

By: Canales

H.B. No. 2221

Substitute the following for H.B. No. 2221:

By: Paddie

C.S.H.B. No. 2221

A BILL TO BE ENTITLED

AN ACT

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

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

SECTION 1. Subtitle F, Title 4, Government Code, is amended by adding Chapter 490I to read as follows:

CHAPTER 490I. TEXAS TRANSPORTATION ELECTRIFICATION COUNCIL

Sec. 490I.001. DEFINITION. In this chapter, "council" means the Texas Transportation Electrification Council established by this chapter.

Sec. 490I.002. ESTABLISHMENT; COMPOSITION. (a) The Texas Transportation Electrification Council is established.

(b) The council is composed of the chair of, or if not applicable, the administrative head of or a senior-level designee from, each of the following entities:

(1) the Public Utility Commission of Texas;

(2) the Electric Reliability Council of Texas;

(3) the Texas Commission on Environmental Quality;

(4) the State Energy Conservation Office;

(5) the Texas Department of Licensing and Regulation;

(6) the Texas Department of Transportation;

(7) the Texas Department of Motor Vehicles;

(8) the Texas Department of Housing and Community Affairs;

1 (9) the Texas State Affordable Housing Corporation;
2 (10) the Texas Division of Emergency Management; and
3 (11) the Texas Economic Development and Tourism
4 Office.

5 Sec. 490I.003. PRESIDING OFFICER; MEETINGS. (a) The
6 council annually shall elect one member to serve as the presiding
7 officer of the council.

8 (a-1) The executive director of the Texas Department of
9 Transportation shall serve as the initial presiding officer of the
10 council. This subsection expires September 1, 2023.

11 (b) The council shall hold at least four public meetings
12 each year.

13 Sec. 490I.004. ADMINISTRATIVE ATTACHMENT; FUNDING. (a)
14 The council is administratively attached to the Texas Department of
15 Transportation.

16 (b) The council shall be funded using existing funds of the
17 Texas Department of Transportation.

18 Sec. 490I.0045. ELECTRIC VEHICLE CHARGING INFRASTRUCTURE
19 ASSESSMENT. (a) Not later than March 1, 2022, the council shall
20 prepare an assessment of existing and planned public electric
21 vehicle charging infrastructure and associated technologies in
22 this state using existing databases. The assessment must include
23 the number and types of electric vehicle chargers at each location.

24 (b) The council shall use the assessment in developing the
25 plan required by Section 490I.005.

26 (c) This section expires September 1, 2023.

27 Sec. 490I.005. ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

1 PLAN. (a) The council shall:

2 (1) develop a comprehensive plan for the development
3 of public electric vehicle charging infrastructure and associated
4 technologies in this state through the year 2040; and

5 (2) update the plan biennially.

6 (b) The plan must:

7 (1) include a phased implementation of the plan, in
8 biennial increments, through the year 2030;

9 (2) identify areas in this state for which additional
10 public electric vehicle charging infrastructure is needed to ensure
11 that the vehicle choice of residents of this state is not
12 constrained by a lack of access to adequate public electric vehicle
13 charging infrastructure;

14 (3) provide for sufficient public electric vehicle
15 charging infrastructure to meet and enable future demand for
16 electric vehicles in this state that:

17 (A) ensures that adequate public electric
18 vehicle charging infrastructure is available:

19 (i) with sufficient frequency and capacity
20 to enable users of electric vehicles of various classes to travel
21 border to border and community to community on interstate highways
22 and other major roadways in this state;

23 (ii) along evacuation routes and at highway
24 rest stops in this state; and

25 (iii) in rural communities, multifamily and
26 underserved communities, town centers, commercial and retail
27 areas, parks and other publicly owned lands, and other areas that

1 are in close proximity to where local electric vehicle users live or
2 work;

3 (B) is safe, dependable, serviceable, and
4 operational;

5 (C) maximizes the benefits associated with
6 transportation electrification;

