

NOZZLE & WRENCH

AN OFFICIAL PUBLICATION OF THE WASHINGTON DC, MARYLAND & DELAWARE SERVICE STATION & AUTOMOTIVE REPAIR ASSOCIATION



VOLUME 22/ISSUE 5
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Montgomery County Sign Bill, Prince Georges, and Delaware Proposed legislation, Baltimore City - "Citation Docket"

KIRK'S CORNER

Maryland Legislative Wrap Up



By Kirk Mccauley, Director Of Member Relations & Government Affairs

[SB0259](#) – Flavored Tobacco Products – Prohibition -

Through the efforts of our members this bill was Big Footed- never to be seen. Never made to house as it had no cross file or companion bill, and Finance Committee Never took a vote.

[SB0828](#) - [HB0988](#) – Family and Medical Insurance program – Modification

This was about modification of family leave bill only, bill was passed in 2022 with no idea how it would be administered , percentages of contributions and questions galore on technical issues with bill. In short it was passed with extraordinarily little thought and pushed through by leadership.

Bill Summary, in addition to various minor, technical, and conforming changes to the FMLI Program and its administrative processes, the bill's significant changes include:

- The program's start dates for contributions and benefit payments are delayed by one year, to October 1, 2024, and January 1, 2026, respectively.
- the Secretary of Labor must set the initial total rate of contribution by October 1, 2023, which applies from October 1, 2024, through June 30, 2026, and may not exceed 1.2% of an employee's total wages before taxes, including Social Security.
- Employer/Employee contribution split is set at 50%/50%

This is a big bill with more changes to come, who will administer is the big question, Maryland Department of Labor (MDL) or a contractor. After all the details are finalized WMDA/CAR we will have a HR company put it all together in simple language. How it affects current benefits and what is required of an employer.

[HB0549](#) - [SB0555](#) Fair Wage Act of 2023

One of Governor Moore's signature bills as written would have raised minimum wage to \$15.00 an hour in October of 2023 for all, small and large employer. The bill also contained a Consumer Price Index (CPI) provision that would take effect in 2025 with a 5% cap. We were able to have the bill amended to not start until January of 2024 and to eliminate CPI.



Continues on page 4

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Continued from page 1

CPI was a big win as it can go up year after year but is never reduced if prices decline. With inflation we have now it would have added \$.75 cents to \$15.00 minimum wage.

[HB0566](#) Internet Sales of Subscription Plan -Authorization

What it does not say in the title is it would allow a lottery player to set up an electronic subscription plan out of an online wallet, which is not allowed now. WMDA/CAR turned in written opposing this and the bill was withdrawn before oral testimony was given.

There are over 4400 lottery agents in the state that employ thousands of workers. Allowing subscription to be accessed through an electronic wallet would eventually lead to lottery online. Lottery agents' sales contributed \$1.391 billion to the State of Maryland in FY2021 and \$1.511 billion in FY 2022.

What is not counted in this dollar amount is the 6% sales tax on items that are purchased in store along with \$.427 on every gallon of fuel purchased. Customers like one stop shopping, business, and employees' benefit, along with the State of Maryland. This bill would be forerunner to putting everyday lottery online. Our agents put a human face on the lottery and at the same time protect against underage purchases.

[SB0178](#) Price Sign Gouging Act

Seven years in a row less 2020 COVID year senator Kagan has put this bill in. Simple put it would have required you to post your highest price along with the required lowest price on your street sign. This bill was Big Footed – never made it to a vote and disappeared until next year.

[HB1193](#) – Right to Repair Bill

This would have been a high priority bill under different circumstances. I was told this bill was put in at request of SEMA by Delegate Hornberger. Delegate Hornberger, a republican was the only sponsor on the bill, not good in a democratic controlled house and senate with a super majority. I went to Economic Committee Chairman office and confirmed the bill had no chance of passing. I sent copies of the bill to our members but did not ask them to waste their time to spend a day in Annapolis. I testified on the bill along with SSDA. This bill was also Big Footed – Disappeared without a vote.

