

Appendix - Texas Electric Vehicle Infrastructure Plan - Summarized Comments

ID	Summarized comments from Individuals, Industry, Agencies, and Advocacy groups on the Texas Electric Vehicle Infrastructure Plan	Source
121	I am strongly considering an electric car for my next vehicle, but I travel a lot around the state and need assurance that I can charge within 30 minutes when needed.	Email Message
122	I am strongly in favor of this 5-year plan implementing EV charges built more strategically across the US and Texas in particular. The most important thing is speed of construction!	Email Message
123	I am totally against this Green New Deal Federal Program for Charging Stations which you want to install in Texas.	Email Message
124	I am writing to you today to express my immense support for the Texas Electric Vehicle Infrastructure Plan.	Email Message
125	I applaud the idea, however FIRST you need to fix the already overloaded grid!	Email Message
126	I believe every county seat in Texas needs a DC fast charging station with 350KW ready speeds. 150KW speeds will soon be outdated!	Survey Response
127	I believe Texas' elimination of Tesla's superchargers for consideration despite their being the lowest bid price is wrong. Interoperability of charger connectors for all types of vehicles is very important along with easy plug and play operability. Texas' stance on direct sale of cars bypassing dealers is also an impediment to increasing sales of cars and the old model is outdated and should be revised.	Survey Response
128	I bought a new Audi EV in December. It is a challenge to drive it to Port Aransas for a weekend. There are no fast chargers between San Antonio and Corpus Christi, and there are a total of four fast chargers in Corpus Christi.	Email Message
129	I did not understand what the top question was asking, so I just put "neutral."	Survey Response
130	I didn't see anything about fixing the power grid in Texas.	Email Message
131	I do not support any tax payer money funding any of this	Survey Response
132	I do not want the charging stations you are planning. #1 Our power grid is bad to begin with. Adding charging stations is going to cause even more problems.	Email Message
133	I don't like taxpayers money being spent for these charging stations	Email Message
134	I don't see the state government concerned about the 99% of gas powered vehicles and the high cost of gas.	Email Message
135	I don't support putting the oil and gas companies out of business. I'm not interested in driving an electric vehicle. What about the farmers that operate big diesel equipment? An "electric tractor, pulling a 40' plow won't even be able to make one round around a field without needing to recharge. That may not be what they're talking about now, but that's where they're headed. But, that's what the Liberals want, so I'm sure that's what we'll do.	Survey Response

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136	I drive to Eagle Pass from Austin but currently have to rent a vehicle or borrow a friends as I can't charge on the way down. It really sucks. I would love one in Uvalde also in Eagle Pass as it has the only casino in Texas.	Survey Response
137	I feel that the need for the government to build these stations is proof enough that there is no demand.	Email Message
138	I find it unusual that the state needs to fund these EV chargers.	Email Message
139	I fully support adding EV charging stations along interstate first --then absolutely must get those in rural areas.	Email Message
140	I have read the document. As EV vehicle owner, I can't wait for this plan to come into fruition.	Email Message
141	I have reserved an electric Cadillac and would buy one today if I could get one. This survey should have asked if people plan to buy an EV	Survey Response
142	I just wanted to add that more stations appear to be needed up highway 281 going north from San Antonio.	Email Message
143	I know the deadline for public comment has passed but I just want to say yes, one million times yes.	Email Message
144	I know this is about the stations being placed in so many miles to charge the vehicle but do they pay for the charging of electricity?	Email Message
145	I love the idea, LET'S DO IT!	Email Message
146	I own a 2017 Chevy Bolt EV and I am saving so much money on gas and maintenance. I hope everyone who wants an EV can get one.	Survey Response
147	I reviewed the TX state plan virtual meeting, and the EV Infrastructure Plan, but I do not see anywhere that it addresses the increase required in electrical SUPPLY.	Email Message
148	I strongly oppose using Texans' tax dollars to build electric car charging stations.	Email Message
149	I think electric cars are not affordable for the majority and not practical and will create massive issues with battery disposal.	Survey Response
150	I think the upfront costs is a hinderance to businesses that want to implement EV chargers. Typical upfront cost is over \$100k for just 2 chargers. If there are not funds available to these businesses it is hard for them to justify (at the current time) the investment because there are not enough EVs on the road to give them a return on their investment.	Survey Response
151	I urge you to ensure any installed chargers apply necessary fees & road taxes to cover lost state revenue from gas taxes & to limit the amount of approved time.	Email Message
152	I urge you to ensure that state, counties & local governments are not out of pocket for land purchase, rentals, maintenance or cost of electricity.	Email Message

