

INSIGHTS FOR A COMPLETE GAME PLAN

INSIGHT// Texas EV Charging Plan

Texas has over 3,400 centerline miles of interstate highways, and interstates represent the largest percentage of vehicle miles travels in the state.

Charging Network Timeline:

- **Year One** - focus on building out EAFCS to meet FHWA guidance. Approx. 55 new locations needed to satisfy FHWA's 50-mile max spacing requirements.
- **Year Two** (or sooner if Electric Alt Fuel Corridors are completed) – focus on rural counties, small urban areas, and MPOs to install DC Fast Charging stations at or near County Seats. County Seats are usually centrally located in the county (all roads lead to the county courthouse) and provide good spacing between urban clusters in rural areas. Vehicle Miles Traveled (VMT) was used to establish a priority list of most traveled non-interstate routes through rural areas. Installing DC Fast Charge stations at county seats with a power rating of 150kW and minimum four ports will fill gaps across rural Texas for off-interstate travelers and enable local farm and work trucks to access the charging network.
- **Year Three and Beyond** - will continue the work of building out charging infrastructure inside rural counties, small urban areas, and MPOs. Statewide coverage will improve, and the network will progress into more rural areas of the state. As the charging network spreads to more rural areas the equipment installed may adjust to accommodate varying power supply in the region. A combination of solar/battery equipment may be placed between the charging equipment and the power grid to minimize demand charges and ensure adequate power for 4 ports rated at 150kW per connector.

SOURCE: TXDOT.GOV

