1076 would allocate revenue generated from the sales and use tax on electricity used to charge electric vehicles (EVs) to the Transportation Trust Fund.

MAA strongly supports this legislation because the Transportation Trust Fund is currently facing a significant funding shortfall, and we must take proactive steps to address this issue. SB 1076 represents a practical solution to this shortfall to provide the much-needed resources for essential transportation projects. Moreover, this bill aligns with the principle that EVs should contribute to the TTF, considering they do not pay the motor fuel tax, yet still rely on the roads and infrastructure. By enacting this legislation, we can ensure the continued operation and enhancement of Maryland's transportation network.

We appreciate you taking the time to consider our request for a **FAVORABLE** report on SB 1076.

Sincerely,



Tim Smith, P.E.  
President  
Maryland Asphalt Association

# **SB 1076 Breiner Written Testimony Sales \_Use Tx \_E**

Uploaded by: Joyce Breiner

Position: UNF



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®





**czajka\_sb1076\_022824.pdf**

Uploaded by: Mark Czajka

Position: UNF

## Subject: SB 1076 – UNFAVORABLE

February 28, 2024

Budget and Taxation Committee  
3 West  
Miller Senate Office Building  
Annapolis, Maryland 21401

Dear Honorable Chair Guy Guzzone and Members of the Committee:

My name is Mark Czajka and I'm a resident of Charles County and the Director of MD Volt Inc., a Maryland EV club. I **DO NOT SUPPORT** Senate Bill 1076 (Sales and Use Tax – Electricity to Charge Electric Vehicles – Transportation Trust Fund). These are my personal views on SB 1076:

- SB 1076 penalizes drivers who rely heavily on public charging, which is not on residential or domestic rates.
- Many of these drivers live in condos or apartments which haven't installed charging stations or are unable to do so.
- Maryland Commission Transportation Revenue and Infrastructure Needs (TRAIN) hasn't discussed this option yet.

If you have any questions, please feel free to contact me at [mark@mdvolt.org](mailto:mark@mdvolt.org).

Sincerely,



Mark Czajka  
Waldorf, MD 20603

**Wilson SB 1076 UNFV.pdf**

Uploaded by: Scott Wilson

Position: UNF

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

25 February 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:

My name is Scott Wilson, and I currently drive a 2017 Chevy Bolt EV and a 2013 Nissan Leaf. I serve on the Maryland Zero Emission Electric Vehicle Infrastructure Council, and I'm also Vice President of the Electric Vehicle Association of Greater Washington DC. The following remarks are entirely on my behalf.

As an EV driver, I want nothing more than to pay my fair share in road taxes. I don't like potholes any more than the next guy. Fairness should extend not just between EV drivers and ICE drivers, but among EV drivers themselves. This bill fails to do that.

This bill would send funds to the TTF from the sales and use tax on public EV charging (i.e. from electricity "NOT SOLD UNDER A RESIDENTIAL OR DOMESTIC RATE SCHEDULE ON FILE WITH THE PUBLIC SERVICE COMMISSION"), but not from any taxes whatsoever on residential or domestic rate charging. Thus, drivers who must rely on public EV charging, primarily those who live in multifamily housing which have not yet, or are unable to, install Level 2 charging, would be entirely footing the bill for the EV contribution to the TTF, while drivers privileged enough to be able to charge at home would not contribute a penny to the TTF. Allegedly, EVs "aren't paying their fair share" to the TTF. Why would we recover funds only from roughly half of EV drivers?

The best funding option is a solution that is both fair and which would **permanently solve TTF funding**: abolishing the gas tax and replacing it with a Road Usage Charge (RUC) also known as a Vehicle Mile Tax (VMT). A VMT is the fairest solution since it would charge vehicles in direct proportion to their road use. The more you drive, the more you pay, the less you drive, the less you pay, which is the way gas cars are taxed now. In fact, the gas tax has always been a proxy for a VMT, but that proxy is breaking down.

The Maryland Commission on Transportation Revenue and Infrastructure Needs (TRAIN) took testimony last year and will make final recommendations at the end of this year. Testimony at TRAIN has shown that the real cause of declining TTF revenue is

primarily the decrease in gasoline purchases due to increasing Corporate Average Fuel Economy (CAFE) standards in the wider fleet. CAFE standards will continue to rise, raising a fair question about whether, for example, hybrids like the Toyota Prius are or will be “paying their fair share”.

It would be better to take gasoline out of the equation entirely. Charge vehicles in proportion to the amount they drive, not the amount of gas they burn.

There are many ways to phase in a VMT which includes **robust and verifiable privacy protections**, and we can learn from the states that are already doing so. Oregon<sup>1</sup>, Utah<sup>2</sup>, Virginia<sup>3</sup>, and even deep red Oklahoma<sup>4</sup> all have active or pilot VMT programs. Washington, California, Nevada, Colorado, Minnesota, Pennsylvania, North Carolina, New Jersey, Delaware, Hawaii, and Maine all have VMT pilots. 20 other states, including Maryland<sup>5</sup>, are researching VMT programs through multi-state consortia. The National Conference of State Legislatures<sup>6</sup> has shown that VMT programs are affordable, effective, and **privacy-protecting**. The TRAIN Commission has taken testimony<sup>7</sup> which included VMT and has stated it will consider VMT in 2024. VMT is thus a viable potential TTF funding option, and preemptively prohibiting it would be short-sighted transportation policy.

As an EV driver, I want nothing more than to pay my fair share. Let’s not get in front of the TRAIN, let’s wait for the TRAIN to come in.

Thank you for your time,

Scott Wilson

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<sup>1</sup> <https://www.myorego.org/>

<sup>2</sup> <https://roadusagecharge.utah.gov/>

<sup>3</sup> <https://www.dmv.virginia.gov/vehicles/taxes-fees/mileage-choice>

<sup>4</sup> <https://www.fairmilesok.com/>

<sup>5</sup> <https://tetcoalitionmbuf.org/>

<sup>6</sup> <https://www.ncsl.org/resources/details/ncsl-road-usage-charges-summit-agenda-presentations-june-2022>

<sup>7</sup> Ed Regan “2023 Outlook on Fuel Tax Sustainability” at [2:12:45 https://mgaleg.maryland.gov/mgawebsite/Committees/Media/false?cmt=tri&clip=APP\\_8\\_24\\_2023\\_meeting\\_1&ys=2023rs](https://mgaleg.maryland.gov/mgawebsite/Committees/Media/false?cmt=tri&clip=APP_8_24_2023_meeting_1&ys=2023rs)