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153	i want an electric car! but as a renter i can't get a home charger and my complex is not inclined to add chargers. as soon as there is a charging station that is on my commute and within 5 mi of my house, i will be making the switch. we must prioritize EV station in areas that have the most commuters. we can make their lives easier by lowering fuel costs, lowering carbon emissions, rebates for home charger fees. prioritize rural communities that commute the most.	Survey Response
154	I wanted to see if I could get signed up for notifications on the program and specifically when the draft plan is released.	Email Message
155	I would be fabulous to have any charger on the west side of town. West of lackland AFB. Highway 90!	Email Message
156	I would like to ask questions about the deal structure with private entities for the acquisition, installation, operation and maintenance of these EV stations.	Email Message
157	I'm an EV owner in Texas and am interested in support for the EV charger network across the state.	Email Message
158	I'm not opposed to electric vehicles. I am opposed to my tax dollars being used to force me to accept them.	Survey Response
159	I'd just like to add to the public comment record that I'm for adding EV charging stations throughout our state's interstate corridors.	Email Message
160	If federal funds are being used for the EV infrastructure, private entities who install these stations should not discriminate against drivers who use these facilities for charging, only.	Email Message
161	If less than 1% of Vehicles are electric- how is this going to help the 99% that don't have these vehicles.	Email Message
162	If policymakers send the necessary signals to retailers, such as travel centers and grocery stores located in rural locations, these businesses will invest in EV charging infrastructure to meet the demand of their customers	Written Document
163	If there is a demand for charging stations, the free market will meet that demand. The State of Texas does not subsidize the construction of gas, diesel or natural gas fueling stations.	Email Message
164	I'm curious where the line is drawn on what is an Electric Vehicle verses a micromobility device, Personal Electric Vehicle or an e-bike?	Email Message
165	I'm glad that TxDOT is taking the initiative to invest in EV charging infrastructure.	Survey Response
166	I'm very much in favor of maximizing the number of electric vehicle charging stations, and strongly support the use of solar to power the chargers.	Email Message

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167	In light of Texas' decision to move forward with the installation of electric vehicle charging stations every 50 miles and Governor Abbott's direction to ensure rural Texas is included in the infrastructure expansion, an underutilized resource is Texas' network of depression era roadside parks.	Email Message
168	In my humble, and likely to be ignored, opinion, tax dollars shouldn't be spent on subsidizing recharging stations for electric vehicle owners.	Email Message
169	In order to maximize the use of stations, consider setting protocols for customers, such as establishing a "waiting lane" for cars waiting to charge, so people move to open chargers in an orderly manner, and also a requirement that customers move their vehicles within 5 minutes of achieving an 80% charge, if others are waiting.	Email Message
170	In particular, the TxDOT Plan should include how the TxDOT Plan reflects the public comments thus far, including the May 16, 2022, comments from TxETRA Equity Committee.	Written Document
171	In the draft Plan, TxDOT described the need for 4 units rated at 150kW per unit. This is confusing: it is unclear if TxDOT is looking to install 4 chargers, each with one charging port or if there is the ability to install 2 higher power chargers, such as 350 kW chargers, with each charger having 2 ports (for a total of 4 ports)	Written Document
172	Include Five Years of Operations and Maintenance(O&M) Costs in NEVI-Funded EVSE	Written Document
173	Include Fleet Charging in Texas' NEVI Plan	Written Document
174	Inclusion of language to ensure protection of cultural resources and human remains when constructing charging stations	Written Document
175	It concerns me to no end that we are looking to subsidize the implementation of EV charging infrastructure when our electric grid cannot support our homes and businesses.	Email Message
176	it would be helpful to see alist of existing and new EVSE vendors who have been able to achieve Buy America Certifications for their EVSEs.	Written Document
177	It'd be nice to see more enforcement/stricter fines for misuse of the systems we have, and future systems to come.	Survey Response
178	It's great to see the proposal to add many more charging stations in Texas. As an EV and Plug in hybrid owner, I feel this will really support the proliferation of EVs in Texas.	Email Message
179	It's a cute idea, but incredibly damaging to the environment.	Survey Response
180	I've been driving an EV for three years. DO NOT try to impose a yearly road tax on EV's or you will slow the growth of EVs. Consumers are not stupid.	Survey Response
181	Jefferson County needs more DC Fast Chargers. The EV charger plan is great news keep up the good work.	Survey Response
182	Keep the user input map on the public involvement site up	Written Document

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183	Kudos for adding the demand charge question. Very curious juxtaposition of a couple of thoughts. For a phase-in period? (per station, or per EV State penetration...?) As a condition of participation in Grid management? Bulk Grid, or Distribution? For which classes of EVSEs and users? Impacts of separating these assets from other Utility cost causation models? I would enjoy sharing my thoughts on the topic (RBoys)..	Survey Response
184	Length of Parking Spaces	Written Document
185	Level 2 chargers are not useful for retail customers or road trips; Level 2 chargers are needed where people work and sleep	Survey Response
186	Lighting - to decrease vandalism and increase safety	Written Document
187	Locate charging stations at state parks and tourist areas.	Survey Response
188	Looking forward to more EV Charging stations.	Survey Response
189	Looking through the plan I don't see any joy for Tesla owners. You talk about DC fast chargers and Level 2 chargers but no superchargers for Tesla.	Email Message
190	Maintain Flexibility in Site Specifications	Written Document
191	Many businesses while constructing new buildings have setup the correct utilities to support DC Fast charger and run conduits so that all they have to do now is get chargers. I think these businesses should be awarded funds first as all they would have to do is order the chargers and have them installed. Businesses that have not done this will have to undergo longer construction projects. This will delay EV charger placement. The businesses that have infrastructure could have chargers installed in as little as 3 to 4 months if they are awarded funds.	Survey Response
192	Maximum Power Levels - 350kW	Written Document
193	Missing a key acronym definition: MPO	Email Message
194	Montgomery County, MD is an example of such a solution with over 2 MW of resilient charging capacity.	Written Document
195	More charging station is wonderful news. Electric vehicles are where we are heading.	Email Message
196	More DC charging please.	Survey Response
197	More electric cars are hitting the market more chargers are needed	Survey Response
198	More inclusive process for obtaining input for rural and low-income areas should be developed.	Written Document
199	More waste of taxpayer dollars	Survey Response
200	Moving forward, the Plan should incorporate policies that are pro-business and pro-private investment	Written Document
201	MPO Compensation (aka SPR funds for planning station locations)	Written Document
202	MPO Formula Allocation to include factor for non-attainment	Written Document
203	My input is that the charging stations need to be properly lighted in areas where people can feel safe.	Email Message
204	Need a charger between The Rio Grande Valley and San Antonio!	Survey Response