[HB0349](#) - [SB0345](#) Maryland Fair Scheduling

Would require employer to pay overtime if worker were call back within 11 hours of last shift, no matter how many hours he had worked, even if well under 40. Employees would have to sign an agreement to work extra, rebuttal presumption, heavy fines, private of action with a ton of documentation and bookwork with changes to employee tracking software.

Very confusing bill as far as who it effected, Food service facilities and retail business that was part of a chain of like business, Shell , Exxon, Subway. The fiscal notes were not even sure who it affected.

[HB0147](#) - [SB0250](#) Climate Crisis Plan Requirement

Would require counties to prepare a climate crisis plan. Plans would effect homeowners and businesses. The plan could require businesses to retrofit heating and cooling systems, outlaw waste oil heaters, require EV chargers at locations, ban outdoor cooking

grills, gas lawn equipment and use of fuel oil. Use your imagination, requiring 23 counties and Baltimore City to make up regulation on climate change - disaster in the making.

[HB0775](#) - [SB0542](#) Emergency Management consumer protection against Price Gouging.

Maryland Attorney General Anthony Brown had the bill introduced. This bill started out with twelve items that would come under price control if state of emergency was declared and allowed a 10% increase in profit over non-emergency times.

WMDA/CAR along with coalition partners were able to eliminate those twelve items from automatic control and up the allowed increase on goods and services to 15%. The bill now allows for seasonal pricing, is very liberal on added costs and labor. It was a win for business and a win for our new attorney general. Through several meeting with Attorney Generals Anthony Browns office, we were able to come to terms, legislators accepted, and bill was amended.

[SB0854](#) - [HB0938](#) Alcoholic Beverage Class A license – Food retailers

For the last 2 years we have been waying in on these bills even though they would not pass, why? Our location will lose volume every year and small locations will have a tough time making ends meet. Our stores need alternative sources of income and beer, and wine would fit in. We have advocated for inclusion in any bill that would open the market up. In doing so we want to make sure when the time is right, and the bill has a chance of passing that we are included. We have communicated this



to house and senate leadership and committees that oversee legislation on alcohol.

[SB0660](#) - [HB0707](#) – Office of the Comptroller – Taxpayer Advocate Division

Will set up office within comptroller's office that will give retailers and consumers a direct line to call and get answers in a timely manner on sales tax issues, refunds, motor fuel tax and any issue you may have. We supported this bill as a priority of Comptroller Brooke Lierman.

[HB0230](#) - [CH0097](#) - [SB0224](#) - [CH0096](#)) Zero-Emission Medium- and Heavy-Duty Vehicles - Regulations (Clean Trucks Act of 2023)

This bill requires the Maryland Department of the Environment (MDE), by December 1, 2023, to adopt regulations that, among other things, establish requirements for the sale of new zero-emission medium- and heavy-duty vehicles in the State. Update existing regulations and incorporate by reference the California Air Resources Board's (CARB) Advanced Clean Trucks (ACT) regulations, as revised and updated. Would take effect starting with model year 2027 (unless delayed by MDE, as authorized under specified conditions). MDE must also prepare a related needs assessment and deployment plan in consultation with specified State agencies and submit the plan to the General.

[HB0550](#) - [SB0548](#) - [CH0098](#) – Energy Programs – Modifications (Clean Transportation and Energy Act)

This bill modifies grant program and amounts in bills - HB230 - SB 224

[HB0829](#) - Retail Service Stations - New Construction – Setbacks

Would require an NTI to be set back minimum of 1,000 feet from existing service stations.

[HB0889](#) - Retail Service Stations - Electric Vehicle Charging Stations and Property Tax Credit for Service Station Conversions.

HB889 would require a level 3 fast charger for each fuel dispenser on NTI locations, would give a tax credit if station converted to another use.

[HB0915](#) - [SB0843](#) Climate Change Adaptation and Mitigation Payment Program and Climate Impact Health Coverage Program – Establishment

The fiscal note estimates state could benefit to the tune of 9 billion dollars, in payments from fossil fuel businesses based on a standard of strict liability to address the health impacts of climate change on vulnerable populations.

