# Texas EV Infrastructure Plan Implementation

Texas plan to implement National Electric Vehicle Infrastructure (NEVI) funding

Phase I: Along Alternative Fuel Corridors (complete)
- January 2026: FHWA certified that designated alternative fuel corridors are "fully built out"
  - 13 sites open as of February 2026

Phase II: Advanced to Additional Location Types (beginning May 2026)
1. Rural county seats
   - NCTCOG counties potentially impacted: Erath, Johnson, Kaufman, Palo Pinto, and Somervell
2. Areas Recommended by Metropolitan Planning Organizations (MPOs)

STATUS
- Phase I - Open
- Phase I - Planning
- Phase II

MPO Regions
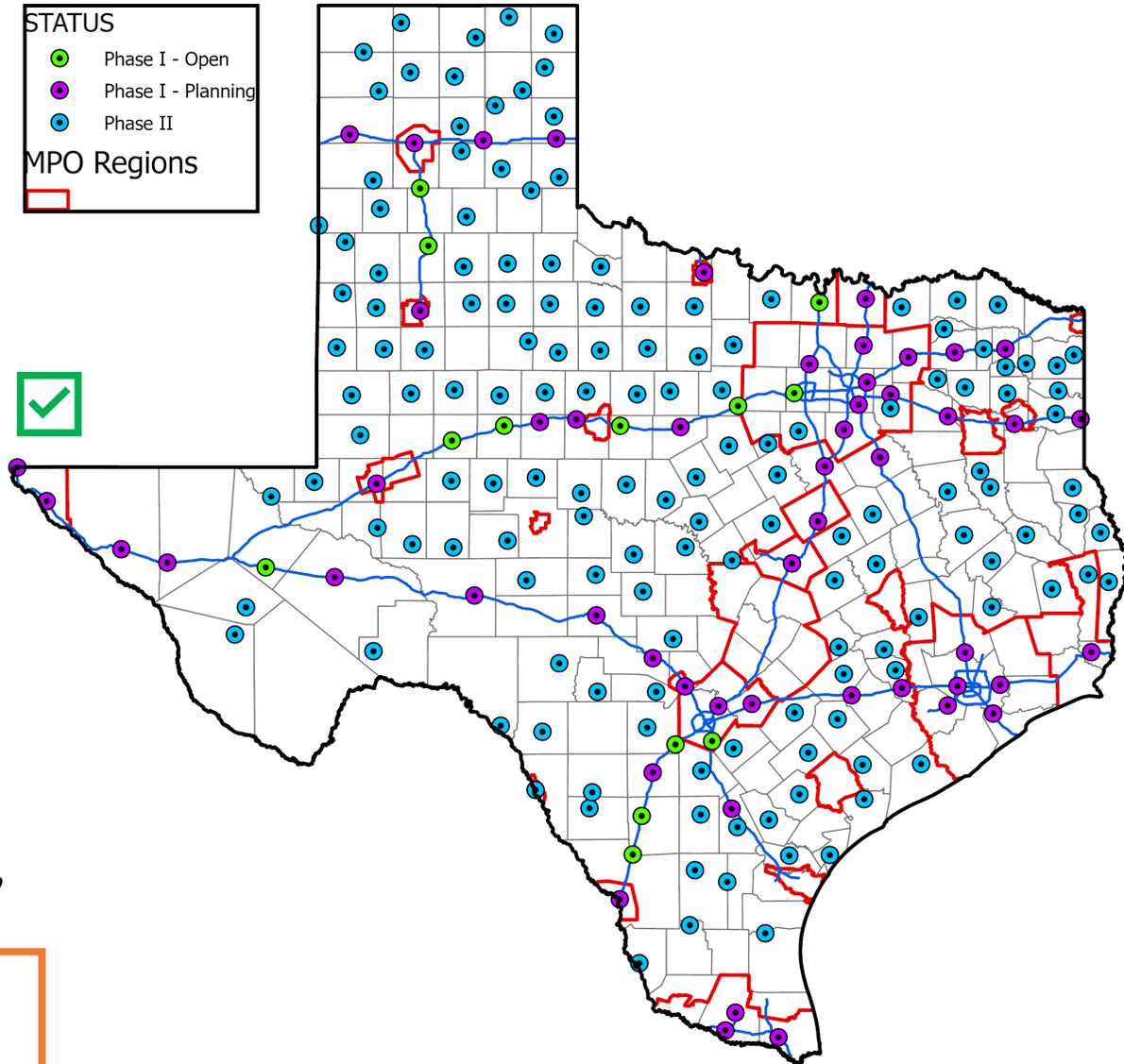
Data as of February 2026
Source: TxDOT Statewide Planning Map

