



Yes on CSHB 2221 (Canales)

Prepare Texas for growth of electric vehicles

Electric vehicles (EVs) are ready to deliver a future of clean transportation

Technological gains that allow electric vehicles to drive farther, charge faster, and be produced more affordably are revolutionizing the vehicle market. There are currently over 50 models on the market and an electric Ford F150 and other electric pickup trucks are coming soon. Over 1 million battery-powered and plug-in hybrid EVs have already been sold in the U.S.

According to a December 2020 survey by Consumer Reports, 71% of Americans are interested in getting an electric vehicle in the future and 31% “said they would consider getting an EV for their next lease or purchase.” GM, Ford, Jaguar and Volvo have committed to all-electric fleets no later than 2035.

EVs are clean

Texas’ transportation sector produces as much carbon pollution as the economy-wide emissions of Vietnam, Argentina and the Netherlands. Pollution from cars and trucks is also a major contributor to the smog and soot problem in our cities, which triggers asthma and heart attacks and other health problems.

EVs are emission-free. With Texas’ current electricity mix, EVs emit as much pollution as a gas-powered car getting between 68 - 89 miles per gallon. As our

grid gets increasingly cleaner, EVs will become even better for the environment and public health.

We do need to make sure EV batteries are recycled in order to limit impact to the environment and reduce cost. CSHB 2221 requires development of a plan to make sure batteries are properly recycled.

EVs are increasingly affordable

Affordable electric vehicles are hitting the road in increasing numbers. The 2020 Chevy Bolt retails at as low as \$25,000, the 2020 Nissan Leaf as low as \$28,000, and the Chrysler Pacifica minivan around \$44,000. There’s also a thriving market for used EVs, with a number of models available for less than \$15,000.

As the result of low fuel and maintenance costs, EVs are typically cheaper to own than conventional vehicles over the vehicle’s lifetime. Electric vehicles have fewer parts since they don’t have an engine, making them easier and cheaper to maintain. On average it costs about half as much to fuel an EV. There are also financial incentives available like the Federal Plug-In Electric Drive Vehicle Credit of up to \$7,500.

Texans are also eligible for a \$2500 rebate when purchasing an EV, but the process is a big hassle and takes months after the purchase of the vehicle to get. CSHB 2221 streamlines the process to make sure the rebate is available at the time of sale. It also increases the rebate to \$4000 for pickup trucks.



Texas needs to develop charging infrastructure

Texas currently ranks fifth in electric vehicle sales through 2020, but our current charging infrastructure is insufficient to sustain mass EV adoption. Consumers will only feel comfortable adopting EVs if they are confident that they will be able to recharge them when needed. While most recharging takes place at home, EV owners will also need places to recharge their vehicles in public.

The experience of charging an EV has a long way to go to match the convenience of refueling a gasoline-powered car – especially when it comes to public charging infrastructure. Not only does Texas not have enough EV chargers, but the chargers that do exist are rarely as easy to find and use as pumps at gas stations. While around 80 percent of public charging stations included in a Department of Energy database are open 24 hours a day, only 53 percent are open all day without restrictions.

CSHB 2221 will develop a comprehensive plan for building public electric vehicle charging infrastructure, including in rural areas, to make sure Texans are able to drive anywhere in the state.

Paying fair share for roads

As EV drivers pay fewer gas taxes, CSHB 2221 assesses a \$100 annual fee to offset lost revenue to Texas roads. The Department of Motor Vehicles noted that “if the objective is to replace the average amount of state motor fuel tax that an equivalent conventional vehicle pays, the amount is estimated to be about \$100 a year for an electric vehicle and a somewhat lower amount for a hybrid.”

Texas needs to allow Texans to power their homes with EVs

EVs are essentially batteries on wheels. You can store energy in those batteries, and if EVs are equipped with something called vehicle-to-grid or vehicle-to-home technology, they can also be used to keep the lights on in emergencies. The technology allows the energy being stored in an EV battery to be pushed back into the grid or into buildings to provide power.

CSHB 2221 sets up a study to examine common communication protocols and two-way electricity flow capability in order to allow vehicle to grid integration for grid reliability and resiliency.



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