[HB1000](#) Alcohol and Tobacco Commission – Updates

This bill would allow, as written, the Alcohol and Tobacco Commission to do warrantless

searches of premises any time they choose without probable cause. We tried to come to an agreement to put reasonable cause in bill, but time ran out and bill died.

[HB1089](#) - Maryland Beverage Container Recycling Refund and Litter Reduction Program
Any beverage sold in Maryland would have a label to identify as Maryland and require a 10 cent deposit when sold or 15 cent over 24oz.

Bill would require any location that sold beverage to create a recycling center and accept drink containers sold in Maryland, refund deposit and keep records. Hb1089 has 39 pages of requirements, plain crazy.

Montgomery County Price Sign Bill

[Bill 7-23](#) Influenced by Senator Kagan to put a Gas price sign bill in the Montgomery County Council introduced 7-23. As written, this bill would require stations that are using "Discount for Cash" or "Discount with Car Wash", to include highest price of product within the sign. WMDA/CAR was able to have 7-23 amended. As amended bill would allow you to use as an alternative, an A frame or similar sign on the ground to show highest price, with numbers of the same size as those on pole sign and is clearly visible. You might have to illuminate at night if it is not visible enough. Takes effect October 1, 2023.

This is a bill that should not be, but is, there was only one complaint for every 7,389,143. transactions that price on pump is different from price on sign, filed with Weights and Measures. or twenty-one total complaints in FY 2022 for the entire state.

Prince George's County

[CB-44-2023](#) is a price sign bill awfully similar to MOCO but has not gone to committee yet, we will keep you updated on CB-44-2023 when committee puts bill on agenda.

Two bills that P.G. has passed, one only effects a new location, and the other effects businesses classified as tobacco shops. I have had numerous inquiries if it will affect our members. Answer- Only if you were building a new location.

[CB-005-2023](#) has been enacted by the council and it has to do with zoning codes for new gasoline stations. This bill would only effect new locations that have not yet been permitted and the bill has some leeway in time for those.

[CB-009-2023](#) has also been enacted and it has to do with Tobacco Shops, Electronic Cigarette Shops, or Retail Tobacco Businesses. Our stations and convenience stores are not classified as one of these in P.G. classifications of businesses.

Baltimore City States Attorney Bates Announces Citation Docket

WMDA/CAR and coalition partners have had a good meet with Baltimore City States Attorney Ivan Bates. Last week in a news conference he unveiled his "citation docket" during a FOX45 town hall. The docket is meant to help address quality-of-

life crimes in the city. Deputy SA Gregg Solomon-Lucas said the docket would address low-level offenses such as trespassing, loitering, and open-container violations. The move is part of Bates's campaign pledge to reverse many of the policies of the prior State's Attorney's administration. See [FOX45](#) for full coverage of the event following Bates's first 100 days in office. This is what we have been asking for, hopefully this is the start of cooperation between A.G. Office and BCPD and a Relief for business.

Anne Arundel county Plastic Bag Bill 19-23

Anne Arundel County has a plastic bag bill working through county council. Bill has been amended twice and hearing is set for May 1, 2023. Link is to amended bill. [19-232.pdf](#) ([aacounty.org](#))

Delaware legislation and Proposed Regulations

The Division of Air Quality within DNREC is proposing amending regulation 7 DE Admin. Code 1140 – Delaware's Low Emission Vehicle Program. This proposed regulation for adoption of California Advance Clean Car II (ACCII) by Delaware Department Natural Resources and Environment Control (DNREC).) This regulation would set a percentage of zero emission vehicles a new car dealer would have to sell and cumulate to 100% zero emission cars , light and medium duty trucks by 2035.

The hearing was held on April 26, starting at 6 pm, WMDA/ CAR testified not on the merits of zero emission vehicles but on infrastructure or the lack of generation of power and

distribution and interstate charging networks. There is no plan for either at this point and you are proposing regulations of this nature.