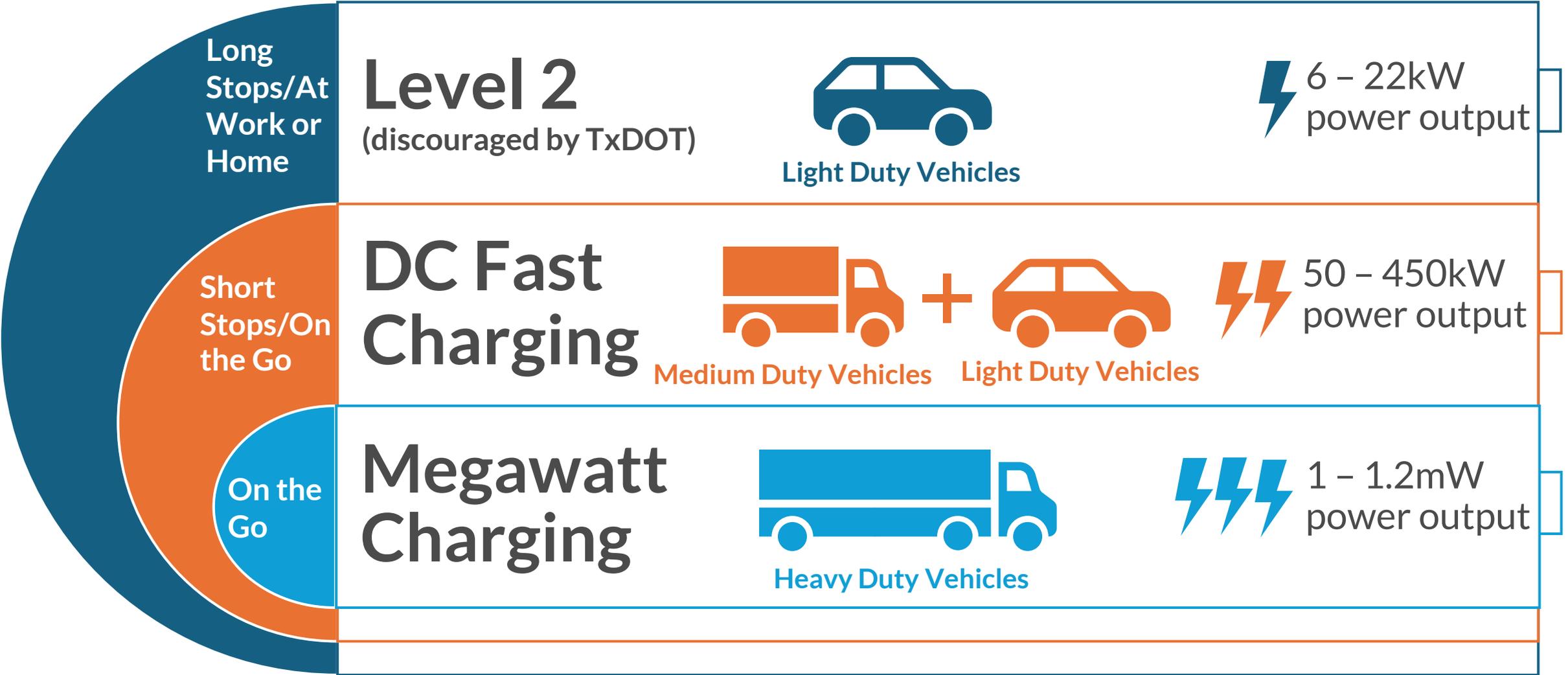Texas Electric Vehicle Infrastructure Plan Update

