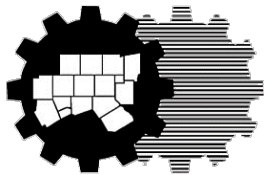


Interstate Highway 45 Zero-Emission Vehicle Corridor Plan Update

**Public Input Meeting
August 10, 2020**

**Bethany Hyatt
Air Quality Planner**



**North Central Texas
Council of Governments**



**Dallas-Fort Worth
CLEAN CITIES**

Air Quality Emphasis Areas

High-Emitting Vehicles/Equipment
Low Speeds
Idling

Vehicle Miles of Travel

Energy and Fuel Use
Cold Starts
Hard Accelerations

Response To FHWA Alternative Fuel Corridors Deployment Plan Goals

FHWA Goals:

- Develop an Infrastructure Deployment Plan
- Transition Designated Corridors from “Pending” to “Ready”
- Identify Public-Private Partnerships

NCTCOG Proposal:

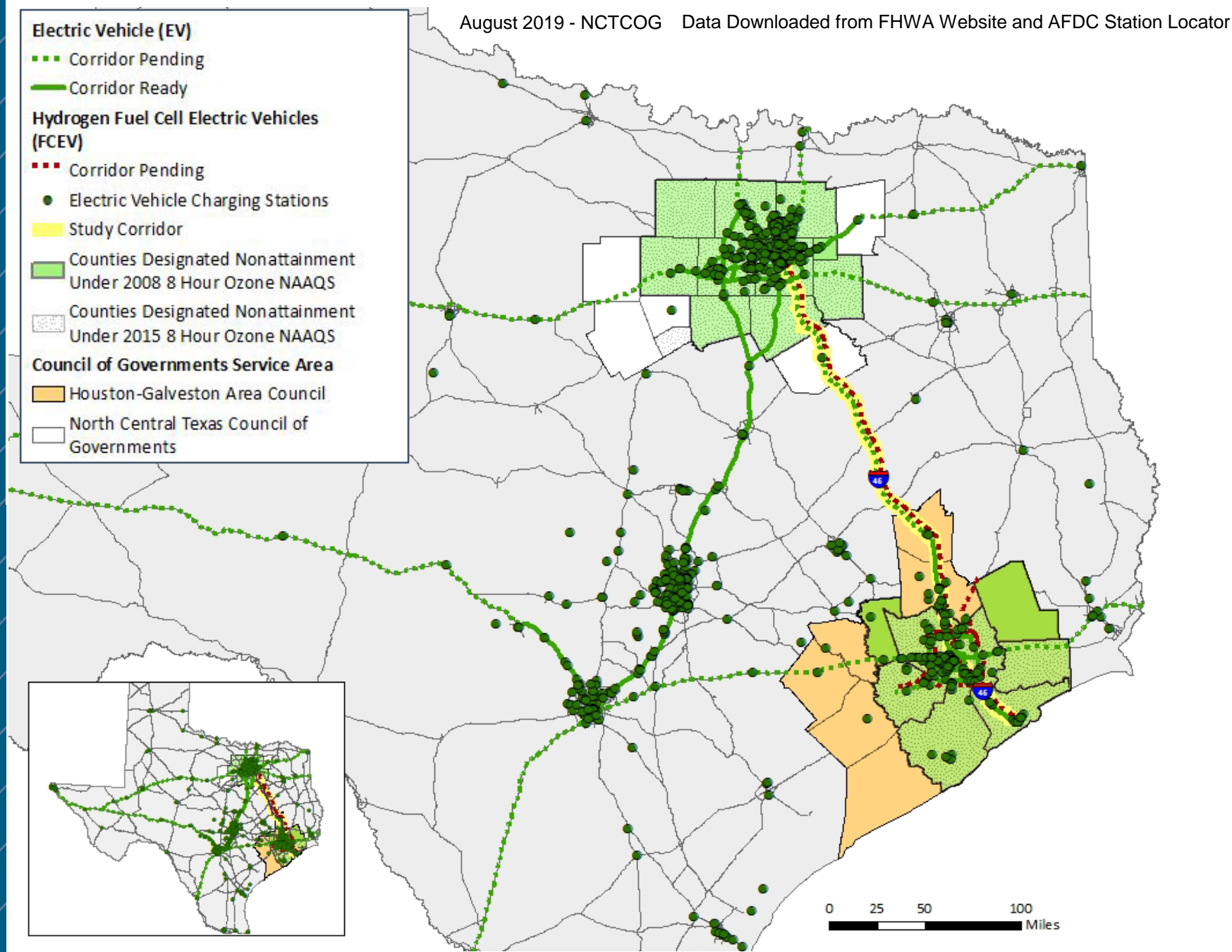
- Develop Electric and Hydrogen corridor along IH-45
- Expand Infrastructure Needs Suitable for Medium and Heavy-duty Electric Trucks and Buses
- Support Future Strategic Initiatives in the Corridor, such as AV Technology Deployment and Truck Platooning