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205	Need MANY more public charging options for a shift towards adoption.	Survey Response
206	Need more charging stations	Survey Response
207	Need more public fast charging stations. Reliability of existing charging stations is a problem.	Survey Response
208	New construction of blogs, Apts should always require x # of charging stations and x level 2 and x fast charging.	Survey Response
209	No data sharing requests beyond existing regulatory requirements or federal technical guidance should be conducted without industry stakeholder input.	Written Document
210	NO NO NO.	Email Message
211	No one has yet calculated what it costs to charge a vehicle compared to the price of a tank of gas by the mile, plus the cost of the car. Less moving parts is one big plus though, maybe.	Survey Response
212	No to spending 408 million dollars on charging stations in Texas to subsidize the EV industry.	Email Message
213	Non-EVs blocking chargers - in addition to signs, establish a system for citizens to report directly to a centralized system to dispatches tow truck operators to move the blocking vehicle.	Email Message
214	Not a big fan or see any advantage of electric vehicles.	Survey Response
215	Not a true survey to determine how people feel about EV. Very biased and skews the curve.	Survey Response
216	install covered EV stations at highway rest-stops with clearly marked signage and ability to pull vehicle through (if towing).	Email Message
217	on page 41, please consider adding on-site solar to complement the battery storage mentioned in this section	Written Document
218	on page40, please consider monthly utilization rather than biannualutilization reports.	Written Document
219	Once the infrastructure is in place all over the nation, this concept will take off. Now, there just aren't enough places to charge.	Survey Response
220	Ongoing Coordination with State Agencies and Utilities	Written Document
221	onpage 44, please consider including emissions reduction, end user satisfaction, and community feedback as part of the performance metrics of the program.	Written Document
222	Operating Costs of electric vehicles are far lower than petroleum powered equivalents	Survey Response
223	Operations and Maintenance - stated 5% is too low	Written Document
224	Our power grid can't handle it.	Email Message
225	Our state needs to build the infrastructure to allow for more EV's on the road.	Survey Response
226	overpriced stations. who's making the big money	Email Message

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227	Page 23, Consider a sentence or two that explicitly spells out the point of this section which is "the grid can handle this projected additional 605.5 MW's." Then the secondary and perhaps most powerful statement is "this new EV charging demand can be offset by the X of GW's from planned projects for Wind, Solar and Battery.	Written Document
228	Partner / Leverage our new neighbor Tesla? Other interesting info sources... https://www.transportation.gov/rural/ev/toolkit/planning-resources https://www.forconstructionpros.com/infrastructure/article/22030669/what-construction-contractors-need-to-know-about-ev-infrastructure https://www.mckinsey.com/industries/automotive-and-assembly/our-insights/charging-ahead-electric-vehicle-infrastructure-demand https://news.energysage.com/electric-vehicle-charging-infrastructure-expanding/ https://mashable.com/article/elon-musk-tesla-master-plan-3	Survey Response
229	Payment Methods - No credit card readers	Written Document
230	Pg 33-Is there a reason for limiting to 8 units per station? Is it perhaps to allow for multiple charging station locations.	Written Document
231	Pg 42 -Change "Ample Technologies" to just "Ample".	Written Document
232	Phased approach for rural ev charging stations - full power but fewer ports at first until usage increases	Written Document
233	Physical Constraints - Charging sites may resemble parking lots more than drive through lanes of existing gas stations	Written Document
234	Plan on deployment in mid size cities as part of the first wave.	Email Message
235	Plans should ensure that important technology standards are put in place that can ensure a good customer experience and help facilitate vehicle-grid integration.	Written Document
236	Plans to review and comply with Texas' strategy to meet Justice40 requirements by the inclusion of a DBE performance plan as part of a proposal response	Written Document
237	please address how this EV plan will coordinate with EV charging networks in neighboring states. Also, please provide updates on your website rather than providing updates when requested	Written Document
238	Please allocate money to remove these charging stations when they become inoperable and are in disuse.	Email Message
239	Please consider a minimum of level 2 to DC fast charge at public stations.	Survey Response
240	please consider adding convenience, affordable, reliable, equitable, and accessible (ADA compliance) as additional high-level goals.	Written Document
241	Please consider EV's to qualify in urban areas for "Carpool/HOV" lanes to incentivize EV adoption (could phase this out as EV's become more popular).	Survey Response
242	please consider including the Ford F-150 Lightning on the Minutes to Charge for 100 Miles of Range	Written Document