Decisions of this magnitude do not belong in the hands of administrators; Delaware General Assembly should be the ones that decide this issue and can be held accountable by the citizens that elected them. Copy of proposed regulation [untitled \(delaware.gov\)](#) Public comments accepted until May 26,2023, link below

<https://dnrec.alpha.delaware.gov/public-hearings/comments/HB123> would take the decision out of DNREC hands and require general assembly to approve instead of a regulation by DNREC.

[HB99](#) – Delaware Climate Change Solutions Act of 2023, this bill would require all agency in the state to develop climate solution plans , timelines for reaching certain goals and much more.

District of Columbia - 30 Year Old UST

WMDA/CAR and MAPDA had a meeting with District Department of Energy and Environment involving UST regulation on 30 year old tanks and timeline of removal by 2025. No update since last month but should be having another meeting soon.

This list of bills is not the only ones but the most important ones, there is a list of all the bills WMDA/CAR worked on in 2023, in this Newsletter.

Any Questions – Call Kirk. Hope to see you all at our golf outing, always a good time even if you can't hit the broadside of a barn, good food and drink and good cause. ■

2023 Legislative Scorecard

NUMBER/CHAPTER Total: 36	TITLE	PRIMARY SPONSOR	FINAL OUTCOME
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HB0017	Employment Standards - Retail Establishments - Seating for Employees		Oppose- Failed
HB0147 (SB0250)	Environment - Climate Crisis Plan - Requirement	Delegate Fraser-Hidalgo	Oppose- Failed
HB0216	Environment - Salt Applicator Certification Program - Establishment	Delegate Qi	Oppose- Failed
HB0230 / CH0097 (SB0224 / CH0096)	Department of the Environment - Zero-Emission Medium- and Heavy-Duty Vehicles - Regulations (Clean Trucks Act of 2023)	Delegate Love	Oppose- Passed
HB0349 (SB0345)	Maryland Fair Scheduling Act	Delegate Foley	Oppose- Failed
HB0493	Department of Commerce - Office of Climate Change Assistance for Small Businesses - Establishment	Delegate Ruth	<i>In Favor - Failed</i>
HB0549 (SB0555 / CH0002)	Fair Wage Act of 2023	Speaker	Oppose – Pass
HB0550 / CH0098 (SB0548)	Maryland Energy Administration – Energy Programs – Modifications (Clean Transportation and Energy Act)	Speaker	Oppose - Passed
HB0566	State Lottery – Internet Sales of Subscription Plans – Authorization	Delegate Ebersole	Oppose- Failed
HB0707 (SB0660)	Office of the Comptroller - Taxpayer Advocate Division	Speaker	In favor - Passed
HB0775 (SB0542)	Public Safety - Emergency Management - Consumer Protections Against Price Gouging	Speaker	Oppose - Passed
HB0829	Retail Service Stations - New Construction - Setbacks	Delegate Ruth	Oppose -Failed
HB0832	Labor and Employment - Equal Pay for Equal Work - Wage Range Transparency	Delegate Queen	Oppose -Failed
HB0889	Retail Service Stations - Electric Vehicle Charging Stations and Property Tax Credit for Service Station Conversions	Delegate Ruth	Oppose - Failed
HB0915 (SB0843)	Climate Change Adaptation and Mitigation Payment Program and Climate Impact Health Coverage Program – Establishment	Delegate Fraser-Hidalgo	Oppose- Failed
HB0938 (SB0854)	Alcoholic Beverages - Class A License - Food Retailers	Delegate Boyce	In Favor with Amendments - Failed
HB0988 (SB0828)	Family and Medical Leave Insurance Program - Modifications	Delegate Qi	Opposed - Passed
HB1000	Alcohol and Tobacco Commission – Updates	Delegate Wilson	Oppose- Failed
HB1089	Maryland Beverage Container Recycling Refund and Litter Reduction Program	Delegate Terrasa	Oppose- Failed
HB1134	Maryland Building Performance Standards – Fossil Fuel Use and Electric-Ready Standards	Delegate Acevero	Oppose- Failed

