A BILL TO BE ENTITLED

AN ACT

relating to mobile source emissions reductions and transportation electrification; authorizing fees.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

ARTICLE 1. GENERAL PROVISIONS

SECTION 1.01. This Act may be cited as the Electric Transportation Act.

SECTION 1.02. It is the purpose of this Act to establish a framework for the electrification of transportation in Texas; to assure that there is an adequate and comprehensive network of electric vehicle charging stations across the State of Texas; to harmonize charging activities with the Texas utilities code; to create a program to register and regulate electric vehicle chargers, and to establish consumer protections; to make Texas the destination for electric vehicle manufacturing; to establish reasonable fees for the use of state highways; and to increase the use of zero emission electric vehicles by modifying the existing incentives programs.
ARTICLE 2. RETAIL ELECTRIC SERVICE

SECTION 2.01 Subsections (6) and (17), Section 31.002, Utilities Code, are amended to read as follows:

(6) "Electric utility" means a person or river authority that owns or operates for compensation in this state equipment or facilities to produce, generate, transmit, distribute, sell, or furnish electricity in this state. The term includes a lessee, trustee, or receiver of an electric utility and a recreational vehicle park owner who does not comply with Subchapter C, Chapter 184, with regard to the metered sale of electricity at the recreational vehicle park. The term does not include:

(A) a municipal corporation;
(B) a qualifying facility;
(C) a power generation company;
(D) an exempt wholesale generator;
(E) a power marketer;
(F) a corporation described by Section 32.053 to the extent the corporation sells electricity exclusively at wholesale and not to the ultimate consumer;
(G) an electric cooperative;
(H) a retail electric provider;
(I) this state or an agency of this state; or

(J) a person not otherwise an electric utility who:
(i) furnishes an electric service or commodity only to itself, its employees, or its tenants as an incident of employment or tenancy, if that service or commodity is not resold to or used by others;

(ii) owns or operates in this state equipment or facilities to produce, generate, transmit, distribute, sell, or furnish electric energy to an electric utility, if the equipment or facilities are used primarily to produce and generate electric energy for consumption by that person; [or]

(iii) owns or operates in this state a recreational vehicle park that provides metered electric service in accordance with Subchapter C, Chapter 184. (17) "Retail electric provider" means a person that sells electric energy to retail customers in this state. A retail electric provider may not own or operate generation assets; or

(iv) owns or operates equipment used solely to provide electricity charging service for consumption by an alternatively fueled vehicle as defined by Sec. 502.004, Transportation Code, and other vehicles as determined by the Commission.

(17) "Retail electric provider" means a person that sells electric energy to retail customers in this state. A retail electric provider may not own or operate generation assets. The
term does not include a person not otherwise a retail electric provider who owns or operates equipment used solely to provide electricity charging service for consumption by an alternatively fueled vehicle as defined by Sec. 502.004, Transportation Code, and other vehicles as determined by the Commission.

SECTION 2.02 Section 37.001(3), Utilities Code, is amended to read as follows:

(3) "Retail electric utility" means a person, political subdivision, electric cooperative, or agency that operates, maintains, or controls in this state a facility to provide retail electric utility service. The term does not include a corporation described by Section 32.053 to the extent that the corporation sells electricity exclusively at wholesale and not to the ultimate consumer. A qualifying cogenerator that sells electric energy at retail to the sole purchaser of the cogenerator's thermal output under Sections 35.061 and 36.007 is not for that reason considered to be a retail electric utility. The owner or operator of a qualifying cogeneration facility who was issued the necessary environmental permits from the Texas Natural Resource Conservation Commission after January 1, 1998, and who commenced construction of such qualifying facility before July 1, 1998, may provide electricity to the purchasers
of the thermal output of that qualifying facility and shall not
for that reason be considered an electric utility or a retail
electric utility, provided that the purchasers of the thermal
output are owners of manufacturing or process operation
facilities that are located on a site entirely owned before
September, 1987, by one owner who retained ownership after
September, 1987, of some portion of the facilities and that
those facilities now share some integrated operations, such as
the provision of services and raw materials. A person that owns
or operates equipment used solely to provide electricity
charging service for consumption by an alternatively fueled
vehicle as defined by Sec. 502.004, Transportation Code, and
other vehicles as determined by the Commission is not for that
reason considered to be a retail electric utility.

