

Dear Co-Chairs, Tabke and Koznick,

I am writing in support of Representative Kraft’s HF 3430. As an EV owner, I fully understand and agree with the principle that I should not be allowed to free-ride on the state’s vehicle infrastructure. I, however, do not support the idea that I should be required to pay more than my fair share for that infrastructure. The current system has me paying dramatically more than I would if I were driving an equivalent ICE vehicle (see table on the second page). The current model has me pay more than five times what I would pay if I were driving an ICE vehicle in my weight class. HF 3430 would reduce that disparity so that I would pay roughly 1.6 times what an equivalent ICE vehicle would cost, and make heavier vehicles pay for their extra damage.

If the committee is interested in making EVs and ICE vehicles pay equivalent amounts of taxes. I suggest that the committee explore Representative Elkins's idea of having EVs pay a per-mile rate set between what an EV would pay based on its eMPG (\$0.003 per mile) and what an equivalent ICE vehicle would pay (\$0.016 per mile). Setting it at the midpoint of those two numbers would have me pay just under \$0.01 per mile (\$0.095) and \$37.05 per year, about 61% of what the ICE vehicle would cost, which feels fair given the higher efficiency of an EV, especially if a weight surcharge is added to the system of funding Minnesota’s roads and bridges.

Gas Tax and Equivalent Revenue Comparison				
Type of Car	Current Law	ICE Crossover	Equal Fuel Efficiency	HF 3430
Miles Driven	3,900	3,900	3,900	3,900
MPG	N/A	21 MPG	100 eMPG	N/A
Gallons of Gas	0	185.71	39	0
Tax Revenue	\$250	\$60.54	\$12.71	\$100
Cost Per Mile	\$0.086	\$0.016	\$0.003	\$0.026

Thank you,

Benjamin Cretsinger

March 12, 2026

Reid Haase (MN EV owner)
6709 Thomas Ave South
Richfield, MN 55423

Attention: MN House of Representatives Transportation Finance and Policy Committee
Committee Co-Chair: Rep. Jon Koznick 57A
Committee Co-Chair: Rep. Brad Tabke 54A
Committee Co-Vice Chair: Rep. Lucy Rehm 48B
Committee Co-Vice Chair: Rep. Andrew Myers 45A

Regarding: HF 3430

Dear Committee,

I am voicing my support of HF 3430 which is worded to reduce the current EV surcharge to \$100 flat and adding a weight-add for all passenger vehicles – including gas-powered vehicles. This would result in a more equitable approach to generating revenue and provides the freedom of choice to Minnesotans when deciding whether to purchase or lease and operate a vehicle without regard to the type of propulsion systems, be it gas, hybrid, or battery electric vehicle (BEV). Furthermore, I support the assessment of higher taxes for the heavier vehicles (as outlined in the subdivision addressing vehicle weight surcharges) as this again does not favor the method of propulsion. It considers the impact of the vehicles greater impact on wear and tear on the roadways.

Additionally, I would support the revised approach to use 'curb weight' rather than 'gross vehicle weight rating' as the former considers a fixed and known weight, whereas the GVWR includes a maximum possible payload for each vehicle, which is a variable factor and cannot be consistently be used as a method of determination for actual weights when vehicles are operated on roadways.

Lastly, as the changes above would help achieve more equity and choice for vehicle operators and owners, there is no need for \$0.05/ kWh fast charging tax scheduled to take effect in 2027.

Overall, I favor choice in the type of vehicle we choose to operate and allow the free market to enable choice in the types of vehicles we operate. Taxpayers will have a more level playing field with the proposed HF3430 changes which enable choosing the most effective means of transportation without favor or penalty for EV owners and operators.

Thank you for your efforts to achieve a more equitable means of funding our roads and transportation systems in the state of Minnesota.

Sincerely,

Reid Haase

Reid Haase

March 12, 2026

Representative Matt Bauman
Committee Administrator Joe Marble

Dear Representative Bauman and Joe Marble,

I am writing on behalf of my husband and I who own two EV's. We chose to purchase and drive EVs to do our part to conserve on greenhouse gas emissions, instead of purchasing fossil fuel vehicles. We are very happy with our decision. We urge you to support HF 3430 the EV Fee Fix Bill. We want to see EVs affordable for everyone who currently owns an EV or is considering purchasing an EV when there are so many rising costs.

In our opinion, the sooner the US transitions to EVs the better. The US lags behind other countries in adopting EVs, compared to China and Europe where EVs are rapidly becoming the dominant auto of choice. We do not want to see America fall further behind as a leader implementing dynamic, progressive technology.

My husband, Tom Anderson teaches classes on EV's at the University of Duluth Senior University and gives educational talks on EVs to interested groups in the community, most recently the very popular Back to Basics sustainability fair in Pine River, MN. He also participates in the Energy Fest at Harvest Fest in September in Duluth, talking with attendees about the benefits of EV's. Many have questions. One concern is the cost of an EV, the charging rates, and vehicle registration fees.