7 (D) enhances commerce by ensuring an adequate
8 distribution of public electric vehicle charging infrastructure is
9 available throughout the state to stimulate lower cost and lower
10 emissions from heavy duty trucking and delivery services;

11 (E) ensures adequate public electric vehicle
12 charging capacity to facilitate commerce:

13 (i) at or near the borders of this state;

14 (ii) in or near airports, rail yards, and
15 seaports; and

16 (iii) at warehouse complexes and truck
17 stops;

18 (F) enhances accessibility of tourist areas to
19 electric vehicle users; and

20 (G) covers any other areas identified by the
21 council;

22 (4) stimulate competition, innovation, consumer
23 choices in public electric vehicle charging and related
24 infrastructure and services, and encourage private capital
25 investment;

26 (5) specify the number and types of electric vehicle
27 chargers per general location that are needed to meet the

1 requirements prescribed by Subdivisions (2), (3), and (4);

2 (6) examine vehicle and charging infrastructure
3 changes necessary to provide demand response functions and two-way
4 electricity flow capability in order to allow vehicle to grid
5 integration for cost savings, grid reliability, and resiliency; and

6 (7) provide for electric transportation corridors in
7 and along Texas Department of Transportation rights-of-way that
8 include the infrastructure needed for vehicle electrification,
9 such as:

10 (A) a greatly expanded global positioning system
11 network for vehicle location accuracy;

12 (B) advanced sensor networks for traffic;

13 (C) intelligent transportation services;

14 (D) connected vehicle applications; and

15 (E) improvements to energy infrastructure needed
16 to provide adequate vehicle charging.

17 (c) In developing and updating the plan, the council:

18 (1) shall use, to the extent practicable, publicly
19 available electric vehicle projections and models based on industry
20 standards to determine, for each year, the percentage and number of
21 electric vehicles by vehicle class that are expected on roadways in
22 this state and the number of electric vehicle chargers that are
23 needed to ensure that there is comprehensive and adequate access to
24 public electric vehicle charging infrastructure in this state; and

25 (2) may rely on scenarios provided by the Electric
26 Reliability Council of Texas or other information from appropriate
27 sources for the percentage and number of electric vehicles by

1 vehicle class on roadways in this state by year.

2 Sec. 490I.006. STATE AGENCY POLICY RECOMMENDATIONS. The
3 council shall develop policy recommendations that state agencies
4 may adopt to encourage the development of an adequate network of
5 public electric vehicle charging infrastructure and associated
6 technologies to meet the future electrified transportation needs in
7 this state through the year 2030.

8 Sec. 490I.007. STAKEHOLDER INPUT. In performing the
9 council's duties under this chapter, the council shall seek advice
10 and input from:

- 11 (1) privately owned electric utilities;
- 12 (2) municipally owned electric utilities;
- 13 (3) electric cooperatives;
- 14 (4) state and local transportation and transit
15 agencies;
- 16 (5) port authorities;
- 17 (6) warehousing and logistics centers;
- 18 (7) electric vehicle charging infrastructure
19 companies;
- 20 (8) environmental groups;
- 21 (9) consumer advocates;
- 22 (10) motor vehicle manufacturers;
- 23 (11) nonprofit organizations developing electric
24 vehicle policy;
- 25 (12) nonprofit organizations representing food or
26 motor fuel providers;
- 27 (13) apartment associations;

1 (14) low-income community development corporations;

2 (15) nonprofit organizations that represent
3 utilities, electric vehicle manufacturers, and charging companies;
4 and

5 (16) interested members of the public.

6 Sec. 490I.008. AUTHORITY TO CONTRACT AND CONSULT WITH
7 CERTAIN PERSONS. In performing the council's duties under this
8 chapter, the council may:

9 (1) contract with experts, academic scholars, and
10 other appropriate professionals; and

11 (2) consult with the Texas A&M Transportation
12 Institute and institutions of higher education.

