



February 28, 2023

Senator Brian Feldman, Chair
Senate Education, Energy, and the Environment Cmte.
2 West, Miller Senate Office Building
Annapolis, MD 21401

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

RE: Senate Bill 548 – LETTER OF INQUIRY – Maryland Energy Administration – Energy Programs – Modifications (Clean Transportation and Energy Act)

Dear Chair Feldman, Chair Guzzone, and Members of the Education, Energy, and the Environment and the Budget and Taxation Committees:

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 548 would make several modifications to the state's codified transportation policy as it relates to the use of the Strategic Energy Investment Fund (SEIF) to incentivize the adoption of zero-emission vehicles for both personal and commercial use throughout Maryland. Among these are the extension of the Electric Vehicle Recharging Equipment Rebate Program, the repeal of the cap that limits the Maryland Energy Administration (MEA) to issuing \$1.8 million in such rebates each year, the expansion of allowable uses for Alternative Compliance Payments, and the increase of the maximum amount of SEIF funds that can be credited to an administrative expense account.

MTBMA has some concerns about the bill as drafted that we would like to bring to the Committee's attention, along with some recommendations regarding elements of this issue that we believe should be a part of any such discussions. While we understand the desire to incentivize a transition to zero-emission vehicles as part of a larger strategy of combatting man-made climate change, we are concerned that this bill sets the dangerous precedent of offering up a perpetual blank check for these incentives by extending the rebate program and uncapping the amount of rebates that can be provided. What guarantee can the Committee provide that you will not simply extend this program again in 2026, instead of considering other, potentially more effective, uses for these funds?

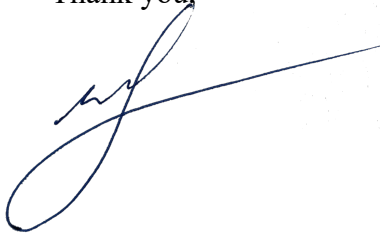
In addition, any discussion of the transition to zero-emission vehicles would be incomplete without also considering the severe negative impact such progress will have on our Transportation Trust Fund (TTF), should a replacement revenue solution not be found in the near future. Thanks to these incentives, more

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and more zero-emission vehicles are hitting our roadways; however, these vehicles are not contributing any ongoing revenues toward the maintenance and repair of those very roads. Because their vehicles don't consume gasoline, these drivers aren't paying any gas tax, despite their vehicles generating the same wear and tear on our roadways. Before we as a state continue to drive more consumers and businesses toward zero-emission vehicles, it is imperative that the General Assembly implement some kind of ongoing tax mechanism that makes sure these drivers are paying their fair share toward the upkeep of the roads they have been driving on, so far, with impunity from taxation. Therefore, we ask the Committee to consider amending this bill or passing companion legislation to begin generating much-needed TTF revenues from this population.

We appreciate you taking the time to consider our concerns about Senate Bill 548.

Thank you,

A handwritten signature in blue ink, appearing to read 'Michael Sakata', with a long horizontal stroke extending to the right.

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association