

Pass Senate Bill 593: Achieve Tax Parity for All Michigan Drivers



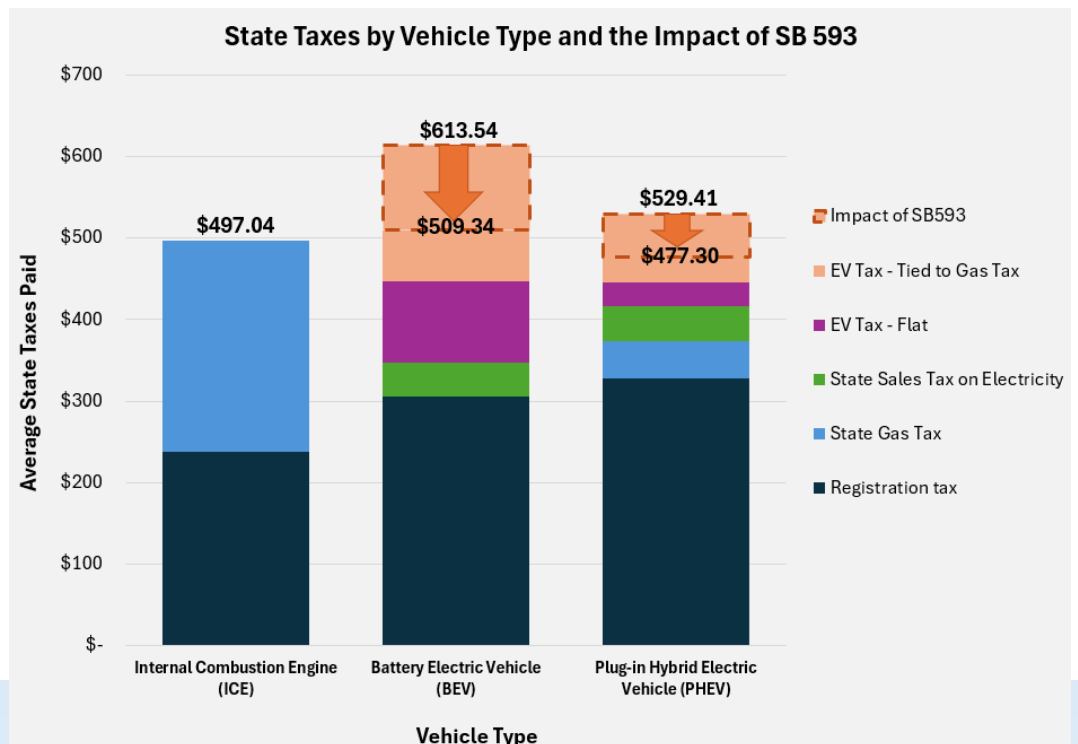
Under Section 257.801, Section 7 of the Michigan Vehicle Code, on top of the standard registration taxes that all drivers pay based on the vehicle's MSRP at the time of the original sale, **EV owners pay two additional taxes.**

Battery Electric Vehicle (BEV) Registration Tax	=	A flat \$100 tax	+	\$5 for every \$0.01 the state gas tax exceeds \$0.19
Plug-In Hybrid Electric Vehicle (PHEV) Registration Tax	=	A flat \$30 tax	+	\$2.50 for every \$0.01 the state gas tax exceeds \$0.19

EV drivers are separately responsible for sales tax applied to electricity – 6% at public charging stations and 4% for electricity consumed at home.

EV drivers already pay far more in state taxes than internal combustion engine (ICE) vehicle drivers. **Senate Bill (SB) 593 reduces the amount of tax tied to the gas tax – from \$5.00 to \$1.88 for BEV drivers and from \$2.50 to \$0.94 for PHEV drivers.**

SB 593 ensures EV drivers are not adversely affected by the gas tax swap implemented in January 2026, just as ICE vehicle drivers were not impacted.



Why It Matters:

- **EV drivers pay the entire tax upfront**, unlike ICE vehicle drivers who pay gradually at the pump over the course of an entire year.
- **Michigan's leadership in EV manufacturing is at stake.** EV sales in the state grew **nearly 370% from 2019 to 2024**, and Michigan is positioned to be a national hub for electric mobility innovation. As the recognized future of the industry, any slowed EV adoption will affect workforce security in automotive manufacturing.
- **Increasing EV registration costs could stall adoption**, reduce market demand, discourage private investment, and weaken Michigan's competitive edge in the global mobility industry. These impacts may be especially hard-hitting in the used car market, which will make it harder for low- and middle-income Michiganders to choose the vehicle that best suits their needs.