TxDOT Phase II MPO Area Approach

Administer funds through competitive grant program

- Stations must meet federal NEVI standards
- Charger type may be recommended by MPO
- One award expected per geographic "study area"
- Anticipated schedule
  1. May 2026
     - MPOs with entire boundary as a study area
     - MPOs with study areas ready
  2. Late summer/early fall 2026
     - Remaining MPOs with study areas

TxDOT Phase II Eligible Charger Types

Long Stops/At Work or Home

Level 2
(discouraged by TxDOT)

Light Duty Vehicles

6 – 22kW power output

Short Stops/On the Go

DC Fast Charging

Medium Duty Vehicles + **Light Duty Vehicles**

50 – 450kW power output

On the Go

Megawatt Charging

Heavy Duty Vehicles

1 – 1.2mW power output

Impact to NCTCOG Region

TxDOT Allocation to NCTCOG MPO[1]

- Up to $60 million available for the NCTCOG MPA, could fund approximately[2]:

100 DC Fast Charging Locations (4 port) ⟷ **8 Megawatt Charging Standard Locations (12 port)**

Recommendations to TxDOT will fall somewhere in-between

TxDOT Plan Vision: *The Statewide EV plan for Texas is a multi-year plan to enable current and future drivers of electric vehicles to confidently travel across the state for work, recreation, and exploration*[1]

NCTCOG proposed approach: submit study areas to create

- Sufficient DC Fast Charging placement along secondary highways to mimic NEVI minimum
- Additional DC Fast Charging density along designated alternative fuel corridors
- Basic network of Megawatt Charging locations for medium/heavy-duty trucks

[1] As of the plan dated August 2025
[2] Based on TxDOT cost estimates

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Proposed Methodology for Phase II: DC Fast Charging

NCTCOG Proposal: Use GIS to optimize placement of EV charging station study areas across both "secondary highways" and designated corridors

**Criteria to assess appropriate density**
- Incorporate ratio of existing vehicles to existing/planned charging stations
- Avoid existing/planned stations that meet NEVI standards
- Incorporate public input on charging station locations

Criteria to identify "secondary highways"
- Corridors previously recommended for nomination by the RTC (US 287 and US 380)
- Hurricane evacuation routes (IH45, IH20, and US 175)
- Highways within the Strategic Highway Network (US 287)
- Corridors that connect to other urban areas or adjacent County seats
- Corridors with high traffic volume