Chart continues next page

NUMBER/CHAPTER Total: 36	TITLE	PRIMARY SPONSOR	FINAL OUTCOME
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HB1193	Consumer Protection - Motor Vehicles - Right to Repair	Delegate Hornberger	In Favor - Failed
HB1261 (SB0838)	Workplace Fraud and Prevailing Wage - Violations - Penalties and Referrals	Delegate Valderrama	Oppose- Failed
SB0081	Labor and Employment - State Minimum Wage Rate - Acceleration (Fight for Fifteen Acceleration Act of 2023)	Senator Waldstricher	Oppose- Failed
SB0178	Business Regulation - Sale of Motor Fuel - Signage (Gas Price Gouging Act)	Senator Kagan	Oppose- Failed
SB0224 / CH0096 (HB0230 / CH0097)	Department of the Environment - Zero-Emission Medium- and Heavy-Duty Vehicles - Regulations (Clean Trucks Act of 2023)	Senator Augustine	Oppose- Passed
SB0250 (HB0147)	Environment - Climate Crisis Plan - Requirement	Senator Kramer	Oppose- Failed
SB0259	Business Regulation - Flavored Tobacco Products - Prohibition	Senator Lam	Oppose- Failed
SB3405 (HB0349)	Maryland Fair Scheduling Act	Senator Benson	Oppose- Failed
SB0542 (HB0775)	Public Safety - Emergency Management - Consumer Protections Against Price Gouging	President	Oppose - Passed
SB0548 (HB0550 / CH0098)	Maryland Energy Administration - Energy Programs - Modifications (Clean Transportation and Energy Act)	President	Oppose -Passed
SB0555 / CH0002 (HB0549)	Fair Wage Act of 2023	President	Oppose - Passed
SB0660 (HB0707)	Office of the Comptroller – Taxpayer Advocate Division	President	In Favor - Passed
SB0828 (HB0988)	Family and Medical Leave Insurance Program - Modifications	Senator Hayes	Oppose - Passed
SB0838 (HB1261)	Workplace Fraud and Prevailing Wage - Violations - Referrals	Senator Kramer	Oppose - Failed
SB0843 (HB0915)	Climate Change Adaptation and Mitigation Payment Program and Climate Impact Health Coverage Program – Establishment	Senator Kramer	Oppose - Failed

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Beware the Risks of Rude Remarks



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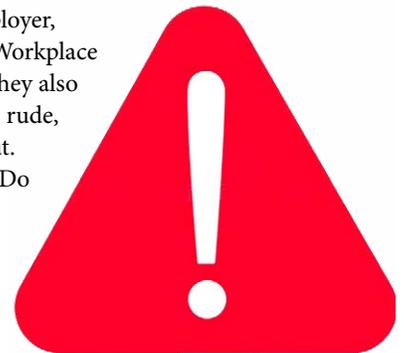
On March 30, 2023, the U.S. Equal Employment Opportunity Commission (EEOC) filed a lawsuit seeking myriad damages for alleged sex discrimination based on remarks made to a transgender male employee. Allegations included and were not limited to:

- one of the owners made “intentional, frequent, and repeated unwelcome and offensive remarks” to the employee about his transgender status;
- owners and employees asked questions about the employee’s genitalia;
- owners and employees intentionally misgendered the employee, refused to accept his name, and continued to use female pronouns.

In addition, the EEOC alleges the employer had no process in place for report workplace harassment, did not train employees on how to report harassment, and failed to train managers on how to respond to complaints of workplace harassment.

Lessons learned. Regardless of the outcome of the case, the bottom-line is the rude remarks created legal liability for the employer, subjecting it to time and costs for defending the claims. Workplace civility and respect are not only proactive practices, but they also lay the foundation for positive employee relations. Mean, rude, snarky remarks do not belong in the workplace. Cut it out. Managers and business owners need to lead by example. Do not engage in idle gossip or speculation about a person’s gender identity. It is none of your business and is unrelated to a person’s ability to perform the essential functions of your job.

