Dear Beth,

I am writing today to express support for senate bills SF 3853 & opposition of SF 4169

I have owned electric vehicles for the past 6 years. I drive electric because they are much better for the environment and they require far less maintenance than gas vehicles..
I started to research them in 2017 but I didn't buy one right away because I felt the range of them was limited. Then in 2019 Nissan introduced a new larger battery in their Leaf model that nearly doubled its driving range capability to about 225 miles per charge. This, I decided, was now worth the investment so I purchased my first EV.

When I purchased that vehicle, the federal government saw the benefits of EV"s and they decided to incentivize the adoption of EV"s with federal tax credits. The environmental benefits of EV's continues to increase with improvements in battery technology and price reductions. In 2023, Minnesota did the right thing and instituted a tax rebate on EV's of $2500.

The benefits of EV's on the environment continue with reduction in pollution resulting in cleaner air.

However, the tide has turned as the US federal government and now our MN state government appear that they want to punish people for owning an EV.

SF 3853 EV FEE FIX:
I will try to show you (below) with some real data how this punishment works in real life.

Using current gas & electricity tax rates and current EV registration fees here is a side-by-side comparison (taxes & fees only) -
Based on the most energy efficient sedan for each vehicle type

Vehicle type	**¢ per mile (MN)**
Hybrid (Prius)	~0.90¢/mi
Gasoline sedan (36 mpg)	~1.42¢/mi
EV — home, off-peak TOD	~1.44¢/mi
EV — Home charging	~1.55¢/mi
EV — public charging (2026)	~1.86¢/mi
EV — public charging (2027+)	~2.76¢/mi

Hybrids are the clear tax winner in Minnesota because they use little gasoline and avoid higher EV surcharges.
All EV's pay higher taxes than gas vehicles. EVs relying only on public charging pay the most in taxes, especially after 2027 when EV fees increase.
Gasoline cars sit in the middle, with steady per-mile fuel taxes but no registration surcharge.
Minnesota's system strongly incentivizes home charging and penalizes public-only EV users, which disproportionately affects:

- Apartment/condo residents
- Renters
- Urban drivers without private parking

I believe EV's should pay their fair share of road use taxes, however, Minnesota's current system of a $150 fee with added fees based on the MSRP is an unfair and inaccurate method of applying fees to

vehicles. It penalizes anyone who drives fewer miles. If someone drives only 10,000 miles per year, they pay the same fees as someone who drives 30,000 miles per year.

For 2026, with my current EV I paid $1,538 in license fees. (Screenshot attached) I only drive about 9,000 miles per year.

SF 3853 fixes much of what is wrong with flat fees by reducing the current EV surcharge to $100 flat and adding a weight-add for all passenger vehicles – including gas-powered vehicles.

SF 4169 EXPANDING PUBLIC CHARGING TAX:

I cannot support a bill that expands the $0.05/kWh public charging tax to all EV chargers higher than 3 kW (i.e. Level 2 and fast chargers), plus increasing the tax every year.
As of mid-2025, federal lawmakers have proposed a $250 annual tax on electric vehicle (EV) drivers to support roadway funding, often included in their budget proposals. These would simply be more punishment for EV ownership.

SF 4169 also includes adding back in state funding to support NEVI (which was removed last year). While i support adding back this state funding, I cannot support the bill because of the .05 cent per kwh tax.

I Support SF 3853
I Oppose SF 4169

Please share with anyone who has influence on these bills.

Sincerely,
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