ARTICLE 3. ELECTRIC VEHICLE METERING

SECTION 3.01 Subtitle A, Title 14, Occupations Code, is amended
by adding Chapter 2311 to read as follows:

CHAPTER 2311. ELECTRIC VEHICLE METERING

SUBCHAPTER A. GENERAL PROVISIONS

Sec. 2311.001. DEFINITIONS. (a) In this chapter:
(1) “Electric vehicle supply equipment” (EVSE) means the equipment, designed and used for the purpose of transferring energy from the electric supply system to a plug-in electric vehicle.

(2) “Electric vehicle charging provider” means any person that provides electric vehicle supply equipment that is engaged in a commercial transaction.

(3) “Department” means the Texas Department of Licensing and Regulation.

5) “Weighting or measuring device” means a commercial measuring device used for electric vehicle charging.

Sec. 2311.002 AUTHORITY.

The Texas Department of Licensing and Regulation is authorized to establish rules regarding specifications, tolerances, and other technical requirements for the weighing and measuring devices used in electric vehicle charging stations used in commercial transactions and to establish standards for the accuracy of measurements, enhance consumer protection, and promote fair competition in electric vehicle charging services, by December 1, 2024. The department shall consider the recommendations of relevant state and federal agencies and stakeholders during the rulemaking process

This is placeholder language and may be amended before the
ARTICLE 4. ELECTRIC VEHICLE FUNDS

SECTION 4.01. Section 386.001, Health and Safety Code, is amended by adding Subsection 5(a) to read as follows:

(5a) “Federal funds” means all assistance provided to the commission from the federal government in the form of grants, contracts, loans, loan guarantees, property, cooperative agreements, interest subsidies, insurance, direct appropriations, or any other method of disbursement.

SECTION 4.02 Amend Section 386.153, Health and Safety Code, by adding new subsections (e) and (f) to read as follows:

(e) The commission shall establish a registration program for new motor vehicle dealers and leasing agents to apply online and receive incentives for their prospective purchasers or lessees.

(f) Incentives provided under this subchapter shall be promptly paid when authorized under subsection (e).

SECTION 4.03 Amend 386.154, Health and Safety Code, to read as follows:

Sec. 386.154. LIGHT-DUTY MOTOR VEHICLE PURCHASE OR LEASE INCENTIVE REQUIREMENTS. (a) A new light-duty motor vehicle
powered by compressed natural gas or liquefied petroleum gas is eligible for a $5,000 incentive if the vehicle:

(1) has four wheels;

(2) was originally manufactured to comply with and has been certified by an original equipment manufacturer or intermediate or final state vehicle manufacturer as complying with, or has been altered to comply with, federal motor vehicle safety standards, state emissions regulations, and any additional federal or state regulations applicable to vehicles powered by compressed natural gas or liquefied petroleum gas;

(3) was manufactured for use primarily on public streets, roads, and highways;

(4) has a dedicated or bi-fuel compressed natural gas or liquefied petroleum gas fuel system:

(A) installed prior to first sale or within 500 miles of operation of the vehicle following first sale; and

(B) with a range of at least 125 miles as estimated, published, and updated by the United States Environmental Protection Agency;

(5) has, as applicable, a:

(A) compressed natural gas fuel system that complies with the:
(i) 2013 NFPA 52 Vehicular Gaseous Fuel Systems Code; and

(ii) American National Standard for Basic Requirements for Compressed Natural Gas Vehicle (NGV) Fuel Containers, commonly cited as "ANSI/CSA NGV2"; or

(B) liquefied petroleum gas fuel system that complies with:

(i) the 2011 NFPA 58 Liquefied Petroleum Gas Code; and

(ii) Section VII of the 2013 ASME Boiler and Pressure Vessel Code; and

(6) was acquired on or after September 1, 2013, or a later date established by the commission, by the person applying for the incentive under this subsection and for use or lease by that person and not for resale.

