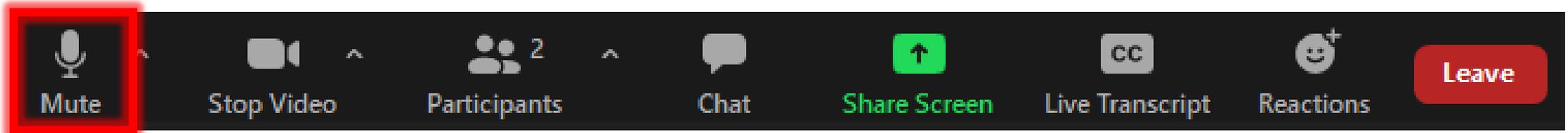


# WEBINAR REMINDERS

- Please **Mute** your microphone unless speaking.
- You can place questions in the **Chat** which will be answered in the chat and during the Question/Answer Session at the end.
- You can use the **“Raise Your Hand”** feature to ask questions or make a comment during the Question/Answer portion of the webinar.
- This meeting will be **Recorded**.





North Central Texas  
Council of Governments



Regional Transportation Council

**SMARTER**

Saving Money and Reducing Truck Emissions

Saving Money and Reducing Truck Emissions  
Webinar Series

## Fuel Considerations/Alternatives

**Date:** Wednesday, February 8, 2023

**Time:** 11:00 AM – 12:00 PM Central Standard Time

**Hosted by the North Central Texas Council of Governments (NCTCOG)**

**Contact:** Huong Duong, [hduong@nctcog.org](mailto:hduong@nctcog.org)

### **Presenters:**

Brianna Lawrence

Gladstein, Neandross & Associates

Dave Schaller

North American Council for Freight Efficiency

# OVERVIEW



Image provided by Getty

## Welcome, Introduction

Presenter: Huong Duong, Transportation Air Quality Planner, NCTCOG

## Funding for Alternative Fuel Vehicles

Presenter: Brianna Lawrence, Vice President of Programs & Policy, Gladstein, Neandross & Associates (GNA)

## Alternatives Fuels aka: The Messy Middle

Presenter: Dave Schaller, Industry Engagement Director, North American Council for Freight Efficiency (NACFE)

## QA Discussion

## Local Updates and Close



# Saving Money and Reducing Trucking Emissions Program



## GOALS

Promote emissions reduction and cost saving strategies within the trucking industry



## INITIATIVES

Build relationships within the trucking industry

Share information about emission reduction strategies

Connect SmartWay verified technology to trucking owner/operators and fleet managers

# SMARTTE

Saving Money and Reducing Truck Emissions





# Funding for Alternative Fuel Vehicles

Bri Lawrence | GNA | February 8, 2023

# Overview

- Introduction
- Regulatory background
- Types of incentives
- Funding availability
- Examples of active opportunities
  - Federal
  - State
- How to approach active opportunities



# GNA Introduction & History

North America's leading full-service clean transportation consulting firm.

Nearly 30 years of experience in:

- Medium and heavy-duty transportation
- Ports and goods movement
- Natural gas, Electric Vehicle (EV), hydrogen, propane, biofuels, renewable fuels
- Infrastructure and corridor development
- **Grant funding**
- Stakeholder education





**May 1-4, 2023**  
**Anaheim Convention Center**

North America's largest advanced transportation and clean fleet event.

[www.actexpo.com](http://www.actexpo.com)

**10,000+**

Registered Attendees

**2,000+**

Fleet Operators

**300+**

Sponsors & Exhibitors



# Advanced Clean Truck Regulation (June 25, 2020)

## Zero Emission Vehicle (ZEV) Sales Percentage Requirements

Model Year	Class 2b-3 Group*	Class 4-8 Group*	Class 7-8 Tractors Group**
2024	5%	9%	5%
2025	7%	11%	7%
2026	10%	13%	10%
2027	15%	20%	15%
2028	20%	30%	20%
2029	25%	40%	25%
2030	30%	50%	30%
2031	35%	55%	35%
2032	40%	60%	40%
2033	45%	65%	40%
2034	50%	70%	40%
2035+	55%	75%	40%

