



**MOTORCYCLE
INDUSTRY
COUNCIL**

April 25, 2025

The Honorable Tim Nangle
Chair, Jt. Transportation Committee
2 State House Station
State House
Augusta, ME 04333

The Honorable Lydia Crafts
Chair, Jt. Transportation Committee
2 State House Station
State House
Augusta, ME 04333

RE: Amend LD 1659 (HP 1100) to exclude motorcycles

Dear Chair Nangle and Chair Crafts:

Hundreds of companies represented by the Motorcycle Industry Council (MIC)¹, urge that LD 1659 (HP 390) be amended to exclude electric motorcycles from the annual electric vehicle registration surcharge or, at minimum, significantly reduce the surcharge for electric motorcycles. As introduced, LD 1659 (HP 1100) imposes an additional annual electric vehicle registration surcharge of \$250 on new and used battery electric and plug-in hybrid electric vehicles.

We understand that imposing an additional fee on electric vehicles offsets lost gas tax revenues, which support your state's highway infrastructure system. However, gas and electric motorcycles generally travel far fewer miles annually on average than do automobiles, especially in states like Maine with shorter riding seasons. Motorcycles also get far better gas mileage and cause far less wear and tear on highway infrastructure. According to Federal Highway Administration data², the average miles traveled per light-duty vehicle in 2022 was 10,847 whereas the average motorcycle mileage in 2022 was 2,484. Based on these mileage numbers, the additional tax for motorcycles should be about 20% of that for other alternative fuel vehicles. For your bill, that would equate to \$50. As currently written, the bill disproportionately taxes electric motorcycles not only based on gas tax revenues, but also based on their impact on highway infrastructure. A 500-pound motorcycle does not have nearly the impact on your roads that a 3,000-pound automobile does and should not be taxed at the same rate.

We all recognize the benefits that electric vehicles will have on the environment and on lessening the nation's dependence on petroleum. Electric motorcycles serve these same purposes and the purchase and use of electric motorcycles should be promoted for the same reasons as the purchase and use of electric automobiles. Further, motorcycles have even more benefits as a transportation mode. They offer an economical and efficient option for everyday transportation needs, while at the same time easing traffic congestion and parking shortages.

With our nation's highways becoming more and more congested, motorcycles move through traffic far easier than cars and if more drivers would replace their mode of transportation with motorcycles, it would serve to alleviate congestion. Lack of sufficient parking is also a contributing

¹ The Motorcycle Industry Council (MIC) is a not-for-profit, national trade association representing several hundred manufacturers, distributors, dealers and retailers of motorcycles, scooters, motorcycle parts, accessories and related goods, and allied trades.

² <https://www.fhwa.dot.gov/policyinformation/statistics/2022/vm1.cfm>

factor to congestion and overcrowded streets in many urban areas. Motorcycles are easy to park and up to four motorcycles or scooters can be parked in the area normally taken up by one automobile.

The use of electric motorcycles should be encouraged every bit as much as the use of electric automobiles. Unfortunately, an imbalanced tax would discourage the purchase of an electric motorcycle and disproportionately tax users who are more fuel efficient and contribute less wear on Maine roads. We respectfully urge that electric motorcycles be excluded from the additional electric vehicle fee, or be assessed a much lower fee, as other states, including Iowa, Kentucky, North Dakota, and Washington, have done in recent years.

Thank you for your consideration of these comments. Should you have additional questions, please feel free to contact me at 703-416-0444 or via email at sschloegel@mic.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott P. Schloegel". The signature is written in a cursive, flowing style.

Scott P. Schloegel
Senior Vice President, Government Relations