(b) If the commission determines that an updated version of a code or standard described by Subsection (a)(5) is more stringent than the version of the code or standard described by Subsection (a)(5), the commission by rule may provide that a vehicle for which a person applies for an incentive under Subsection (a) is eligible for the incentive only if the vehicle complies with the updated version of the code or standard.
(c) The incentive under Subsection (a) is limited to 1,000 vehicles for each state fiscal biennium.

(d) A new light-duty motor vehicle powered by an electric drive is eligible for a $2,500 incentive if the vehicle:

(1) has four wheels;

(2) was manufactured for use primarily on public streets, roads, and highways;

(3) has not been modified from the original manufacturer's specifications;

(4) has a maximum speed capability of at least 55 miles per hour;

(5) is propelled to a significant extent by an electric motor that draws electricity from a hydrogen fuel cell or from a battery that:

(A) has a capacity of not less than four kilowatt hours; and

(B) is capable of being recharged from an external source of electricity; [and]

(6) is not a motor vehicle designed, used, or maintained primarily to transport property; and

(67) was acquired on or after September 1, 2013, or a later date as established by the commission, by the person applying
for the incentive under this subsection and for use or lease by that person and not for resale.

(e) The incentive under Subsection (d) is limited to 2,000 vehicles for each state fiscal biennium.

(f) A new light-duty motor vehicle powered by an electric drive is eligible for a $4,000 incentive if the vehicle:

(1) has four wheels;

(2) was manufactured for use primarily on public streets, roads, and highways;

(3) has not been modified from the original manufacturer's specifications;

(4) has a maximum speed capability of at least 55 miles per hour;

(5) is propelled to a significant extent by an electric motor that draws electricity from a hydrogen fuel cell or from a battery that:

(A) has a capacity of not less than four kilowatt hours; and

(B) is capable of being recharged from an external source of electricity; and

(6) is a motor vehicle designed, used, or maintained primarily to transport property; and
(7) was acquired on or after September 1, 2021, or a later date as established by the commission, by the person applying for the incentive under this subsection and for use or lease by that person and not for resale.

(g) The incentive under Subsection (f) is limited to 2,000 vehicles for each state fiscal biennium.

(h) Notwithstanding the vehicle limitations in Subsections (c), (e) or (g) the commission shall adjust the initial vehicle limitations based on demand for incentives under this section after the end of the first fiscal year in each biennium, subject to the allocation under Subsection 386.252 (11).

SECTION 4.04 Amend subsection (c), Section 386.157, Health and Safety Code, to read as follows:

(c) To receive money under an incentive program provided by or lease this subchapter, a registered new motor vehicle dealer or leasing agent shall verify online that funds are available, that the purchaser or lessee of a new light duty motor vehicle has watched an online video that explains how and when to charge an electric vehicle to reduce peak demand for electricity and reduce air emissions[the purchaser or lessee of] and [who] is eligible [to apply] for an incentive under this subchapter [shall apply for the incentive in the manner provided by law or by rule of the
The new motor vehicle dealer or leasing agent shall deduct the incentive amount from the vehicle price.

SECTION 4.05 Amend Section 386.158, Health and Safety Code, to read as follows:

Sec. 386.158. COMMISSION TO ACCOUNT FOR MOTOR VEHICLE PURCHASE OR LEASE INCENTIVES. (a) The commission by rule shall develop a method to administer and account for the motor vehicle purchase or lease incentives authorized by this subchapter and to pay incentive money to the new motor vehicle dealer or leasing agent [purchaser or lessee of a new motor vehicle, on application of the purchaser or lessee as provided by this subchapter].