13 Sec. 490I.0085. INITIAL REPORT. (a) Not later than
14 December 1, 2022, the council shall prepare and submit to the
15 governor, the lieutenant governor, each member of the legislature,
16 and relevant state and federal agencies a written report of the
17 council's findings that includes:

18 (1) the assessment prepared under Section 490I.0045;

19 (2) the plan developed under Section 490I.005,
20 including the phased implementation of the plan required by
21 Subsection (b)(1) of that section; and

22 (3) the policy recommendations developed under
23 Section 490I.006.

24 (b) This section expires September 1, 2025.

25 Sec. 490I.009. BIENNIAL REPORT. Not later than December 1
26 of each even-numbered year, the council shall prepare and submit to
27 the governor, the lieutenant governor, each member of the

1 legislature, and relevant state and federal agencies a written
2 report that includes:

3 (1) a summary of the progress made on the
4 implementation of the plan developed under Section 490I.005;

5 (2) the biennial update to the plan required under
6 Section 490I.005(a)(2); and

7 (3) any updates to the policy recommendations
8 developed under Section 490I.006.

9 SECTION 2. Section 386.001, Health and Safety Code, is
10 amended by adding Subdivision (4) to read as follows:

11 (4) "Federal funds" means all assistance provided to
12 the commission from the federal government in the form of grants,
13 contracts, loans, loan guarantees, property, cooperative
14 agreements, interest subsidies, insurance, direct appropriations,
15 or any other method of disbursement.

16 SECTION 3. Section 386.154, Health and Safety Code, is
17 amended by amending Subsection (d) and adding Subsections (f), (g),
18 and (h) to read as follows:

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

21 (1) has four wheels;

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

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

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

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

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

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

8 (6) is not designed, used, or maintained primarily to
9 transport property; and

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

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

16 (1) satisfies the requirements of Subsections
17 (d)(1)-(5);

18 (2) is designed, used, or maintained primarily to
19 transport property; and

20 (3) was acquired on or after September 1, 2021, or a
21 later date as established by the commission, by the person applying
22 for the incentive under this subsection and for use by that person
23 and not for resale.

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

26 (h) Notwithstanding Subsections (c), (e), and (g) and
27 subject to Section 386.252(a)(11), at the beginning of the second

1 state fiscal year of the biennium, the commission shall adjust the
2 initial vehicle limitations provided under Subsections (c), (e),
3 and (g) based on demand for incentives under this section during the
4 preceding state fiscal year.

5 SECTION 4. Section 386.181(b), Health and Safety Code, is
6 amended to read as follows:

7 (b) The commission may include more specific definitions in
8 the rules or guidelines developed to implement the programs
9 ~~[program]~~ established by this subchapter in order to reduce
10 emissions in and around seaports in a nonattainment area.

11 SECTION 5. Subchapter D-1, Chapter 386, Health and Safety
12 Code, is amended by adding Section 386.184 to read as follows:

13 Sec. 386.184. GRANT PROGRAM FOR ALTERNATIVELY FUELED
14 DRAYAGE TRUCK OR CARGO HANDLING EQUIPMENT INFRASTRUCTURE PROJECTS.

15 (a) The commission shall establish and administer a grant program
16 to encourage the purchase, construction, and installation of
17 infrastructure needed to support the use of drayage trucks or cargo
18 handling equipment that are powered by an alternative fuel, as
19 defined by Section 393.001.

20 (b) A grant awarded under the program established by this
21 section may not exceed more than 80 percent of the purchase,
22 construction, and installation costs of the infrastructure
23 project, provided that the commission may establish a reasonable
24 maximum amount of a grant awarded per infrastructure project as
25 needed.

26 SECTION 6. Sections 386.250(b) and (c), Health and Safety
27 Code, as effective September 1, 2021, are amended to read as

1 follows:

2 (b) The fund consists of:

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

5 (A) Section 386.056;

6 (B) Sections 151.0515 and 152.0215, Tax Code; and

7 (C) Sections 501.138, 502.358, and 548.5055,
8 Transportation Code; ~~and~~

9 (2) grant money recaptured under Section 386.111(d)
10 and Chapter 391; and

11 (3) federal funds deposited to the credit of the fund.