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243	please consider nominating U.S. 290 and State Highway 71 to the alternative fuel corridors	Written Document
244	please consider siting a DCFC station(s) within Harris County that would serve disadvantaged communities.	Written Document
245	Please don't listen to the nay sayers that say we don't need them - Texas needs chargers	Email Message
246	Please include CHAdeMO DC fast charging.	Email Message
247	please include the list of stakeholders(i.e.,name of company, utility,etc.) in an Appendix	Written Document
248	Please make sure a 50KW or greater EV charger is installed in Three Rivers.	Email Message
249	please plan on a mix of CCS 175 and 350 KWh charging capabilities.	Email Message
250	Please put more J7772 public charges near Del Valle, and Cedar Creek.	Survey Response
251	Policy makers must create a rate/tariff structure that strikes an even balance between the customer, the retailer, and the utility without undercutting DCFC economics.	Written Document
252	Prep site for 350kW during construction	Written Document
253	Prep site for future growth (future proofing)	Written Document
254	Preserve Location Flexibility	Written Document
255	Prioritize 350 kW Charging Along Interstate Corridors	Written Document
256	Prioritize Higher Power Charging	Written Document
257	Provide Level 3 chargers at all state parks. Please.	Survey Response
258	Providing a network of fast and conveniently located chargers for electric vehicles is a great investment in transport infrastructure.	Email Message
259	Provisions for reasonable price control	Written Document
260	Proximity to power source	Written Document
261	Public policy should encourage private investments by those who can successfully install, own, operate and maintain a robust and accessible fast charging network	Written Document
262	Put that money into school choice so that our public schools have to bring a better education to the table & hold teachers/administrators accountable!	Email Message
263	putting In chargers in locations on highways that have clusters of hotels will really help.	Email Message
264	Quit wasting my tax dollars on a non sustainable venture. There is not enough electrical infrastructure available to supply current power needs.	Email Message
265	Range and ability or lack there of are concerning with EV's. I also don't believe we have the local infrastructure to support EV's with the electrical demand in our older neighborhoods.	Survey Response
266	Re demand charges - I support new programs for fleet/ev charging to address them fairly and in such a way that it encourages efficient use of utility assets.	Survey Response

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267	Re: "more expensive" --- upfront costs, yes, EVs are more expensive. Over the life of the vehicle, EVs are less expensive because of lower fuel costs and lower maintenance costs.	Survey Response
268	Read where Texas is planning on putting electric charging stations every 50 miles on major highways in our state. This is a good idea.	Email Message
269	Recommends allowing public comment on a draft solicitation before it is published.	Written Document
270	Recommends eliminating the 45-minute time limit, the idle fee requirement and the signs recommending charging to 80% for Electric Alternative Fuel Corridor and Rural County Seat locations.	Written Document
271	Recommends encouraging pull through spaces by awarding additional points for this feature instead of making it mandatory.	Written Document
272	Recommends including flexibility regarding power levels and site locations for MPO areas.	Written Document
273	Recommends including flexibility with regard to power levels following the corridor build-out.	Written Document
274	recommends that the department prioritize the swift deployment of total charging stations over the establishment of more expensive sites that may take longer to complete.	Written Document
275	Recommends TXDOT maintain flexibility with regard to the funding to be administered following the corridor build-out. - 50/50 urban rural will be constrictive	Written Document
276	Recommends TXDOT avoid requiring a specific charging cable length.	Written Document
277	Recommends TXDOT plan for a level of OpEx support that is closer to 50% of installation costs.	Written Document
278	Recommends including flexibility with regard to site locations following the corridor build-out.	Written Document
279	Regulated utilities should not be placing the burden of providing fuel to EV drivers on the backs of hard-working, low- and middle-income individuals, many of whom do not own a vehicle much less an EV	Written Document
280	Removal of demand charges from electric charging stations represents a strong possibility for subsidization of electric charging by other electric system users, forcing local consumers to pay for infrastructure that may provide very little local return on the investment. Local rate payers should not subsidize electric transportation where the local benefit will likely not be recognized.	Survey Response
281	Require a Minimum of 150 kW for MPO Charging Stations	Written Document
282	Require EVSE Procured with NEVI Funding to be Open Charge Point Protocol (OCPP) 1.6 Compliant	Written Document
283	Require Ten-Year Manufacturer Warranties for NEVI-funded EVSE	Written Document
284	Resiliency of Evacuation Routes - Battery, solar, microgrids.	Written Document
285	Risk of Vandalism - acknowledge, how to handle them.	Written Document

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286	Risks and Challenges (pg 32)- Consider adding the following: see list in document	Written Document
287	Satisfying the Justice40 Requirement for Economic Opportunity and Job Training	Written Document
288	Shouldn't EV chargers be a commercial business and financed by private investors?	Email Message
289	Signage criteria need to expand to assure that EV chargers can be found.	Written Document
290	Similarly, in addition to placement, the number of charging ports at a given station may need to increase beyond four.	Written Document
291	Simply put, citizens should not be paying for services that the private sector is willing to cover. To do otherwise would be an unnecessary burden on those least able to afford it.	Written Document
292	Since when does the tax payer subsidize building infrastructure for private motor vehicles?	Email Message
293	Site Power Requirements - freight truck would require 23MW from study in CA	Written Document
294	solar powered battery system chargers would lower travel cost using an EV	Survey Response
295	Standardize Charging Station Terminology - OCPI, to location, port, connector	Written Document
296	Standardize MPO Application Process	Written Document
297	States can maximize private sector investment by designing and launching grant programs that allow for a competitive site selection process which maximizes the number of eligible applicants.	Written Document
298	STOP WASTING OUR TAX MONEY ON BULLSHIT WE DONT NEED.	Survey Response
299	Streamline and Standardize Electric Distribution Upgrade and Interconnection Processes for EVSE	Written Document
300	Streamline Signage Requirements for DCFC Stations	Written Document
301	Strongly recommends that the states do not require a greater than 150kW capacity as a floor requirement (aligned with the 150 kW floor required under NEVI technical guidance issued June 9th)	Written Document
302	Strongly supports funding only CCS connectors.	Written Document
303	Stupid is as stupid does. Talk about energy capacity and associated energy waste. The long haul power grid, interstate transmission network, is the source of our greatest energy waste yet created by society. Moving to a hub based energy generating network is simple and will always be in the country's best interest.	Email Message
304	Suggests that having REPs price into their offers a commission that can flow back to financing parties who contribute the 20% match is an appropriate way to raise some of this matching revenue	Written Document
305	Tesla superchargers with their compatibility to other EV manufacturers are the way to go here.	Survey Response