Proposed NCTCOG Phase II Approach: DC Fast Charging

Network of Highways Under Consideration
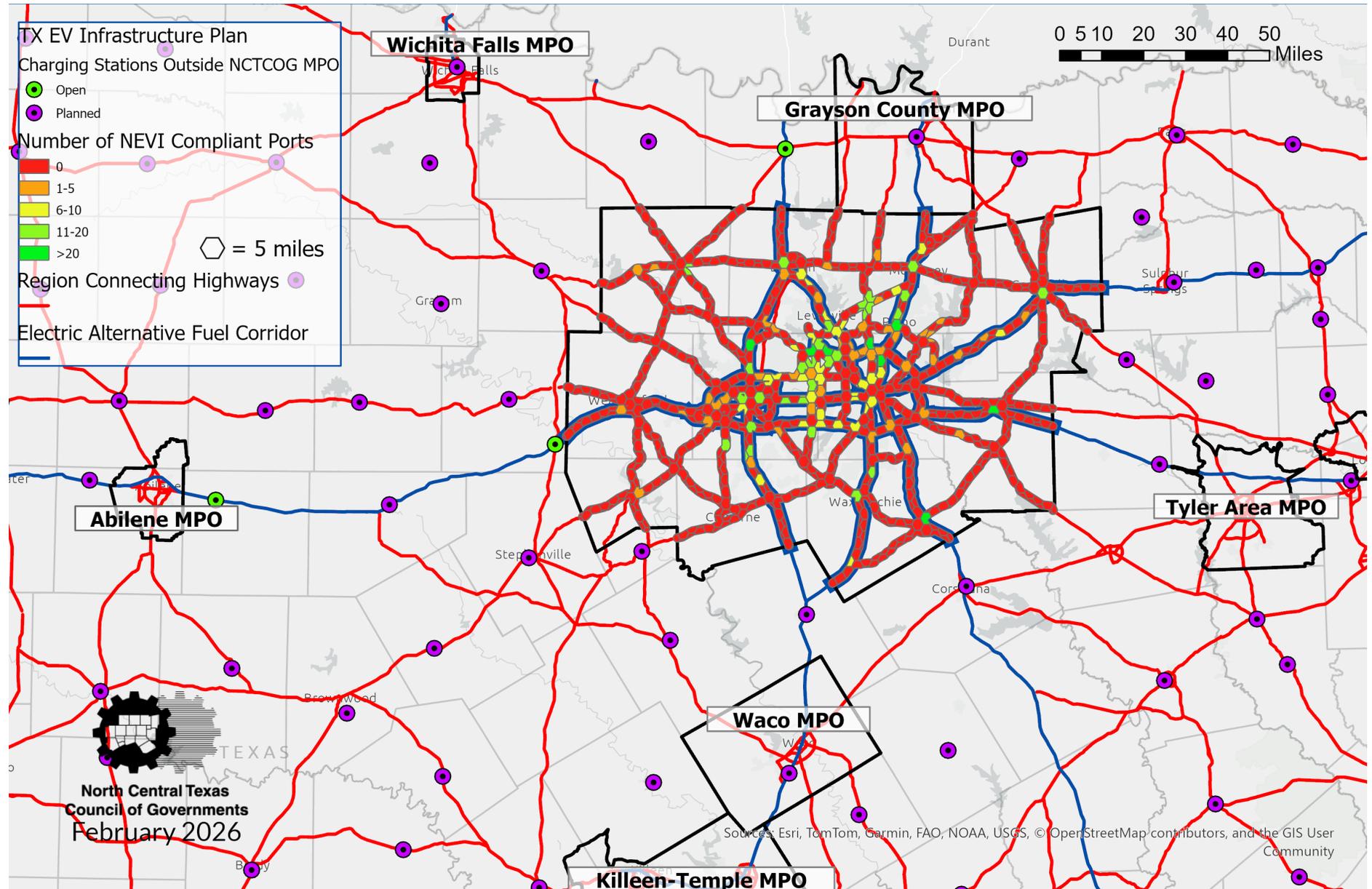
Proposed Methodology for Phase II: Megawatt Charging