12 (c) Not later than the 30th day after the last day of each
13 state fiscal biennium, the commission shall transfer the
14 unencumbered balance of the fund remaining on the last day of the
15 state fiscal biennium to the credit of the Texas emissions
16 reduction plan account. This subsection does not apply to federal
17 funds deposited to the credit of the fund.

18 SECTION 7. Section 386.252, Health and Safety Code, as
19 effective September 1, 2021, is amended by amending Subsection (a)
20 and adding Subsection (i) to read as follows:

21 (a) Money in the fund and account may be used only to
22 implement and administer programs established under the plan.
23 Subject to the reallocation of funds by the commission under
24 Subsection (h), money from the fund and account to be used for the
25 programs under Section 386.051(b) shall initially be allocated as
26 follows:

27 (1) four percent may be used for the clean school bus

1 program under Chapter 390;

2 (2) three percent may be used for the new technology
3 implementation grant program under Chapter 391, from which at least
4 \$1 million will be set aside for electricity storage projects
5 related to renewable energy;

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

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

17 (5) 10 percent may be used for the Texas natural gas
18 vehicle grant program under Chapter 394;

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

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

27 (8) not more than \$200,000 may be used for a health

1 effects study;

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

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

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

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

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

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

1 (i) Notwithstanding any other law, federal funds deposited
2 to the credit of the fund may be used only as provided by the terms
3 of the applicable federal funds agreement.

4 SECTION 8. Section 393.006(a), Health and Safety Code, is
5 amended to read as follows:

6 (a) Grants awarded under this chapter for a facility to
7 provide alternative fuels other than natural gas may not exceed
8 ~~[the lesser of:~~

9 ~~[(1)]~~ 50 percent of the sum of the actual eligible
10 costs incurred by the grant recipient within deadlines established
11 by the commission~~[, or~~

12 ~~[(2) \$600,000].~~

13 SECTION 9. Subtitle A, Title 14, Occupations Code, is
14 amended by adding Chapter 2311 to read as follows:

15 CHAPTER 2311. ELECTRIC VEHICLE METERING

16 Sec. 2311.001. DEFINITIONS. In this chapter:

17 (1) "Commission" means the Texas Commission of
18 Licensing and Regulation.

19 (2) "Metering device" means a commercial device used
20 to measure electric energy transferred by electric vehicle charging
21 stations and compute the charge for the energy.

22 Sec. 2311.002. RULES. (a) The commission by rule shall
23 establish:

24 (1) specifications, tolerances, and other technical
25 requirements for metering devices used in electric vehicle charging
26 stations used in commercial transactions; and

27 (2) standards for electric vehicle charging services

1 that ensure the accuracy of measurements, enhance consumer
2 protections, and promote fair competition.

3 (b) In adopting rules under Subsection (a), the commission
4 shall consider recommendations from relevant state and federal
5 agencies and stakeholders.

6 SECTION 10. Subchapter G, Chapter 502, Transportation Code,
7 is amended by adding Section 502.360 to read as follows:

8 Sec. 502.360. ELECTRIC VEHICLE SURCHARGE. (a) In this
9 section, "electric vehicle" means a motor vehicle that uses
10 electricity as its only source of motor power.

11 (b) In addition to the applicable registration fee charged
12 under Subchapter F, at the time of application for registration or
13 renewal of registration of an electric vehicle, the applicant shall
14 pay a surcharge in an amount of \$100.

15 (c) Surcharges collected under this section shall be
16 deposited to the credit of the state highway fund.

17 (c-1) Notwithstanding Subsection (c), \$40 of each surcharge
18 collected under this section shall be deposited to the credit of the
19 general revenue fund and may be used only for the operations of the
20 Texas Transportation Electrification Council under Chapter 490I,
21 Government Code. This subsection expires September 1, 2025.

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

24 SECTION 11. Section 31.002, Utilities Code, is amended by
25 adding Subdivision (3-a) and amending Subdivisions (6) and (17) to
26 read as follows:

27 (3-a) "Alternatively fueled vehicle" has the meaning

1 assigned by Section 502.004, Transportation Code.

