

The Big Questions That the Electric Transportation Act Answers

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
Policy
Discussions
Required by SB 604

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

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%

DMV study found that a \$100 fee would be equivalent to the fees paid by gas cars

Proposed Omnibus Electric Transportation Act

TXDOT would create a multi-agency Texas Transportation Electrification Council to develop a comprehensive EV charging shovel-ready plan

TCEQ would expand its Light Duty Incentive to include pick-ups, require the dealer to credit incentive to buyer at time of sale and allow TCEQ to serve as a funnel for federal funds

TDLR would set standards and disclosures for electric vehicle charging

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

