

Testimony in opposition to LD 622, An Act to Implement a Surcharge on Electric Vehicle Registration

My name is Michael Dunn, I live in Harrison and I drive an electric vehicle.

I want to be contributing to the Department of Transportation's Highway Fund, but a flat surcharge on every EV regardless of miles driven, weight and load capacity is a crude way to do this and is in opposition to the State's goals of electrification as stated in Maine Won't Wait.

The average Mainer drives 15,000 miles per year. At the average mileage of 26 MPG, that's 576 gallons of gasoline. At \$0.30 per gallon tax, that's \$173 per year going to the Highway Fund from the average Maine driver.

The proposed \$250/year surcharge is much higher than the typical internal combustion engine driver's and would only raise \$2.5 million (10,000 BEVs x \$250), which is 0.13% of the DoT budget. The unfairness is even worse considering the average EV driver drives 3,000 or 4,000 miles less than other drivers.

I would fully support a tax for EV owners based on the vehicle weight, load capacity and miles driven. This would require no extra data collection. It would require figuring out a formula which might look something like this (example for Chevy Bolt EUV 2022):

weight	weight factor	tax portion
3700	0.02	\$74
load capacity	capacity factor	
900	0.05	\$45
annual miles	miles factor	
15000	0.0045	\$68
Total annual tax		\$187

In this example, the three elements and their factors are processed as a sum of products. In this example, the tax paid would be a little more than the \$173 per year that a gasoline car would pay.

Ultimately, I'd like to see a structure which encourages the widespread adoption of EVs. We don't make oil or gasoline in Maine, but we do make electricity. EVs can play a vital part in grid stabilization, electricity cost stabilization and personal and community resilience. Let's head in that direction.

Thank you,

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