Proactive, preventive measures. If you have not conducted workplace civility / harassment prevention training in the last year or so, consider doing so. Read the EEOC’s critique above. (1) Train managers and supervisors on how to response to concerns of harassment; (2) train employees on how and to whom they can report harassment (including the right to be free from retaliation for doing so); and (3) have a policy and procedure in place for reporting harassment and conducting a prompt and proper workplace investigation. NOTE: The lawsuit was filed under Title I of the Civil Rights Act of 1991, as well as the better-known Title VII of the Civil Rights Act of 1964. Why? Likely because the former amended the latter, providing for punitive and compensatory damages against employers, giving plaintiffs the right to a jury trial, and to right to collect damages. **n**



Managers and business owners need to lead by example.

GOLF OUTING



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 Golfer #3: _____ Email: _____ Phone: _____
 Golfer #4: _____ Email: _____ Phone: _____

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Building Your Social Media Presence Offline

*If you build it, they will come ... right?
Well, not necessarily.*

Brought to you by Hollie Flottum, Netdriven

When it comes to building a strong social media presence, you don't have to only rely or concentrate on building it online. There are numerous offline tactics a business owner can take in order to strengthen and increase the business's presence online.

The hardest part about social media is finding people to market to and connect with your page, but the perfect audience is likely walking in and out of your business daily. Here are a few things you could do to build your social media presence offline.

Tell people to follow you online

Let your customers know that you're online and encourage them to follow you. By simply having a dialogue with your customers and encouraging them to give your social media profiles a look, you're setting yourself up for potential growth in the number of likes and overall engagement.

Give your customers an incentive

Make it known to your customers that when they follow your social media profiles, they are likely to receive exclusive deals and be the first to know about current or upcoming promotions. By offering a 10% off discount for customers who have liked your Facebook page, or creating exclusive social media only promotions, you're giving your customers a reason to connect.

Encouraging sign

From window clings to counter displays, make your social media presence known. It's important that you include some type of signage or a brief mention on your shop's receipt to like your Facebook page, follow you on Twitter, or even leave a review on Google. You can even combine the signage with your incentive, and give customers a special gift or deal when they like your profile in store.

Include your social media presence on any print advertisements

If your business relies on traditional print media, be sure to include the URLs for your social media profile on the ad. The same is true for any type of printed marketing materials your business uses. ■

This article was created by the team at Net Driven. Learn more about Net Driven digital marketing solutions by visiting www.netdriven.com.

The hardest part about social media is finding people to market to and connect with your page, but the perfect audience is likely walking in and out of your business daily.





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Attorneys General Urge Congress to Pass Right to Repair Legislation



By Roy Littlefield IV

Right to repair remains a top priority for SSDA-AT members and a national law would provide for much needed clarity and direction in vehicle repair.

A group of 28 bipartisan attorneys general – from Maine to Alaska – is signaling unprecedented support for consumers’ right to repair the items they purchase – including automobiles, tractors, smartphones and more.

In a letter to leaders of the House Committee on Energy and Commerce and Senate Committee on Commerce, Science, and Transportation, the attorneys general point to bipartisan right to repair measures, like the recently reintroduced Save Money on Auto Repair Transportation (SMART) Act and Right to Equitable and Professional Auto Industry Repair (REPAIR) Act, as critical solutions to original equipment manufacturers’ (OEMs) anticompetitive practices.

“As our states’ chief consumer protection and antitrust enforcers, we write to respectfully request that you redouble your efforts in the 118th Congress to pass expansive Right-to-Repair legislation targeted at automobiles, agricultural equipment, and digital electronic equipment to protect our consumers and farmers across the nation.” – Attorneys General in Letter to Congressional Leaders

By restricting access to aftermarket parts and limiting vehicle data access, automakers are contributing to rising car repair costs for consumers:

“Some [repair] restrictions may even allow OEMs to monopolize certain repair markets and/or raise prices with impunity. For example, according to the United States Bureau of Labor Statistics, the cost of repairing a vehicle—an industry with more robust independent repair than many others—has increased by more than 66% since 2000.”

Citing research from the CAR Coalition, the letter notes that 78% of American voters overwhelmingly support right to repair legislation, like the SMART and REPAIR Acts, and 92% agree that consumers should be able to choose between automaker-branded and aftermarket car parts when making repairs.