(b) The commission shall develop and publish online forms and instructions for the new motor vehicle dealer or leasing agent [purchaser or lessee of a new motor vehicle] to use in applying to the commission for an incentive payment under this subchapter. [The commission shall make the forms available to new motor vehicle dealers and leasing agents. Dealers and leasing agents shall make the forms available to their prospective purchasers or lessees.]

(c) The commission may require the online submission of forms and documentation as needed to verify eligibility for an incentive under this subchapter.

Section 4.06 Amend Section 386.159, Health and Safety Code,
Sec. 386.159. PURCHASE OR LEASE INCENTIVES INFORMATION.

(a) The commission shall establish an online portal [toll-free telephone number available to motor vehicle dealers and leasing agents for the dealers and agents to call] to verify that incentives are available. [The commission may provide for issuing verification numbers over the telephone line.]

[(b) Reliance by a dealer or leasing agent on information provided by the commission is a complete defense to an action involving or based on eligibility of a vehicle for an incentive or availability of vehicles eligible for an incentive.]

SECTION 4.05 Section 386.250, Health and Safety Code, is amended by to read as follows:

Sec. 386.250. TEXAS EMISSIONS REDUCTION PLAN FUND. (a) The Texas emissions reduction plan fund is established as a trust fund outside the state treasury to be held by the comptroller and administered by the commission as trustee. Money in the fund may be spent without legislative appropriation and may be used only as provided by this chapter or as provided by federal funds agreements. Interest and other earnings on the balance of the fund shall be credited to the fund.
(b) The fund consists of:

(1) the amount of money deposited to the credit of the fund under:

(A) Section 386.056;
(B) Sections 151.0515 and 152.0215, Tax Code; and
(C) Sections 501.138, 502.358, and 548.5055, Transportation Code; [and]
(2) grant money recaptured under Section 386.111(d) and Chapter 391; and

(3) federal funds.

(c) Not later than the 30th day after the last day of each state fiscal biennium, the commission shall transfer the unencumbered balance of the fund remaining on the last day of the state fiscal biennium to the credit of the Texas emissions reduction plan account, except for federal funds received.

SECTION 4.06 Section 386.252, Health and Safety Code, is amended to read as follows:

Sec. 386.252. USE OF FUND AND ACCOUNT. (a) Money in the fund and account may be used only to implement and administer programs established under the plan. Subject to the reallocation of funds by the commission under Subsection (h), money from the fund and account to be used for the programs under Section
386.051(b) shall initially be allocated as follows:

(1) four percent may be used for the clean school bus program under Chapter 390;

(2) three percent may be used for the new technology implementation grant program under Chapter 391, from which at least $1 million will be set aside for electricity storage projects related to renewable energy;

(3) five percent may be used for the clean fleet program under Chapter 392;

(4) not more than $3 million may be used by the commission to fund a regional air monitoring program in commission Regions 3 and 4 to be implemented under the commission's oversight, including direction regarding the type, number, location, and operation of, and data validation practices for, monitors funded by the program through a regional nonprofit entity located in North Texas having representation from counties, municipalities, higher education institutions, and private sector interests across the area;

(5) 10 percent may be used for the Texas natural gas vehicle grant program under Chapter 394;

(6) 8 percent [not more than $6 million] may be used for the Texas alternative fueling facilities program under Chapter 393, of which a specified amount may be used for fueling stations to
provide natural gas fuel[, except that money may not be allocated for the Texas alternative fueling facilities program for the state fiscal year ending August 31, 2019];

(7) not more than $750,000 may be used each year to support research related to air quality as provided by Chapter 387;

(8) not more than $200,000 may be used for a health effects study;

(9) at least $6 million but not more than $16 million may be used by the commission for administrative costs, including all direct and indirect costs for administering the plan, costs for conducting outreach and education activities, and costs attributable to the review or approval of applications for marketable emissions reduction credits;

(10) six percent may be used by the commission for the seaport and rail yard areas emissions reduction program established under Subchapter D-1;