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306	Texas desperately needs more electric vehicle charging. It's so big some places are impossible to drive to with an EV.	Survey Response
307	Texas does not need numerous charging stations when there are only a very small percentage of electric vehicles on our roads.	Email Message
308	Texas Electric Generation and storage needs to be increased drastically. We are growing by almost 1,000 People a day into Texas. We need better infrastructure to handle E.V. Chargers. We also need to create a tax based on miles driven, since E.V. are not paying taxes from Fuel taxes.	Survey Response
309	Texas should not set any additional funding or grant program parameters nor guidelines based on the distance from a particular transportation corridor distance from another EV charger outside of what is already required by the NEVI program guidelines.	Written Document
310	Texas should work in instating energy storage systems such as green hydrogen for its renewable energy before it chooses to drop the demand charges. There is too much of a temporal mismatch between energy demand and energy supply for renewables to make dropping them demand charge a reasonable decision. This would likely increase oil and gas usage as there is no financial incentive for citizens to use renewable energy at its peak hours (like in the afternoon) for energy intensive processes.	Survey Response
311	The concern I have with electric vehicles is affordability and also what happens to the batteries for disposal, is this being addressed. The dangers of the lithium and the use of the batteries seems far more dangerous than gasoline powered vehicles.	Survey Response
312	The corridor from the Lower Rio Grande Valley to most Texas major cities is in great need of charging stations. Please put the Lower Rio Grande Valley at the top of your list.	Email Message
313	the cost of ev cars is higher but the maintenance and charge cost is less- I think that making sure that the EV locations are in safe areas along the highway where waiting 30 minutes for a quick charge doesn't mean sitting in my car with the doors locked in a parking lot. I think that green spaces are important when waiting for my car to charge- somewhere I can let my dog out or where I can plug my car to charge without fear of having it stolen or where I can go inside to the air condition and get a quick snack and get back on the road.	Survey Response
314	The DC fast chargers going to be deployed across the state need to go up to 350KW!	Email Message
315	The DCFC stations I have used could benefit from installation of a Solar PV canopy to shade the vehicles while charging and a battery system to support the high power demand during charging.	Email Message

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316	The Department should revise the plan to state that equipment that supports ISO 15118 (the Plug and Charge standard) be preferred, rather than specifying that the Plug and Charge standard (a specific payment and payment processing type) be preferred.	Written Document
317	The Draft Plan does not overtly address how ownership of EV charging stations will be addressed.	Written Document
318	The established floor of 150 kWrate of charge is ideal to optimize the driver experience and maximize EV adoption with the highest return on investment	Written Document
319	The Faux green EV car owners should pay for charging their cars at public charging stations.	Email Message
320	The first is the lack of a wholesale electricity market for charging purposes. Without a wholesale transfer rate, charging station ownersare forced to purchase electricity at retail and sell it at retail.	Written Document
321	The initial cost, battery replacement, insurance cost, the loss of tax benefits after electric vehicles, plus the need for significantly more availability of energy on the power grid	Survey Response
322	The initial purchase price of an electric vehicle is higher than gas powered vehicles, but with lower maintenance and fuel, costs, as well as the often overlooked environmental and health benefits, electric vehicles do much better than gas powered vehicles over time.	Survey Response
323	The most efficient, cost-effective path to a nationwide network of EV charging stations is for retailers and power companies to work in partnership with each focused on their specific areas of expertise	Written Document
324	The Plan should address costs associated with behind-the-meter and to-the-meter infrastructure upgrades in electric infrastructure, as well as associated civil and structural scope elements required to support electric infrastructure upgrades.	Written Document
325	The Plan should address utility program mandates for bidirectional energy flow associated with electric vehicles.	Written Document
326	The Plan should consider the use of Distributed Energy Resources (DER) or MicroGrid including battery, solar, and backup generators.	Written Document
327	The Plan should include a strategy to target investment in workplaces, schools, hospitals, retail centers, entertainment venues and other places where people centrally gather, congregate or visit	Written Document
328	The Plan Should Prioritize Private Investment and Prohibit Ratepayer Subsidization of Charging Stations	Written Document
329	The Plan Should Prioritize Resilient Grid Solutions and Systems Powered by RenewableEnergy Sources	Written Document
330	The platform will need to have ways to charge fast enough during storms. Or we need a way to transport them in mass...	Survey Response
331	The power grid in Texas is still unreliable. That needs to be addressed.	Survey Response