Consumers – not OEMs – should be able to choose how they repair the products they purchase. Bipartisan measures, like the SMART and REPAIR Acts, are critical to restoring Americans’ right to repair their cars.

SSDA-AT urges the authorizing committees within Congress to consider the REPAIR Act. SSDA-AT will support the REPAIR Act and continue to explore other options for federal legislation that would support the motor vehicle owner’s right to repair.

The Right to Equitable and Professional Auto Industry Repair (REPAIR) Act, H.R. 906, will ensure consumers have access to data relating to their motor vehicles, critical repair information, and tools, and to provide them choices for the maintenance, service, and repair of their motor vehicles.

Tell Congress to pass these bills today! ■



By restricting access to aftermarket parts and limiting vehicle data access, automakers are contributing to rising car repair costs for consumers...



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More details coming soon!

Boozman, Thune Lead Effort to Permanently Repeal Death Tax



By Roy Littlefield III

SSDA-AT is a member of the Family Business Estate Tax Coalition (FBETC). This Coalition is dedicated to the full and permanent repeal of the estate tax.

U.S. Senators John Boozman (R-AR) and John Thune (R-SD), along with Republican Leader Mitch McConnell (R-KY), Ranking Member of the Senate Finance Committee Mike Crapo (R-ID) and dozens of their Senate Republican colleagues, introduced legislation to permanently repeal the federal estate tax, more commonly known as the death tax.

The Death Tax Repeal Act would end this purely punitive tax that has the potential to hit family-run farms, ranches and businesses as the result of the owner's death.

"The Death Tax hangs over too many family agriculture operations and small businesses as a potential destroyer of generations worth of work and investment. They deserve the opportunity to pass down what they've dedicated their lives to with the peace of mind that it can continue on. I remain committed to ending this detrimental, disincentivizing threat against families in Arkansas and across the country in the interest of fairness and sound economic policy," Boozman said.

The legislation is cosponsored by U.S. Sens. John Barrasso (R-WY), Marsha Blackburn (R-TN), Mike Braun (R-IN), Katie Britt (R-AL), Ted Budd (R-NC), Shelley Moore Capito (R-WV), John Cornyn (R-TX), Tom Cotton (R-AR), Kevin Cramer (R-ND), Mike Crapo (R-ID), Ted Cruz (R-TX), Steve Daines (R-MT), Joni Ernst (R-IA), Deb Fischer (R-NE), Lindsay Graham (R-SC), Chuck Grassley (R-IA), Bill Hagerty (R-TN), Josh Hawley (R-MO), John Hoeven (R-ND), Cindy Hyde-Smith (R-MS), Ron Johnson (R-WI), John Kennedy (R-LA), James Lankford (R-OK), Mike Lee (R-UT), Cynthia Lummis (R-WY), Roger Marshall, M.D. (R-KS), Jerry Moran (R-KS), Markwayne Mullin (R-OK), Pete Ricketts (R-NE), Jim Risch (R-ID), Mike Rounds (R-SD), Marco Rubio (R-FL), Eric Schmitt (R-MO), Rick Scott (R-FL), Tim Scott (R-SC), Thom Tillis (R-NC), Tommy Tuberville (R-AL) and Roger Wicker (R-MS).

Senate Republicans have persistently fought to end the estate tax, including through the Tax Cuts and Jobs Act (TCJA) in 2017.

Although the final version of the TCJA did not repeal the death tax, the law effectively doubled the individual estate and gift tax exclusion to \$10 million (\$12.9 million in 2023 dollars) through 2025, which prevents more families and generationally-owned businesses from being affected by it. The increased exclusion expires at the end of 2025, which increases uncertainty and planning costs for family-owned businesses, farms and ranches.

The bill is supported by SSDA-AT.

SSDA-AT supports full repeal of the Estate Tax.

SSDA-AT will continue to find co-sponsors for the Death Tax Repeal Act in the 118th Congress as we work towards advancing the legislation. ■

The Death Tax Repeal Act would end this purely punitive tax that has the potential to hit family-run farms, ranches and businesses as the result of the owner's death.





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