(11) five percent may be used for the light-duty motor vehicle purchase or lease incentive program established under Subchapter D;

(12) not more than $216,000 may be used by the commission to contract with the Energy Systems Laboratory at the Texas A&M Engineering Experiment Station annually for the development and
annual computation of creditable statewide emissions reductions obtained through wind and other renewable energy resources for the state implementation plan;

(13) not more than $500,000 may be used for studies of or pilot programs for incentives for port authorities located in nonattainment areas or affected counties to encourage cargo movement that reduces emissions of nitrogen oxides and particulate matter; and

(14) the balance is to be used by the commission for the diesel emissions reduction incentive program under Subchapter C as determined by the commission.

(b) Money in the fund and account may be used by the commission for programs under Sections 386.051(b)(13), (b)(14), and (b-1).

(c) If the legislature does not specify amounts or percentages from the total appropriation to the commission to be allocated under Subsection (a) or (b), the commission shall determine the amounts of the total appropriation to be allocated under each of those subsections, such that the total appropriation is expended while maximizing emissions reductions.

(d) To supplement funding for air quality planning activities in affected counties, $500,000 from the fund is to be
deposited annually in the state treasury to the credit of the clean
air account created under Section 382.0622.

(e) Money in the fund and account may be used for
administrative costs incurred by the Energy Systems Laboratory at
the Texas A&M Engineering Experiment Station.

(f) Not more than $2.5 million from the fund and account may
be used by the commission to conduct research and other activities
associated with making any necessary demonstrations to the United
States Environmental Protection Agency to account for the impact
of foreign emissions or an exceptional event.

(g) The commission may use money from the fund and account
to award grants under the governmental alternative fuel fleet grant
program established under Chapter 395, except that the commission
may not use for that purpose more than three percent of the balance
of the fund as of September 1 of each state fiscal year of the
biennium for the governmental alternative fuel fleet grant program
in that fiscal year.

(h) Subject to the limitations outlined in this section,
money allocated under this section to a particular program may be
used for another program under the plan as determined by the
commission, based on demand for grants for eligible projects under
particular programs after the commission solicits projects to
which to award grants according to the initial allocation provisions of this section.

(i) Notwithstanding any other provisions, federal funds deposited to the fund shall be spent according to the federal funds agreements.

ARTICLE 5. VEHICLE BATTERY RECYCLING STUDY

SECTION 5.01. DEFINITIONS. In this article:

(1) “Vehicle recycler” means a person engaged in the business of acquiring, dismantling, or preparing for recycling six or more end-of-life vehicles in a calendar year for the primary purpose of reselling the vehicles’ parts. The term includes a salvage vehicle dealer licensed under Chapter 2302, Occupations Code.

(2) “Vehicle” has the meaning assigned by Section 541.201, Transportation Code.

SECTION 5.02. STUDY AND REPORT. (a) Using existing funds, the Texas Commission on Environmental Quality shall organize a study on:

(1) ensuring that as close to 100 percent as possible of vehicle batteries in the state are reused or recycled at end-of-life in a safe and cost-effective manner;

(2) policy recommendations that shall reflect entire
life cycle considerations for vehicle batteries, including, but not limited to, opportunities and barriers to the reuse of those batteries as energy storage systems after they are removed from the vehicle;

(3) best management considerations for those batteries at end-of-life and the overall effect of different management practices on the environment;

(4) consideration of both in-state and out-of-state options for the recycling of vehicle batteries; and

(5) consideration of future vehicle battery technologies.

