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May 9, 2022

Re: House File 4293 Conference Committee

Dear Members of the Conference Committee on House File 4293,

The National Federation of Independent Business (NFIB) is the largest small business organization in Minnesota, with over 10,000 members in every corner of the state. Over 75% of our members have fewer than ten employees and our mission is to advocate for Main Street.

1. Consumer Choice of Fuel Act. NFIB Minnesota strongly supports the Consumer Choice of Fuel Act, which is included in House File 4293, 1st Unofficial Engrossment. In a March 2022 survey of NFIB Minnesota members:

- **98.5% support repeal of the Minnesota Pollution Control Agency’s Low Emission and Zero Emission Vehicle Standards;**
- **99.5% oppose bans on gas-powered small engine equipment; and**
- **98% oppose attempts to ban gasoline-powered vehicles.**

Small employers need the flexibility to make the most cost-effective decisions for themselves, their customers, and their employees. The ability to access affordable, reliable consumer fuel is an important piece of that flexibility.

Further, our members were alarmed to hear state agency officials claim near unlimited authority to import red tape and regulation from California without legislative approval. Small businesses believe major decisions that affect life and business should be made by elected officials in Minnesota, not unelected bureaucrats here or in California.

2. Electric Vehicle Subsidies. NFIB MN members – over 94% – oppose the use of taxpayer funds for electric vehicle (EV) subsidies. Private investment and innovation, not taxpayer-funded subsidies, will solve the biggest hurdles preventing widespread adoption of EVs: shorter range, cold weather battery depletion and long charging times compared to traditional vehicles.

3. Rest Area EV Chargers. We are concerned about the potential anti-competitive impact of allowing installation of EV charging stations at highway rest areas. Installing EV charging infrastructure at publicly owned facilities could divert customer traffic away from privately owned service stations and other private facilities which host EV chargers. Many of those facilities are already bracing for a shift in their business model and should be prioritized over public facilities.

To the extent EV chargers are sited at publicly owned facilities, lawmakers should ensure their use does not result in increased electric charges that will ultimately be borne by taxpayers. For instance, authorizing language should make clear that increased demand charges or similar fees related to the consumption of large amounts of electricity by EV chargers will not be assumed by agencies and taxpayers, they should be paid by users of the EV charging facility.

Thank you for considering the perspective of Main Street employers in Minnesota.

Sincerely,



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