Recommend study areas near major freight hubs

Criteria to identify megawatt charging study areas

- Locations of existing truck stops
- Truck traffic data around freight facilities and inland ports
- Corridors with high truck/trailer traffic
- Avoid announced charging hubs for medium- and heavy-duty EVs
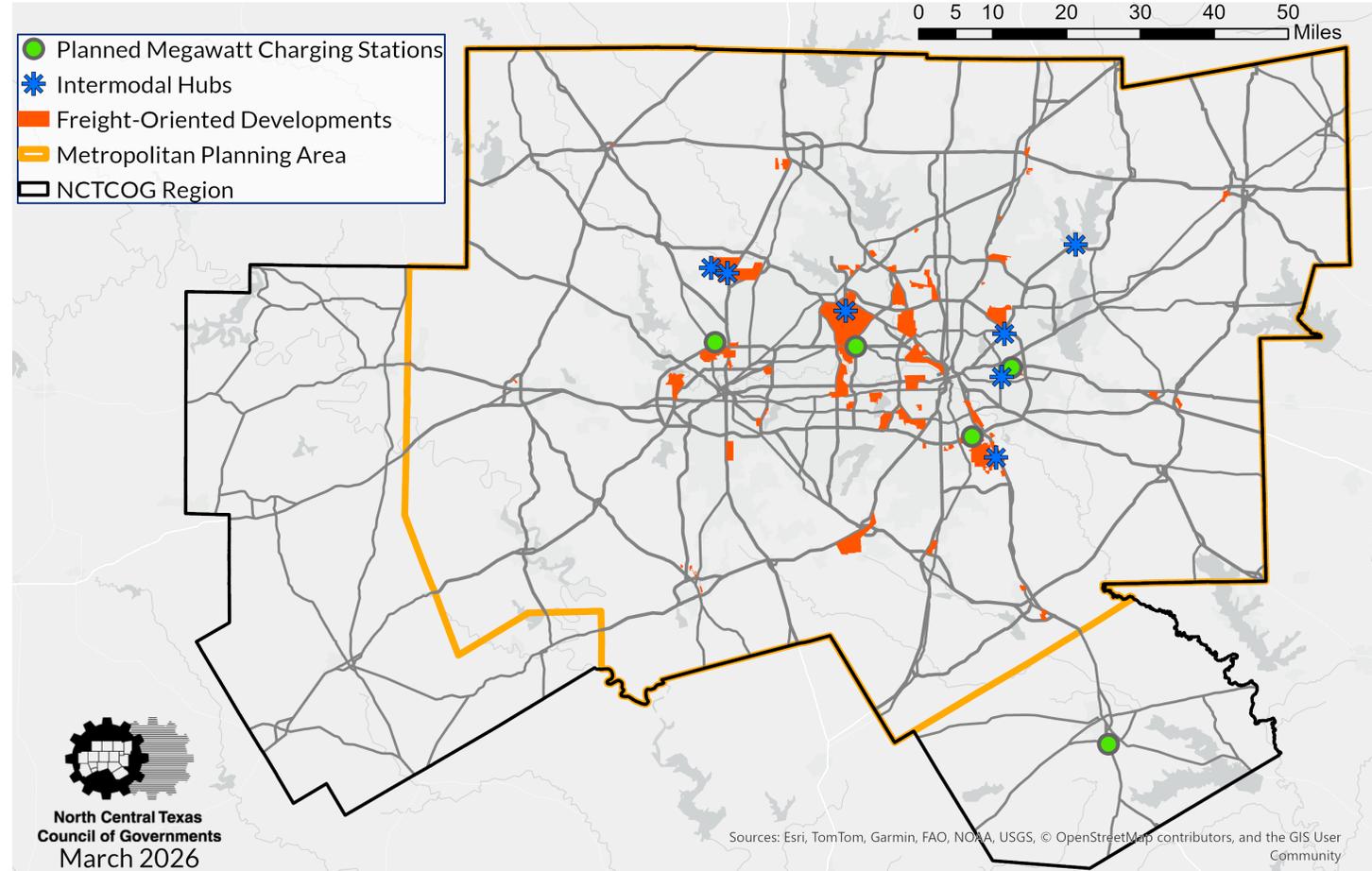
Project Schedule

Milestone	Date
RTC Action – Approval of Methodology	March 12, 2026
STTC Action – Approval of Methodology	March 27, 2026
Submit Study Area Recommendations to TXDOT	Mid-April, 2026
RTC Receives Submitted Study Areas	April 9, 2026
STTC Receives Submitted Study Areas	April 24, 2026
Site Applications Open	May 2026

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Contacts

Quinnton DeBolt
Air Quality Planner
qdebolt@nctcog.org
817-695-9229

Jared Wright
Principal Air Quality Planner
jwright@nctcog.org
817-608-2374

Lori Clark
Senior Program Manager
& DFWCC Director
lclark@nctcog.org

dfwcleancities.org

cleancities@nctcog.org

@NCTCOGTrans

linkedin.com/dfwcleancities/