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332	The proposed map covers the expected major routes, but Central Texas does not seem to be very well served.	Email Message
333	The question about cost of EVs versus ICE needs to be revised. My experience is that EVs are more expensive to purchase but cheaper to operate.	Survey Response
334	The State of Texas' power grid is too weak to accommodate the current demand for power.	Email Message
335	The State should encourage and favor consortia of companies that can bring the right mix of competencies to a proposed EV charging station grant.	Written Document
336	The state subsidizing electric cars by building charging stations is absolutely absurd. The power grid can not support things as it is and you want to waste time and money building charging stations that will benefit few and strain the power grid.	Email Message
337	The Texas grid is already stretched to capacity, and nearly failed in February 2021.	Email Message
338	The Texas grid is already under stress of over demand.	Email Message
339	The TxDOT Draft Plan does not yet adequately include a description of the approach (or "methodology" as mentioned in the MS&R Section 680.112(d)) for public engagement.	Written Document
340	The TxDOT Draft Plan does not yet adequately include an approach to measure contracting opportunities for historically underutilized businesses. We would like to emphasize our previous comments on the matter.	Written Document
341	The TxDOT Draft Plan will need to be modified to adhere to the MS&R rules for ensuring qualified technicians' training (680.106(j)), and the state will need to support the availability of EVITP and related required programs.	Written Document
342	The use of the NEVI funds in Texas must ensure the equitable placement of the charging stations, especially within the MPO regions. It will be necessary to analyze the geographic distribution of potential charging station locations.	Written Document
343	The vendors' operational availability is accessible via the internet, and should be certified monthly by the vendors and reported to TxDOT. The penalties for failures to maintain uptime will need to be in the plan and in the contracts to be enforceable.	Written Document
344	There are adapters that will allow Tesla vehicles to use CCS stations, but there are no adapters for Nissan to use a CCS.	Email Message

Appendix - Texas Electric Vehicle Infrastructure Plan - Summarized Comments

ID	Summarized comments from Individuals, Industry, Agencies, and Advocacy groups on the Texas Electric Vehicle Infrastructure Plan	Source
345	There is still a significant deficit of supercharger availability preventing most consumers like myself from even attempting to travel outside of my regular day to day commute. Horror stories of traveling during holidays (specifically I-10 to Houston, and I-35 to Dallas or San Antonio) prohibit me from using my EV for anything outside of the local Austin area.	Survey Response
346	Therefore, the station capabilities should be flexible down to a minimum of 150kW charging rates for DCFC on corridors, but with a minimum of 25% capable of 350kW.	Written Document
347	These should be privately funded, like gasoline stations. Please ask the U.S. Government why my taxpayer funds should be used to support electric cars.	Email Message
348	These things the state is building need to be built between cities, rural areas. Cities have plenty with many more on the way.	Survey Response
349	Think the gas tax should be replaced with a mileage/vehicle weight tax.	Survey Response
350	This is a horrible use of our tax dollars. EVs are significantly more expensive than gas vehicles and do not have the range/utility to be used outside of the city areas of Texas.	Survey Response
351	This is a waste of money. Stop forcing electric vehicles on us and allow the free market drive the development of innovation.	Survey Response
352	This is a waste of tax payer money. Let the private sector offer it just like fuel.	Email Message
353	This is total B.S. Why should tax payers pay for this.	Email Message
354	This plan seem good. It appears that there will be more chargers along I20 and I45. Chargers need to be closer together to allow greater choice and charging options.	Email Message
355	This will create unnecessary strife. People will not be pleased that they are experiencing periodic blackouts because others are charging their electric cars. You are also not considering how this will impact many of the other industries that use plastics. Processing costs for these companies will also have to increase.	Survey Response
356	To that end, regarding apprenticeships, if the Department of Labor adopts apprenticeship programs for EV installation and maintenance, TxDOT should require participation of contractors in the programs.	Written Document
357	total cost of ownership for EV is substantially less except at the smallest econ cars	Survey Response
358	Total cost of ownership of EVs is on par with the average cost of a gas powered car when you factor in fuel and maintenance. Additionally, many Texans drive gas-guzzling SUVs or trucks, which are far more expensive than many EVs.	Survey Response
359	TXDoT could contract directly with REPs for an aggregation of charging stations for the initial five-year period(or longer) to leverage the agency's buying power	Written Document

Appendix - Texas Electric Vehicle Infrastructure Plan - Summarized Comments

ID	Summarized comments from Individuals, Industry, Agencies, and Advocacy groups on the Texas Electric Vehicle Infrastructure Plan	Source
360	TxDOT could state that the parking area must be maneuverable enough to allow for vehicles with recreational trailers to charge.	Written Document
361	TXDOT needs to finish and repairs all the roads frost before attempting new adventures. Stop screwing over Texans	Survey Response
362	TXDoT should also consider as part of its State Plan the selection of one or more dedicated REPs to supply energy to charging stations made possible under NEVI.	Written Document
363	TXDoT should be more specific in its final State Plan in describing the role of those responsible for supplying energy to the charging infrastructure that will be deployed through NEVI.	Written Document
364	TXDoT should be wary of putting too many specific requirements on how applicant charging stations conduct their operations or design their products so long as they meet key program metrics	Written Document
365	TxDOT should consider imposing requirements to ensure 3rd party vehicle charging vendors are evaluating locations with consideration to social equality/social justice	Written Document
366	TxDOT should coordinate with the Texas Public Utility Commission and ERCOT	Written Document
367	TxDOT should move to clarify this section to affirm that there will be competition for EV charging station vendors	Written Document
368	TxDOT should revise this proposal to provide Operations and Maintenance funds for all sites	Written Document
369	TXDoT should specifically consider encouraging the inclusion of onsite batteries not only for its potential to participate on the electric grid but to increase the resiliency of EV charging stations themselves,	Written Document
370	TXDoT to also engage with the Public Utility Commission of Texas to leverage their expertise on the electrical grid	Written Document
371	Upgrading the Texas electric grid to accommodate this new technology is a daunting task that will require collaboration among utilities and retailers as well as many other stakeholders	Written Document
372	US 380 should have EV chargers. DFW is not connected to Lubbock/	Survey Response
373	Use State Highway Safety Rest Areas - these locations are already strategically located on Interstates with restrooms, picnic & play areas for kids.	Email Message
374	Users of these EV should be charged not only for electricity used but for cost to build and maintain the stations.	Email Message
375	Users should also be taxed at the same rate as gasoline users. Taxed for the same for road and maintenance.	Email Message
376	Utilities are not subject to demand charges for their charging stations, which gives them an insurmountable competitive advantage over the private sector	Written Document
377	Various needs based on traffic data inside MPO suggests 8 units per locations is insufficient and should be increased	Written Document