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

- 10 (A) a municipal corporation;
- 11 (B) a qualifying facility;
- 12 (C) a power generation company;
- 13 (D) an exempt wholesale generator;
- 14 (E) a power marketer;
- 15 (F) a corporation described by Section 32.053 to
16 the extent the corporation sells electricity exclusively at
17 wholesale and not to the ultimate consumer;
- 18 (G) an electric cooperative;
- 19 (H) a retail electric provider;
- 20 (I) this state or an agency of this state; or
- 21 (J) a person not otherwise an electric utility

22 who:

23 (i) furnishes an electric service or
24 commodity only to itself, its employees, or its tenants as an
25 incident of employment or tenancy, if that service or commodity is
26 not resold to or used by others;

27 (ii) owns or operates in this state

1 equipment or facilities to produce, generate, transmit,
2 distribute, sell, or furnish electric energy to an electric
3 utility, if the equipment or facilities are used primarily to
4 produce and generate electric energy for consumption by that
5 person; ~~or~~

6 (iii) owns or operates in this state a
7 recreational vehicle park that provides metered electric service in
8 accordance with Subchapter C, Chapter 184; or

9 (iv) owns or operates equipment used solely
10 to provide electricity charging service for consumption by
11 alternatively fueled vehicles.

12 (17) "Retail electric provider" means a person that
13 sells electric energy to retail customers in this state. A retail
14 electric provider may not own or operate generation assets. The
15 term does not include a person not otherwise a retail electric
16 provider who owns or operates equipment used solely to provide
17 electricity charging service for consumption by alternatively
18 fueled vehicles.

19 SECTION 12. Subchapter A, Chapter 31, Utilities Code, is
20 amended by adding Section 31.0021 to read as follows:

21 Sec. 31.0021. CHARGING SERVICE. The commission by rule may
22 exempt from the definition of "electric utility" or "retail
23 electric provider" under Section 31.002 a provider who owns or
24 operates equipment used solely to provide electricity charging
25 service for a mode of transportation.

26 SECTION 13. Section 37.001(3), Utilities Code, is amended
27 to read as follows:

1 (3) "Retail electric utility" means a person,
2 political subdivision, electric cooperative, or agency that
3 operates, maintains, or controls in this state a facility to
4 provide retail electric utility service. The term does not include
5 a corporation described by Section 32.053 to the extent that the
6 corporation sells electricity exclusively at wholesale and not to
7 the ultimate consumer. A qualifying cogenerator that sells
8 electric energy at retail to the sole purchaser of the
9 cogenerator's thermal output under Sections 35.061 and 36.007 is
10 not for that reason considered to be a retail electric utility. The
11 owner or operator of a qualifying cogeneration facility who was
12 issued the necessary environmental permits from the Texas Natural
13 Resource Conservation Commission after January 1, 1998, and who
14 commenced construction of such qualifying facility before July 1,
15 1998, may provide electricity to the purchasers of the thermal
16 output of that qualifying facility and shall not for that reason be
17 considered an electric utility or a retail electric utility,
18 provided that the purchasers of the thermal output are owners of
19 manufacturing or process operation facilities that are located on a
20 site entirely owned before September, 1987, by one owner who
21 retained ownership after September, 1987, of some portion of the
22 facilities and that those facilities now share some integrated
23 operations, such as the provision of services and raw materials. A
24 person who owns or operates equipment used solely to provide
25 electricity charging service for consumption by alternatively
26 fueled vehicles is not for that reason considered to be a retail
27 electric utility.

1 SECTION 14. Subchapter A, Chapter 37, Utilities Code, is
2 amended by adding Section 37.002 to read as follows:

3 Sec. 37.002. CHARGING SERVICE. The commission may by rule
4 exempt from the definition of "retail electric utility" under
5 Section 37.001 a provider who owns or operates equipment used
6 solely to provide electricity charging service for a mode of
7 transportation.

8 SECTION 15. (a) In this section:

9 (1) "Commission" means the Texas Commission on
10 Environmental Quality.