We are not in support of a bill that will reduce the EV surcharge to \$100 flat and add a weight-add for all passenger vehicles. We do not want to see the repeal of the \$0.05/kWh fast charging tax go into effect in 2027 and change from using "Gross Vehicle Rating" to "curb weight."

We urge you to keep EVs affordable.

Thank you for your consideration,

Lynn and Tom Anderson
15621 Goshawk Street
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Stuart Henry
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Minneapolis, MN 55419
Stuhabitat18@gmail.com

March 12, 2026

Matt Bauman
Joe Marble
MN House Representative Emma Greenman

Dear Mr. Bauman, Mr. Marble, and Representative Greenman

I am writing you in support of HF 3430 because I believe the current method for calculating electric vehicle (EV) license tab fees discourages the adoption of electric vehicles by charging EV drivers more than owners of gas vehicles.

I also encourage the repeal of the EV public charging tax because it is unfair to EV owners who are also renters.

HF 3430 reduces the EV surcharge by instituting a \$100 flat fee. It also introduces a weight multiplier to apply to all vehicles, not just EV's (this weight multiplier should be based on curb weight, not gross vehicle weight, or the "fix" will end up penalizing a large number of EV drivers once again, including me).

I am an EV owner, I live in Representative Greeman's district, and I have been involved in climate advocacy for a decade. I have been active in two climate justice organizations, with whom I organized and demonstrated for clean cars and transit funding. I protested and organized against Line 3. I have walked in many marches, including the People's Climate March in Washington, D.C.

As you may know, the transportation sector is the largest single source of greenhouse gases in Minnesota and the United States. Electric vehicles are not the only solution to reducing greenhouse gases in transportation, but they are an important one. Fully electric vehicles use energy four times more efficiently than gasoline powered vehicles, producing zero emissions from a tailpipe, and, because Minnesota's energy grid is becoming more carbon free, EV's are increasingly powered by green energy. Electric vehicles also do not produce small particulate pollution, which is harmful to lungs and concentrated in lower income communities.

In the past, the State of Minnesota has encouraged EV adoption. But the current EV surcharge and the soon to be enacted EV public charging tax penalize vehicle owners that have made the choice to drive EV's.

Unlike the gas tax, the current EV surcharge is not based on the miles someone drives their EV. Instead, the charge is either a flat fee of \$150, or one based on the vehicle's MSRP.

My wife and I have two EV's, each of which we drive about 11,000 miles a year. The estimated surcharge for my wife's vehicle, a 2023 Chevrolet Bolt EUV, is \$150, the base surcharge amount. I calculated what my wife would pay instead if she drove a gasoline powered vehicle. Using the gas tax rate of .326 per gallon, and an estimated 40 miles per gallon for an equivalent gasoline vehicle, the Bolt's tax should be \$89. We pay \$61 more a year driving an EV as opposed to a similar gasoline vehicle.

The problem with the EV surcharge is more obvious with my Ioniq, a more expensive vehicle. I estimate that if I had a similar gasoline vehicle, I would get 30 miles a gallon, and I would pay \$119. Instead, I will pay \$231, a difference of \$121. I do not have a problem asking people to pay more if they can afford more, but if the gas tax does not penalize more expensive vehicles, then I do not see why the EV surcharge should.

In addition to an unfair EV surcharge tax, the legislator recently passed an additional EV public charging tax. The legislature needs to repeal this because it amounts to double taxation (EV drivers are already paying too much for the EV surcharge) but, even more importantly, it penalizes people who are unable to charge their cars at home. I almost always charge my EV in my garage at home, so I will only pay this tax on road trips. But I have a young friend who bought an EV and she is renter. She is dependent on public charging. Why should she pay an additional, regressive tax simply because she does not have enough money yet to buy a house?

I think it is important the legislators understand that electric vehicles are increasingly becoming more affordable. Currently, there is a very large used EV market, which will continue to grow for the next few years as vehicles are returned from leases. There are used EV's for as little as \$5,000, and there are many between \$10,000 and \$30,000. To continue our state's progress in reducing greenhouse gas emissions and cleaning our air, our policies should be encouraging EV adoption rather than penalizing it.

