



Control Number: 53719



Item Number: 431

**Peter M. Lake**  
Chairman

**Will McAdams**  
Commissioner

**Lori Cobos**  
Commissioner

**Jimmy Glotfelty**  
Commissioner

**Kathleen Jackson**  
Commissioner



**Greg Abbott**  
Governor

**Thomas J. Gleeson**  
Executive Director

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## *Public Utility Commission of Texas*

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**TO:** Central Records

**FROM:** Office of Policy and Docket Management

**DATE:** December 7, 2022

**RE:** Correspondence related to Docket No. 53719, *Application of Entergy Texas, Inc. for Authority to Change Rates*

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Chairman Lake received the attached correspondence pertaining to the above-styled docket.

Please note that a member or employee of a state agency assigned to render a decision in a contested case may not directly or indirectly communicate in connection with an issue of fact or law with any state agency, person, party, or representative of those entities, except on notice and opportunity for each party to participate. See Administrative Procedures Act, Texas Government Code § 2001.061.

Commission Advising is filing the correspondence. Parties will not be served copies of the attached document, but can access it through the PUC Interchange at <http://interchange.puc.texas.gov/>.

cc: All Parties

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December 7, 2022

Chairman Peter Lake  
Public Utility Commission of Texas  
PO Box 13326  
Austin, TX 78711-3326

Chairman Lake,

As the urban center of a rural area of approximately 26,000 square miles in the State of Texas, Amarillo only has 2 public EV charging stations and no others are in place in the 26 counties of the region.

As an entity with a large fleet of vehicles, the City of Amarillo would like to have the ability to choose whatever entity it likes from a fully competitive market (inclusive of the region's vertically aligned utility) when the time comes to consider EV charging options. From an economic development perspective, the City of Amarillo would like to allow the businesses in and coming to the community the ability to select whatever EV charging options are right for their business. Prohibitions against vertically aligned utilities being able to be an option to those businesses is bad for economic development.

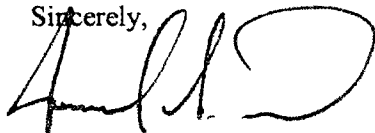
I-40 is one of the most traveled East/West Corridors in the United States, and the Texas section of I-40 is already behind other portions in the nation on EV charging infrastructure. It is important to have more charging options that may entail utility ownership of charging stations to facilitate growth of this sector and meet the needs of travelers and industry coming through the state.

In reviewing the docket for PUCT case 53719, at this time it looks like major third-party EV charging firms such as ChargePoint and FlashParking are not opposed to vertically aligned utilities owning electric vehicle charging infrastructure and even equipment. It appears that the industry itself wants as many EV charging options as possible, so creating artificial barriers to expanding that infrastructure may be counterproductive.

Similar challenges with emerging technologies such as rural broadband are still lagging in Texas outside of the I-35 corridor 10-15 years after initial introduction in the state. It is taking an extraordinary amount of coordination, funding, and resources to address the rural broadband gap in the panhandle. We are concerned that excluding the vertically aligned utilities from providing EV charging stations will result in private sector taking the same focused approach on regions with the highest return on investment. The result could be very similar to broadband and leave a vital area of Texas struggling to solve yet another problem that could have been prevented through policy.

Thank you for your consideration of the needs of our city and our region.

Sincerely,



Jared Miller  
City Manager

