

“The Big Questions”
Answered by
HB 2221 by Canales
(The Electric
Transportation Act)
Or “ETA”

Where will we charge electric vehicles?

What’s a fair fee for EV owners to pay for
road and bridge taxes?

How do we provide adequate access to
charging infrastructure in rural and
low-income areas?

What consumer protections should
be put in place?

How do we assure the EV batteries are
reused or recycled?



Ongoing
EV Policy
Findings As A Result of
Last Session's SB 604
Studies

Public Utility Comm.(PUC) Study on EVs found that EV charging demands can be handled, but the law needs to be clarified to ensure that charging companies aren't required to register as Retail Electric Utilities or Retail Electric Providers

Texas Commission on Environmental Quality (TCEQ) EV Emissions Impact Study found that if 2.2% of light duty vehicles were electric, it would reduce emissions by .8 to 2.2%

Dept. of Motor Vehicles (DMV) Study found that a \$100 fee would be equivalent to the fees paid by gas cars

Key Elements Of HB 2221, The Electric Transportation Act (ETA)

Texas Department of Transportation (TxDOT) would create a multi-agency Texas Transportation Electrification Council to develop a comprehensive EV charging shovel-ready plan

Expands Texas Commission on Environmental Quality (TCEQ) "Light Duty Vehicle Incentive" to include pick-ups, require the dealer to credit the incentive to the buyer at time of sale, and allow TCEQ to serve as a funnel for federal funds

Texas Department of Licensing & Regulation (TDLR) would set standards and disclosures for electric vehicle charging

Texas Dept. of Motor Vehicles (DMV) would establish an annual road use fee for EVs of \$100

Clarifies the definition of a retail sale of electricity to exclude electric vehicle charging

TCEQ would study and make recommendations on battery recycling