Yours,

Stuart Henry
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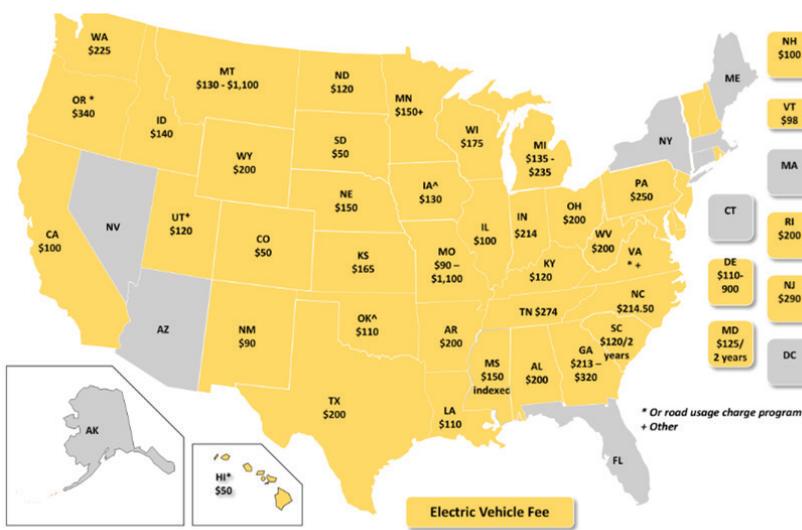
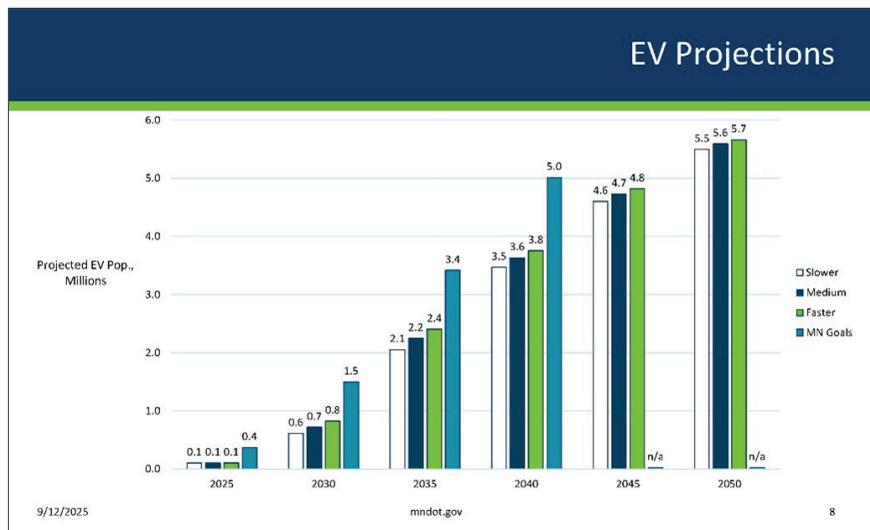
Road User Fees Pay for Minnesota Highways

Minnesota has long relied on a user-based funding model to maintain and improve our roads and bridges. Fuel taxes, vehicle registration taxes, and the motor vehicle sales tax are constitutionally dedicated to transportation purposes. Nearly every transportation fuel is taxed, with one key exception: electricity used to power vehicles.

EV Projections

As electric vehicles become more common, Minnesota must ensure that all drivers contribute fairly to the upkeep of our transportation system. Without modernization, growth in electric vehicles will reduce revenue dedicated to maintaining roads and bridges.

Minnesota, like 41 other states, has adopted an annual EV surcharge to ensure equity between electric vehicle owners and drivers of internal combustion vehicles. The surcharge should reflect what the average vehicle currently contributes in annual fuel taxes.



Source: TIAC, "State Electric Vehicle Fees," September 2025

Current Average Fuel Tax Per Vehicle

According to MnDOT, the average vehicle in Minnesota currently pays approximately **\$234 per year in fuel taxes to support road and bridge maintenance**. States are also addressing how to collect transportation revenue from out-of-state drivers who use their roads. Just as drivers who fuel up in Minnesota pay the fuel tax at the pump, electric vehicle drivers who charge in Minnesota should contribute as well.

As of January 2026, ten states, including Wisconsin and Iowa, have enacted a fee on electricity sold at public charging stations. Minnesota's 5-cent per kWh retail charging fee helps ensure that all users of our roads contribute to their upkeep.

Minnesota Highway Funding Shortfall

Fund	% of Total	20-Year Gap	10-Year Gap	Annual Gap
Trunk Highway	58.90%	\$17.8B	\$11.0B	\$1.1B
County State Aid Highway	32.55%		\$6.1B	\$.06B
Municipal State Aid Streets	8.55%		\$1.6B	\$.02B
HUTD			\$18.7B	\$1.9B

Our Recommendations

Minnesota faces a significant and ongoing gap between available transportation funding and identified road and bridge needs. We encourage the legislature to review the work of the Electricity as a Fuel Work Group and support the following recommendations:

- Maintain the annual EV surcharge at a level comparable to the average annual fuel tax contribution of a Minnesota vehicle (currently approximately \$234).
- Maintain the 5-cent per kWh fee on electricity sold at retail EV charging stations.
- Clarify statutory language to ensure the charging fee applies to all retail electricity sales for vehicle charging.
- Ensure the charging station fee applies consistently to both Level 2 and Level 3 public charging infrastructure.
- Index the charging station fee to inflation, consistent with the indexing mechanism applied to the gasoline tax.

