

Testimony to the House Environment and Transportation Committee
HB 1374 Alternative Fuel, Fuel-Efficient, and Electric Vehicles - Highway Use Fees
Position: Favorable With Amendment

The Honorable Marc Korman, Chair
Room 251, Taylor House Office Building, Annapolis, MD 21401

2 March 2026

Honorable Chair Korman and Members of the House Environment and Transportation Committee:

My name is Scott Wilson, and I 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 Vice President of the Electric Vehicle Association of Greater Washington DC. The following remarks are entirely on my behalf.

I support calculating a highway use fee (HUF) for fuel efficient cars (>25 mpg), since the majority of the shortfall in the TTF (21% of which is funded by the gas tax) is due to steadily rising CAFE mileage standards¹. To paraphrase what I often hear as an EV driver, are 50 mpg hybrids "paying their fair share"?

I also strongly support giving EV drivers with low annual miles an optional Mileage-Based User Fee (MBUF), similar to current practice in Virginia. It makes no sense to charge a driver who drives 1000 miles per year the same EV registration surcharge as one who drives 20,000 miles per year. Privacy-protecting MBUF programs currently operate in Hawaii, Oregon, Utah, and Virginia, and MDOT has already tested out operating a MBUF.

My amendment would be to increase the assumed mileage of the 25 mpg reference car. If I were unable to drive an EV, would I be driving a 25 mpg gas car (low mileage in my opinion)? No, I would be driving the highest mileage hybrid I could. The bill language allows for the reference car to be *at least* 25 mpg, so it could be adjusted to be closer to the 55 mpg typical of hybrids. Also, by 2031, the average light-duty fuel economy under CAFE is projected to reach 50.4 mpg. How long will we still be linking the HUF to the 25 mpg cars of yore? Few of those cars will still be on the road.

Ideally by then, gasoline will be removed entirely from the TTF funding formula and replaced with a simple MBUF for all registered vehicles. As an EV driver, I want nothing more than to pay my fair share.

Thank you for your time,

Scott Wilson

¹ The validity of the Trump rollbacks of CAFE mileage standards will ultimately be decided by litigation, with a decision years in the future.