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Bill that would bring free market principles to EV charging marketplace filed in Texas Legislature

Senate Bill 1002 encourages competition among private businesses in electric vehicle charging, while preventing government-sanctioned monopolies from dominating the new marketplace.

AUSTIN – Texas took a step to ensure that free-market principles will guide the growth of the state’s new electric vehicle (EV) charging marketplace, as Sen. Charles Schwertner filed legislation that prevents government-sanctioned monopolies from seizing control of the industry.

As EVs grow in popularity, the EV charging marketplace will only thrive in states with free enterprise and competition. Unfortunately, public electric utilities all over the country are quashing competition by building, owning and operating utility-run EV charging stations that are subsidized by ratepayer funds. Sen. Schwertner’s legislation would ensure that private entities that want to offer EV charging are not competing against the electric utilities.

“In order for Texas to have the EV charging marketplace that it will need, lawmakers must fix the broken system,” said Jay Smith, executive director of Charge Ahead Partnership, a coalition of businesses, individuals and organizations working to expand access to the EV charging marketplace. “We applaud Sen. Schwertner for crafting legislation that lifts the major barriers that deter private investment in commercial EV charging.”

The potential profit to be earned in EV charging has attracted interest from private businesses that want to break into this marketplace, but electric, transmission and distribution utilities in the state have an unfair competitive advantage. This has discouraged private businesses from investing in the EV charging market in Texas.

Senate Bill 1002 creates the necessary market reforms through two key provisions. The legislation would:

- Prohibit electric, transmission and distribution utilities from using ratepayer funds to subsidize their own EV charging stations. When utilities raise power bills for all monthly customers and use that revenue to build EV charging stations, it results in higher costs for consumers and discourages private investment in EV charging.
- Require any utility that does offer EV charging to only do so through a separate subsidiary. This ensures that all EV charging providers are competing on a level playing field, without utilities having an unsurpassable advantage.

Sen. Schwertner said that the future of electric vehicles in the state depends on lawmakers creating an environment that attracts private investment in the EV charging space.

“Texans should not be paying higher power bills to subsidize utility-owned EV charging stations,” Schwertner said. “This industry will grow when it is untethered from utility control. Now is the time to allow competition, innovation and free-market principles into the EV charging market, and this legislation will achieve that.”

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To learn more about **Charge Ahead Partnership (CAP)** and join our efforts to help expand America’s EV charging network please visit www.chargeaheadpartnership.com. In addition to joining CAP you can stay connected with us by following us on social media on Twitter at [@EV_ChargeAhead](https://twitter.com/EV_ChargeAhead), Facebook at [@ChargeAheadPartnership](https://www.facebook.com/ChargeAheadPartnership) and on Instagram at [@EVChargeAhead](https://www.instagram.com/EVChargeAhead).