Appendix - Texas Electric Vehicle Infrastructure Plan - Summarized Comments

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378	Visibility	Written Document
379	Waste of time and money. And a drain on our power grid that is already strained.	Email Message
380	We are also encouraging, for the convenience of our customers, that chargers be near restrooms and amenities.	Written Document
381	We are concerned that the draft Plan misses an opportunity to encourage, incentivize, and support the use of the State's substantial existing refueling network and business model that is currently in place	Written Document
382	We believe that granting one EV charging station vendor a monopoly on providing and installing EV chargers under the NEVI Program would be a catastrophic error.	Written Document
383	We currently have 2 EVs and have a Hybrid on order after just selling our ICE vehicle. We would prefer to be an all electric household, but are concerned about charging station availability on road trips. Additional EV charging stations would be a huge step in the direction of all electric and would likely be an economic stimulus for the businesses around the charger since there would be a required stay of around 30 minutes.	Survey Response
384	We encourage the State to build a Plan that looks toward the future of alternative energy refueling, including the medium-heavy duty (MDHD) sector.	Written Document
385	We feel there is inadequate detail as to how or what is covered by the public/private cost share.	Written Document
386	We live in La Coste Tx. Just outside of San Antonio, We are on our third Hybrid EV and EV. I gave the 2011 Volt to my Daughter, it has 140,000 miles and still doing fine. I regularly drive to Corpus Christi Marina and must use our 2013 Volt on gas, I can't Drive our 2020 Bolt. The only DC fast charger is at the Harley-Davidson dealership and it is very expensive. The city owned Corpus Christi marina would be a perfect place for DC fast chargers. It already has high voltage network for all the boats. It is within walking distance to many restaurants and tourist attractions. My friend also has a 2017 Bolt, He has driven to Marble Falls and back using the DC fast chargers in San Antonio then using his Level 2 charger when he gets home. I should be able to do the reverse. Also I have seen Tesla's in Big Bend , They charge in Ft. Stockton then at RV sites in the park. All EV's should be able to get anywhere, not dependent on what type of vehicle you buy. A gas nozzle works on any car, you don't have to go to a Toyota or Ford gas station, this is just wrong.	Survey Response
387	We need 350KW DC Fast chargers spaced out every 70 miles on interstate and every 100 miles on state highways.	Survey Response
388	We need chargers at the University of Texas Rio Grande Valley in the Edinburg and Brownsville Campus	Survey Response
389	We need closer Tesla super chargers than Plano.	Survey Response
390	We need more charging stations in Texas.	Survey Response

Appendix - Texas Electric Vehicle Infrastructure Plan - Summarized Comments

ID	Summarized comments from Individuals, Industry, Agencies, and Advocacy groups on the Texas Electric Vehicle Infrastructure Plan	Source
391	We need more electric vehicles in Texas.	Survey Response
392	We need to balance energy. Still need fossil fuel but also need electric and renewable. One cannot exist without the other. I will be purchasing a Tesla soon. Charging infrastructure needs to expand in Texas.	Survey Response
393	We need to build a stronger electric grid first. If we do not have environmentally responsible, and reliable generating capacities to deal with our growing population and hotter summers, this is going to be putting the Cart before the horse.	Email Message
394	We recommend that TxDOT makes more of a commitment to include equity in its EVSE project evaluation scoring criteria	Written Document
395	We suggest adding a requirement that there be a flag-based banner on the charging equipment to allow the user to choose the language they prefer. This is common in Europe.	Written Document
396	We suggest that TxDOT include funding in the plan for executing the necessary, robust public engagement process in both rural and urban (MPO) areas.	Written Document
397	We travel Austin to Wichita Falls. Wish there were better route options than I35. Would also like State Park EV charging options.	Survey Response
398	We urge the Department to consider these necessary policies to create a sustainable market for private investment in EV charging infrastructure in Texas.	Written Document
399	We urge TXDoT to favorably consider consortia with companies from each of these three industries to maximize the benefits of the NEVI charging stations.	Written Document
400	Well im all about gas vehicles. I hate change...these gas prices are making it to where we can't even drive to work because run out of money for gas for the week.	Email Message
401	What does this even mean? "To increase the utilization of the electricity system assets, do you support the removal or relief from demand charges which are based on customers' highest level of energy use during applicable periods of each billing cycle." Also, why are rural County Seats the only target for rural areas? Rural citizens have the ability to self-charge at home with Solar Panel installations.	Survey Response
402	What is the estimate of additional grid capacity needed for these charging stations?	Email Message
403	What provisions are being considered for-profit small business concerns for socially and economically disadvantaged companies to participate in the EV charging plan?	Email Message
404	What will be the role of the MPO's for EV infostructure funding?	Email Message
405	When designing plan ahead for expansion, don't limit your layout for just 8 slots,	Email Message
406	When will rural area funding be available?	Email Message