Corridor Profile

290-Mile Corridor

Nearly half of truck freight in Texas is moved through this corridor.

Over 10,000 ton-miles of cargo traveled between Dallas and Houston in 2017, totaling over \$62.6 billion.



Current State of Electric Vehicle Supply Equipment (EVSE)

One Gap Remaining to Meet “Corridor-Ready” Status per FHWA Criteria: 111 Mile Gap from Ennis to Madisonville

For the corridor to be classified as ready, a station must be placed every 50 miles within 5 miles of IH-45.

<https://afdc.energy.gov/stations/#/find/nearest>

Public Stations | Advanced Filters | Corridor Measurement

Use this tool to measure the driving distance along Interstate Highways between stations that meet the criteria under the Federal Highway Administration's Alternative Fuel Corridors Program. Explore more resources for nominating corridors.

Texas | Electric | 50 miles between stations allowed

Starting Station: Walmart 286 - Ennis, TX
700 E Ennis Avenue
Ennis, TX 75119
0.5 miles to Interstate Highway

Ending Station: Walmart 446 - Madisonville TX
1620 East Main St null
Madisonville, TX 77864
1.2 miles from Interstate Highway

111 miles driving distance between the stations

See Route Directions

DC Fast Chargers With Connector Types: ChAdeMO, CCS

Possible Focus Areas for Additional Sites:

1. Corsicana, Texas
2. Fairfield, Texas
3. Buffalo, Texas
4. Centerville, Texas

Current State of Hydrogen Fueling Stations

There are currently no publicly available hydrogen stations currently in Texas.

For the corridor to be classified as ready, a station must be placed every 100 miles within 5 miles of IH-45.

