

## **BILL ANALYSIS**

C.S.H.B. 2145  
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Delivery of Government Efficiency  
Committee Report (Substituted)

### **BACKGROUND AND PURPOSE**

The bill author has informed the committee that the rising number of electric vehicle (EV) registrations and the state's commitment to environmental sustainability display a growing need for adequate infrastructure, particularly in ensuring access to charging options in state-owned facilities. C.S.H.B. 2145 seeks to address this issue by mandating the installation of electric vehicle charging stations at all new state-owned parking lots and garages the design for which begins on or after September 1, 2025, requiring that the planning of such facilities include a calculated number of charging stations, and taking into account factors such as current and anticipated EV registrations, use by state employees, public access, and advancements in charging technology.

### **CRIMINAL JUSTICE IMPACT**

It is the committee's opinion that this bill does not expressly create a criminal offense, increase the punishment for an existing criminal offense or category of offenses, or change the eligibility of a person for community supervision, parole, or mandatory supervision.

### **RULEMAKING AUTHORITY**

It is the committee's opinion that rulemaking authority is expressly granted to the Texas Facilities Commission in SECTION 1 of this bill.

### **ANALYSIS**

C.S.H.B. 2145 amends the Government Code to require the Texas Facilities Commission (TFC) to ensure that each state-owned parking lot and garage constructed on or after September 1, 2025, includes a sufficient number of electric vehicle (EV) charging stations. The bill requires TFC, in determining the number of EV charging stations at a parking lot or garage, to consider the following:

- the number of EVs in Texas currently registered and expected to be registered in the future;
- the number of EVs used by state employees;
- the usage of the parking lot or garage, including the average length of time vehicles are parked in the lot or garage and whether the lot or garage is used by the public;
- the type of charging station technology, including the charging rate; and
- the anticipated number of EV charges expected at each parking lot or garage.

The bill requires TFC, by rule and in consultation with the State Energy Conservation Office, to adopt guidelines for the installation of the required EV charging stations and requires such guidelines to establish standards for the type and scope of those EV charging stations based on the size and intended use of the parking lot or garage.

C.S.H.B. 2145 applies only to a state-owned parking lot or garage the design for which begins on or after the bill's effective date.

## **EFFECTIVE DATE**

September 1, 2025.

## **COMPARISON OF INTRODUCED AND SUBSTITUTE**

While C.S.H.B. 2145 may differ from the introduced in minor or nonsubstantive ways, the following summarizes the substantial differences between the introduced and committee substitute versions of the bill.

The substitute includes a provision absent from the introduced making the bill's provisions applicable only to a state-owned parking lot or garage the design for which begins on or after the bill's effective date.