Appendix - Texas Electric Vehicle Infrastructure Plan - Summarized Comments

ID	Summarized comments from Individuals, Industry, Agencies, and Advocacy groups on the Texas Electric Vehicle Infrastructure Plan	Source
407	Where and when can I find out more information of how to partner with the state in it's efforts to deploy an effective EV charging network.	Email Message
408	Where are you going to get the power from?	Email Message
409	Where is the electricity for these charging stations coming from?	Email Message
410	Where is the money coming from to acquire more land to put these power charging stations and who will pay to maintain them?	Email Message
411	While a charging station must buy power from a REP in the competitive areas of ERCOT regardless, a NEVI grant beneficiary should engage a 5+ year initial contract for power with a REP (in competitive areas) that would provide predictability around energy costs in order to guard against the vacillation of dependent charging prices	Written Document
412	While there is some need for larger output stations on heavy freight corridors, a standard of 150 kW serves the overwhelming majority of users and leaves space for private entities to furnish larger capacity stations where demand arises	Written Document
413	Who is going to pay for maintenance and upkeep of them?	Email Message
414	Who is maintaining these units? Who pays?	Email Message
415	Who pays for the electricity when charging vehicles? The vehicle owner? I do not drive an electric car, so I'm asking how this is currently handled and how it would be handled with the new infrastructure proposed. Thank you.	Email Message
416	Width of parking spaces	Written Document
417	Will there be a fee to charge your vehicle, if so how much how long will one sit at a charging station?	Email Message
418	Will there be a training on how to submit for funding through proposal?	Email Message
419	Will you be issuing an RFP to administer the funds once the plan is approved?	Email Message
420	Wish you had asked if I planned to buy an electric car, because I do. I'm not concerned too much about charging for my local travel, but long distance travel in rural areas is a concern. I also wish that electric companies could incentivize overnight charging via lower rates at those times.	Survey Response
421	With what agencies are you working to have the additional reliable generation in place prior to implementing the construction of these charging stations, and when will that reliable generation be added to the grid ?	Email Message
422	Without government subsidies EV's are unaffordable. Our power grid will not support this impact. Homes are not equipped for the charging demand. Please stop this nonsense and waste of our taxes!	Survey Response
423	Would like to work with TxDOT to actively plan how best to accommodate the needs of medium-and heavy-duty vehicles that will utilize public charging	Written Document

Appendix - Texas Electric Vehicle Infrastructure Plan - Summarized Comments

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424	Yes! So this. I am thinking of moving out of state because Texas is not EV friendly which is ridiculous because we have a Tesla plant 20 minutes from us.	Email Message
425	You have totally forgotten East and West Texas and I believe Agriculture in your plan.	Email Message



U.S. Department
of Transportation
**Federal Highway
Administration**

Attachment JWC-4
Page 1 of 2
Docket No. 53719

1200 New Jersey Ave., SE
Washington, DC 20590

September 27, 2022

In Reply Refer To:
HEPN-30

Mr. Marc Williams
Executive Director
Texas Department of Transportation
Dewitt C. Greer Building
125 East 11th Street
Austin, TX 78701

Subject: Approval of Texas Electric Vehicle Infrastructure Deployment Plan

Dear Executive Director Williams:

The Federal Highway Administration (FHWA) has completed the review of the Texas Electric Vehicle Infrastructure Deployment Plan required under the National Electric Vehicle Infrastructure (NEVI) Formula Program.¹ Based on the review and the recommendations provided by the Joint Office of Energy and Transportation (Joint Office), FHWA has determined that the Texas Electric Vehicle Infrastructure Deployment Plan is approved for implementation. With this approval, Fiscal Year 2022 funds are now available to Texas for obligation.

Also, States should be aware that FHWA has posted updated Frequently Asked Questions on our website at:

https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/resources/nevi_program_faqs.pdf.

The FHWA and the Joint Office will follow up with States on specific opportunities for improvement in future year plans and will continue to provide technical assistance and guidance as States continue to update plans and begin implementation.

A publicly accessible version of the Texas Electric Vehicle Infrastructure Deployment Plan and this approval letter will be available on the FHWA website at:

https://www.fhwa.dot.gov/environment/nevi/ev_deployment_plans/

¹ The NEVI program is authorized under the Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (IIJA), (Pub. L. 117-58)

Thank you for putting the United States on a path to a nationwide network of EV chargers that can ensure a convenient, affordable, reliable, and equitable charging experience for all users.

Sincerely,

A handwritten signature in black ink that reads "Gloria M. Shepherd". The signature is written in a cursive style with a large initial "G".

Gloria M. Shepherd
Associate Administrator
Office of Planning, Environment and Realty

cc:

FHWA: HOA, HCC, HPL, HCF, Texas Division Office
Joint Office Director: Gabe Klein, Deputy Director: Rachael Nealer