(b) On or before January 1, 2022, the commission shall select and convene the Vehicle Battery Recycling Advisory Group to advise the commission on policies pertaining to the recovery and recycling of vehicle batteries sold with motor vehicles in the state. Until December 1, 2022, the advisory group shall meet at least quarterly. The advisory group shall consult with universities and research institutions that have conducted research in the area of battery recycling, with manufacturers of electric and hybrid vehicles, and with the recycling industry. The commission shall appoint at least one member to the advisory group from each of the following:

(1) Texas Economic Development and Tourism Office
within the office of the governor;

(2) Public Utility Commission of Texas;

(3) A vehicle manufacturer that manufacturers electric vehicles;

(4) An organization that represents one or more vehicle manufacturers;

(5) A non-profit organization that represents utilities, electric vehicle manufacturers and charging companies;

(6) An electronic waste recycler or an organization that represents one or more electronic waste recyclers;

(7) A vehicle repair dealer or an organization that represents one or more vehicle repair dealers;

(8) A vehicle recycler or an organization that represents one or more vehicle recycler;

(9) A nation-wide environmental organization that researches waste reduction and recycling strategies;

(10) A representative of the large-scale lithium-ion and other technology energy storage industry;

(11) A vehicle battery manufacturer; and

(12) A standards-developing organization that has a focus on automotive engineering.
(c) Not later than December 1, 2022, the commission shall prepare and submit to the governor, lieutenant governor, speaker of the house of representatives, and members of the legislature a written report that includes a summary of the results of the study conducted under this section and any legislative recommendations based on the study.

(d) This section shall remain in effect only until January 1, 2023, and as of that date is repealed.

ARTICLE 6. ROAD USE FEES FOR ELECTRIC VEHICLES

SECTION 6.01. Section 502.198(a), Transportation Code, is amended to read as follows:

(a) Except as provided by Sections 502.058, 502.060, 502.1911, 502.192, 502.356, [and] 502.357, and 502.360 and Subchapter H, this section applies to all fees collected by a county assessor-collector under this chapter.

SECTION 6.02. Subchapter G, Chapter 502, Transportation Code, is amended by adding Section 502.360 to read as follows:

Sec. 502.360. ADDITIONAL FEE FOR ELECTRIC VEHICLES. (a) In this section, "electric vehicle" means a motor vehicle that uses electricity as its only source of motor power.

(b) In addition to other fees authorized under this chapter, at the time of application for registration or renewal of
registration of an alternatively fueled vehicle, the applicant shall pay an additional fee in an amount of $100.

(c) Until August 31, 2022, $60 of the fee revenue collected must be deposited to the credit of the state highway fund and $40 of the fee revenue collected must be spent to fund the operations of Texas Transportation Electrification Council.

(d) After September 1, 2022, $100 of the fee revenue collected must be deposited to the credit of the state highway fund.

(e) The board shall adopt rules necessary to administer registration for an electric vehicle under this section.

ARTICLE 7. COMPREHENSIVE CHARGING NETWORK

1) There is hereby created the Texas Transportation Electrification Council (TTEC). In establishing this council, the Legislature directs the following:

a) It is the goal of the State of Texas to ensure that there is an adequate and comprehensive network of electric vehicle charging stations across the State of Texas to ensure public safety, facilitate commerce, promote the development of new industries in the state, and provide the benefits electrified transportation across the state.

b) The mandate of the TTEC is to develop a transportation electrification plan for the State of Texas.
c) The Texas Transportation Electrification Council shall be comprised of commissioners or executive directors or their representatives from the following state agencies: Public Utility Commission; the Electric Reliability Council of Texas; Texas Department of Transportation; Texas Department of Licensing and Regulation; Texas Commission on Environmental Quality; Texas Motor Vehicle Division; Texas Department Housing and Community Affairs, Texas Affordable Housing Corporation, Texas Department of Emergency Management and Texas Economic Development and Tourism Office within the Office of the Governor.

d) The TTEC shall seek advice and input from privately-owned electric Utilities, municipally-owned electric utilities, electric cooperatives, state and local transportation and transit agencies, port authorities, warehousing and logistics centers, charging infrastructure companies, environmental groups, consumer advocates, automobile and truck manufacturers, non-profit associations developing electric vehicle policy and others representing food and fuel providers, apartment associations, low-income community development corporations and interested members of the public.
e) TTEC duties shall include:

i) Preparation of an assessment of existing and currently planned electric vehicle charging infrastructure in the State from existing data bases for preparation of a phased transportation electrification plan, by March 1, 2022

ii) The development of a phased comprehensive charging infrastructure plan by December 1, 2022 and updating that plan biannually

iii) The development of policies that state agencies may adopt for encouraging the development of an adequate network of charging infrastructure to meet the future electrified transportation needs of Texans

iv) The Submission of a biannual report thereafter to the Legislature on the progress of the transportation electrification plan not later than December 1 of even numbered years.

f) Using existing funds, the Texas Department of Transportation to fund the TTEC.