<https://afdc.energy.gov/stations/#/find/nearest>

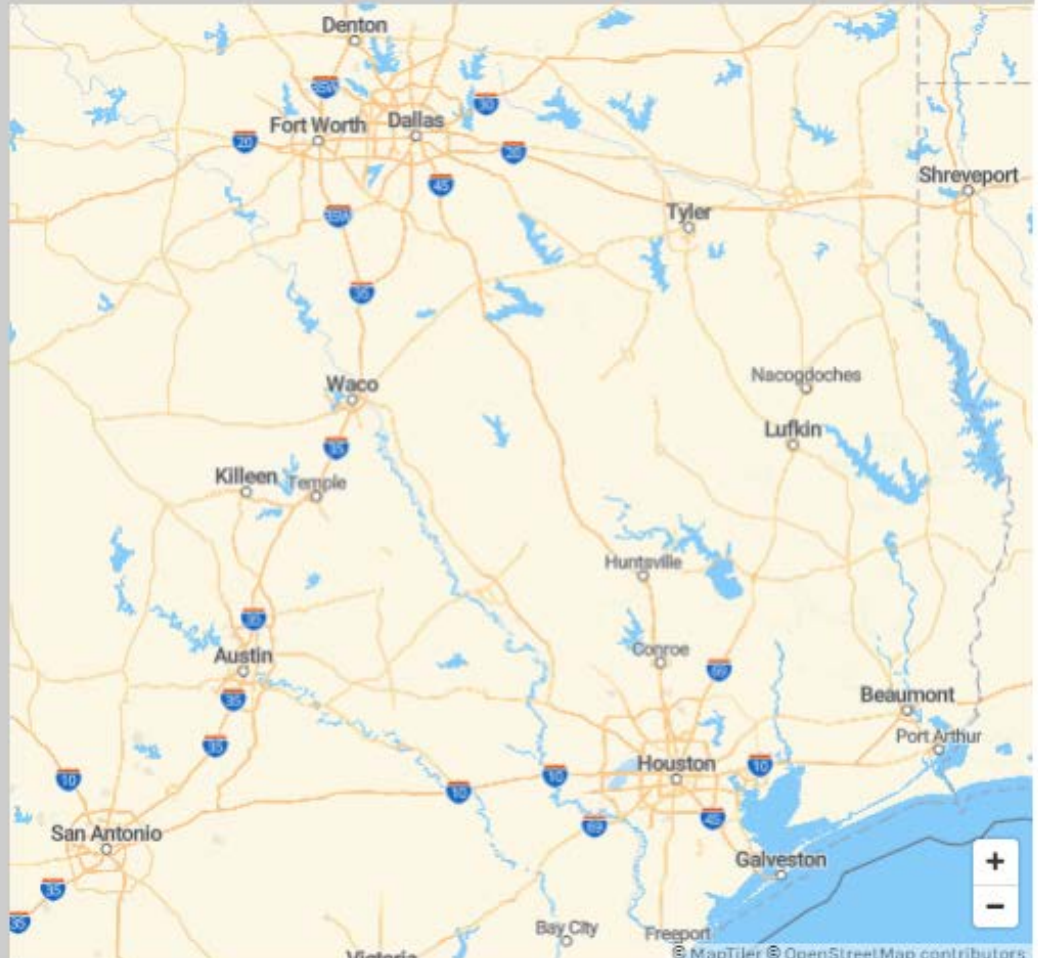
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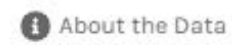
Texas | Hydrogen | 100 miles between stations allowed

Starting Station
Select a station on the map to choose your starting point.

Ending Station
Select a station on the map to choose your ending point.



Map showing potential hydrogen station locations (marked with small circles) along Interstate Highways in Texas. Major cities labeled include Denton, Fort Worth, Dallas, Shreveport, Tyler, Waco, Killeen, Temple, Nacogdoches, Lufkin, Huntsville, Austin, Houston, San Antonio, Victoria, Bay City, Freepport, Beaumont, Port Arthur, and Galveston. The map shows a network of highways with small circles indicating potential station locations along these routes.



Through the Plan, NCTCOG Will...



Identify best technologies suitable for vocational needs



Identify best market development opportunities



Develop and convene stakeholder groups including stakeholder perspectives from:

TxDOT

Utilities

Fleets

Fueling Providers

Consumer Interest Groups



Solicit infrastructure needs from industry

Deliverables



**Stakeholder
Lists**



**Stakeholder
Meetings**



**Corridor
Workshops**



Case Studies

May 2021



**Infrastructure
Deployment Plan**

May 2021

Stakeholder's Role



Stakeholder Survey



Infrastructure Development

- Solicit Infrastructure Needs and Criteria
- Identify and Contact Property Owners



Vehicle Availability

- Identify Best Technologies Suitable for Vocational Needs
- Evaluate Commercialization Status of Suitable Vehicles



Customer Identification

- Identify and Engage End-User Fleets
- Match User Needs to Vehicle Availability



Policy/Incentives

- Identify and Prioritize Non-Monetary Policies/Incentives
- Assess Existing and Needed Monetary Incentives

For More Information:

Bethany Hyatt
Air Quality Planner
(817) 704 5663

Bhyatt@nctcog.org

Lori Clark
Program Manager and
DFW Clean Cities Coordinator
(817) 695-9232

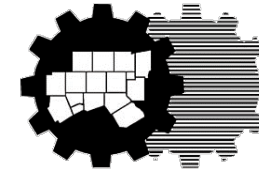
Lclark@nctcog.org

cleancities@nctcog.org

dfwcleancities.org/altfuelcorridors



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