

PUBLIC COMMENTS

HB 2221

HOUSE COMMITTEE ON STATE AFFAIRS

Hearing Date: April 1, 2021 8:00 AM

Nicholas Palmos

Self

Richardson, TX

I hope the state continues consider expanding electric charging stations across the state. It will enable EV owners an easier way to travel and visit places and family across the state. I fully support implementing a new fee on EV owners so that we can pay our fair share of taxes to help maintain the public infrastructure.

Dale Bulla, Mr.

Self

Austin, TX

I urge support for H.B. 2221 to clean our air and reduce the huge numbers of children that suffer from asthma from breathing emissions along the highways of Texas. The major benefits of this bill also include saving Texans thousands of dollars in vehicle maintenance and operation costs. As the world switches to zero emission vehicles, it would be a shame for Texas to be left behind and loose thousands of manufacturing jobs to other states that are promoting and supporting this transition.

Karl Richichi

Self

Austin, TX

To whom it may concern,

As an Air Force veteran of 33 years, my family supports HB 2221 because of the following:

EVs have less maintenance and are cheaper to own.

EVs clean the air and reduce asthma rates for children.

EVs are creating jobs with Texas EV manufactures producing them here in Texas. ie: Volcon, Navistar, Ayro, Hylion. Peterbilt and Tesla

EV charging infrastructure will promote cleaner air in Texas so we need to build a statewide system for charging.

EVs can provide battery back up during hurricanes, storms and heatwaves.

EV drivers don't mind paying \$100 per year to help maintain our highways.

Thank you.

Pat Bulla, Ms.

self

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Austin, TX

This bill establishes a framework for the electrification of transportation in Texas which I support. We need a plan for an adequate and comprehensive network of electric vehicle charging stations across the State of Texas to clean our air and reduce disease caused by vehicle emissions. We need to increase the use of zero emission electric vehicles by modifying the existing incentives programs to facilitate the purchase of EVs. I also support the establishment of rules on technical requirements and consumer protections for electric vehicle chargers that will appear across the state. I am in favor of establishing reasonable fees for the use of state highways and support the \$100 annual fee for drivers of EVs. In addition, we should harmonize charging activities with the Texas utilities code. Finally, we should study and develop recommendations for maximum recycling of electric vehicle batteries in order to avoid the problems we experienced with electronic waste.

Timothy Glassco, Esq.

Francis Energy

Austin, TX

Thank you for the opportunity to submit this written testimony in support of HB 2221 offered by Chairman Canales. Francis Energy is an Oklahoma-based owner and operator of public-access, direct-current fast chargers (DCFC) with a proven record of success and over 350 superchargers already installed across 115 distinct locations. Among its core missions is the elimination of "range anxiety," an electric vehicle (EV) driver's fear of being unable to recharge when away from home.

Francis Energy developed the first comprehensive, statewide network of DCFC in the country in Oklahoma, and in less than two years. Importantly, this network, with chargers located roughly every 50 miles across the state, was intentionally designed so as not to exclude rural and tribal communities. Francis is currently expanding a contiguous network of high-speed chargers across the mid-continent region and is active in over 15 states, including Texas, which will likely be the second largest EV market in the country and the centerpiece of Francis' network.

Francis Energy strongly supports HB 2221's aim of developing a comprehensive EV charging infrastructure for Texas' future. In a state as large as Texas, such capacity will be developed only through public-private partnerships with companies like Francis Energy leveraging investment at the state and federal level. Other states, for example, have allocated a portion of their annual EV registration fee toward EV infrastructure development. It's important to note that even a relatively small state fee contribution could be combined with anticipated significant federal investment in EV charging infrastructure that could come as early as this year. With sufficient public support, companies in the business of constructing, owning, operating and maintaining DCFC stand ready to begin this effort immediately. Now is the time to ensure a sufficient funding mechanism exists to start building out the state's EV infrastructure and not wait until a future legislative session.

Texas will experience myriad economic benefits if it proactively embraces DCFC. By enabling the creation of a network, Texas drivers will enjoy between \$1,000-\$2,000 of savings annually simply by owning an EV for two reasons: reduced cost of ownership, because EVs have far fewer maintenance requirements than ICE vehicles; and cheaper "fuel," as it costs half or less to charge an EV than to fill an ICE vehicle with gasoline. Francis Energy understands and agrees that EV drivers must pay their fair share for roads, and supports a portion of those cost savings going toward infrastructure improvements to offset the inevitable diminution in gas tax revenue. Meanwhile, Texas natural gas producers stand to benefit from increased demand from gas-fired electric power plants across the state. HB 2221 represents a great opportunity to establish a funding mechanism to support public-private EV infrastructure development for the future.