2) TTEC shall have the authority to:

a) Convene meetings and solicit comments from stakeholders and others in order to facilitate public input
b) Contract with experts or utilize state university researchers as needed to carry out its authority.

c) Hold public meetings not less than four times per year.

d) Have the authority as a council to designate its own chair at the first meeting in each year.

3) The Texas Transportation and Electrification Council plan for the Comprehensive Public Charging Network shall identify areas for additional charging infrastructure that is needed to assure that no Texan’s vehicular choice is constrained by lack of access to adequate electric vehicle charging. The plan will achieve the following:

a) Publicly supplied EV projections and models should be used to determine what an adequate number of chargers would be to serve an expected number of electric vehicles of various classes within Texas, by year, and develop a plan to ensure that there is comprehensive and adequate access to public charging facilities along interstate highways and major secondary roads across the state, along evacuation routes, in or near ports, warehouses, rural, multifamily and underserved communities.

b) The Council may rely on scenarios for the percentage and number of electric vehicles by class on Texas roads by
year prepared by ERCOT and other sources in their planning studies.

c) Provide sufficient public charging infrastructure is adequate to support a robust, comprehensive, and reliable border-to-border public charging infrastructure to meet and enable future demand for electric vehicles in Texas that:

i) Assures that adequate charging infrastructure is available with sufficient frequency and capacity for users be able to use an electric vehicle of various classes to travel border to border and community to community on Texas interstate highways and major roadways

ii) Is safe, dependable, serviceable, and operational

iii) Maximizes the benefits associated with transportation electrification

iv) Enhances commerce by ensuring an adequate distribution of charging infrastructure is available across the state to stimulate lower cost and lower emissions heavy duty trucking and delivery services

v) Assures adequate charging capacity to facilitate commerce in or near our borders, airports, rail
ports, and seaports, and in warehouse complexes and

at truck stops

vi) Enhances accessibility of tourist areas to
electric vehicle drivers

vii) Provides adequate publicly accessible charging
services in rural, multifamily and underserved
communities in town centers, commercial area, retail
centers, or near concentrations of multi-family
dwellings, to provide vehicle charging services to
local electric vehicle drivers near where they live
and work as well as on publicly-accessible publicly-
owned lands such as in state parks and rest stops
along highways

viii) Assures access to charging facilities along
designated evacuation routes

ix) Covers other areas identified by the TTEC.

d) Stimulate competition, innovation, consumer choices in
electric vehicle charging and related infrastructure and
services and encourage private capital investment.

4) The Texas Transportation and Electrification Council shall
provide a report to the Legislature, including the following:
a) Its assessment of existing charging infrastructure in the State including the number and types of chargers at each location

b) Its comprehensive charging infrastructure plan, specifying the number and types of chargers needed per general location, necessary to meet the goals set forth in Subsection 3

c) A phased implementation of the plan, in biannual increments, to complete the comprehensive network by 2030

d) Policies that state agencies may adopt for encouraging the development of an adequate network of charging infrastructure to meet the future electrified transportation needs of Texans through 2030.

e) The report will be submitted to the Legislature by December 1, 2022, with an update on progress provided to the Legislature by December 1 of every subsequent even numbered year.

f) The TTEC shall share its findings and data with state and federal agencies who may be disbursing funds for charging infrastructure

ARTICLE 8. EFFECTIVE DATE

SECTION 8.01 This Act takes effect September 1, 2021.