11 (2) "Vehicle" has the meaning assigned by Section
12 541.201, Transportation Code.

13 (3) "Vehicle recycler" means a person engaged in the
14 business of acquiring, dismantling, or preparing for recycling six
15 or more end-of-life vehicles in a calendar year for the primary
16 purpose of reselling the vehicles' parts. The term includes a
17 salvage vehicle dealer licensed under Chapter 2302, Occupations
18 Code.

19 (b) Using existing funds, the commission shall conduct a
20 study on policies pertaining to the recovery and recycling of
21 lithium-ion and other propulsion batteries sold with electric
22 vehicles in this state. The study must examine:

23 (1) methods to ensure that as close to 100 percent as
24 possible of electric vehicle batteries in this state are reused or
25 recycled at end-of-life in a safe and cost-effective manner;

26 (2) policy recommendations that reflect entire life
27 cycle considerations for electric vehicle batteries, including

1 opportunities and barriers to the reuse of electric vehicle
2 batteries as energy storage systems after a battery is removed from
3 a vehicle;

4 (3) best management considerations for electric
5 vehicle batteries at end-of-life and the overall effect of
6 different management practices on the environment;

7 (4) in-state and out-of-state options for the
8 recycling of electric vehicle batteries; and

9 (5) future electric vehicle battery technologies.

10 (c) Not later than January 1, 2022, the commission shall
11 establish and convene an advisory group to provide guidance and
12 direction to the commission for purposes of conducting the study
13 required by this section and making legislative recommendations
14 based on the study. The advisory group shall meet at least
15 quarterly.

16 (d) The commission shall appoint to the advisory group at
17 least one member from each of the following:

18 (1) a representative from the Texas Economic
19 Development and Tourism Office;

20 (2) a representative from the Public Utility
21 Commission of Texas;

22 (3) a manufacturer of electric vehicles;

23 (4) an organization that represents one or more
24 vehicle manufacturers;

25 (5) a nonprofit organization that represents
26 utilities, electric vehicle manufacturers, and charging companies;

27 (6) an electronic waste recycler or an organization

1 that represents one or more electronic waste recyclers;

2 (7) a vehicle repair dealer or an organization that
3 represents one or more vehicle repair dealers;

4 (8) a vehicle recycler or an organization that
5 represents one or more vehicle recyclers;

6 (9) a nationwide environmental organization that
7 researches waste reduction and recycling strategies;

8 (10) a representative of the large-scale lithium-ion
9 and other energy storage technology industries;

10 (11) an electric vehicle battery manufacturer; and

11 (12) a standards-developing organization that has a
12 focus on automotive engineering.

13 (e) In advising the commission under this section, the
14 advisory group shall consult with:

15 (1) universities and research institutions that have
16 conducted research in the area of battery recycling;

17 (2) manufacturers of electric and hybrid vehicles; and

18 (3) the recycling industry.

19 (f) Not later than December 1, 2022, the commission shall
20 prepare and submit to the governor, the lieutenant governor, and
21 each member of the legislature a written report that includes a
22 summary of the results of the study conducted under this section and
23 any legislative recommendations based on the study.

24 (g) The advisory group is abolished and this section expires
25 January 1, 2023.

26 SECTION 16. The Texas Transportation Electrification
27 Council shall submit its first report under Section 490I.009,

1 Government Code, as added by this Act, not later than December 1,
2 2024.

3 SECTION 17. The changes in law made by this Act to Chapter
4 386, Health and Safety Code, apply only to a Texas emissions
5 reduction plan grant awarded on or after the effective date of this
6 Act. A grant awarded before the effective date of this Act is
7 governed by the law in effect on the date the award was made, and the
8 former law is continued in effect for that purpose.

9 SECTION 18. Not later than December 1, 2024, the Texas
10 Commission of Licensing and Regulation shall adopt the rules
11 required by Section 2311.002, Occupations Code, as added by this
12 Act.

13 SECTION 19. This Act takes effect September 1, 2021.