### ZEV Sales Percentage Schedule

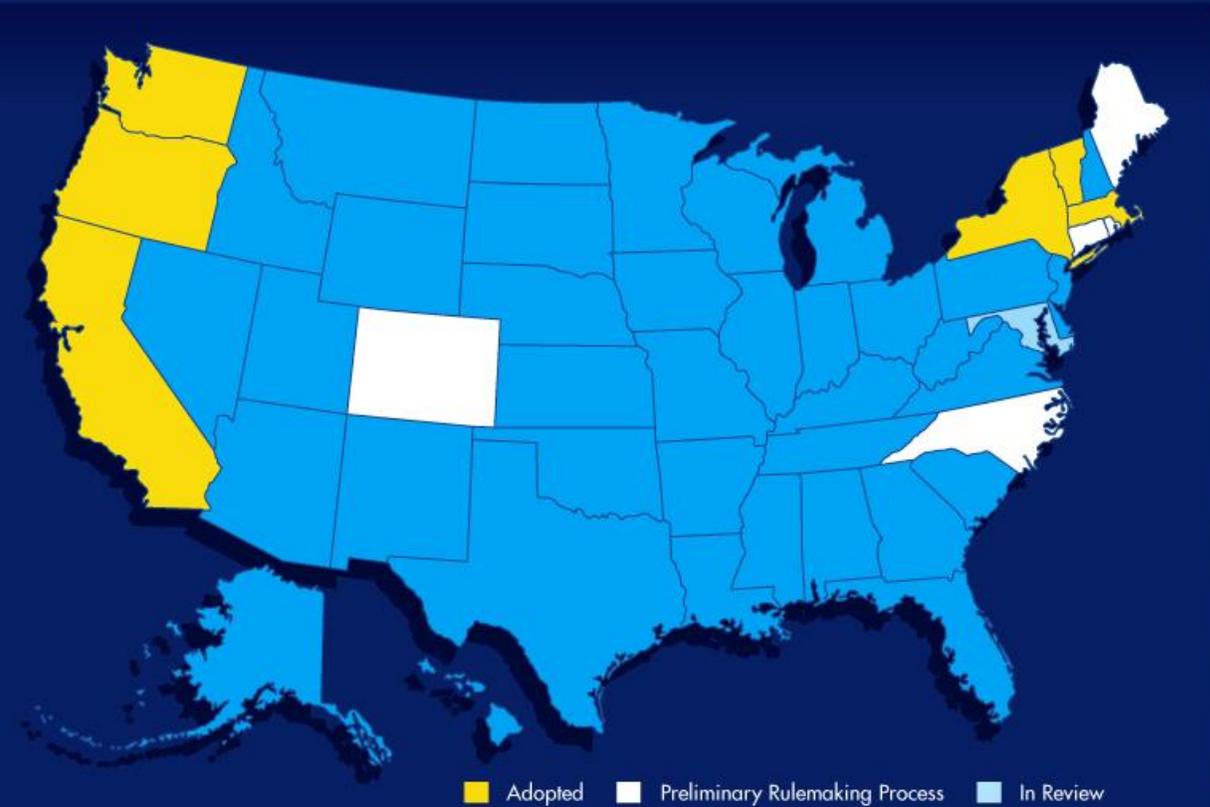
\* The Class 2b-3 Group includes pickup trucks starting in 2024

\*\* The "Class 4-8 Group" includes yard tractors.

\*\*\* The "Class 7-8 Tractor Group" includes on-road tractors, except for yard tractors



# Advanced Clean Truck Rule



State	Status	Beginning MY	Fleet Reporting Date
California	Adopted	2024	April 1, 2021
Oregon	Adopted	2025	June 30, 2022
Washington*	Adopted	2025	Not required
New Jersey	Adopted	2025	April 1, 2023
New York	Adopted	2025	April 1, 2023
Massachusetts*	Adopted	2025	Not required
Vermont	Adopted	2026	Not required
Colorado	Draft Rule Language Released	2027	December 31, 2023
Maine	Preliminary Rulemaking Process	2026	Not required
Connecticut	Preliminary Rulemaking Process	-	-
North Carolina	Preliminary Rulemaking Process	-	-
Rhode Island	Preliminary Rulemaking Process	-	-
DC	In Review	-	-
Maryland	In Review	-	-

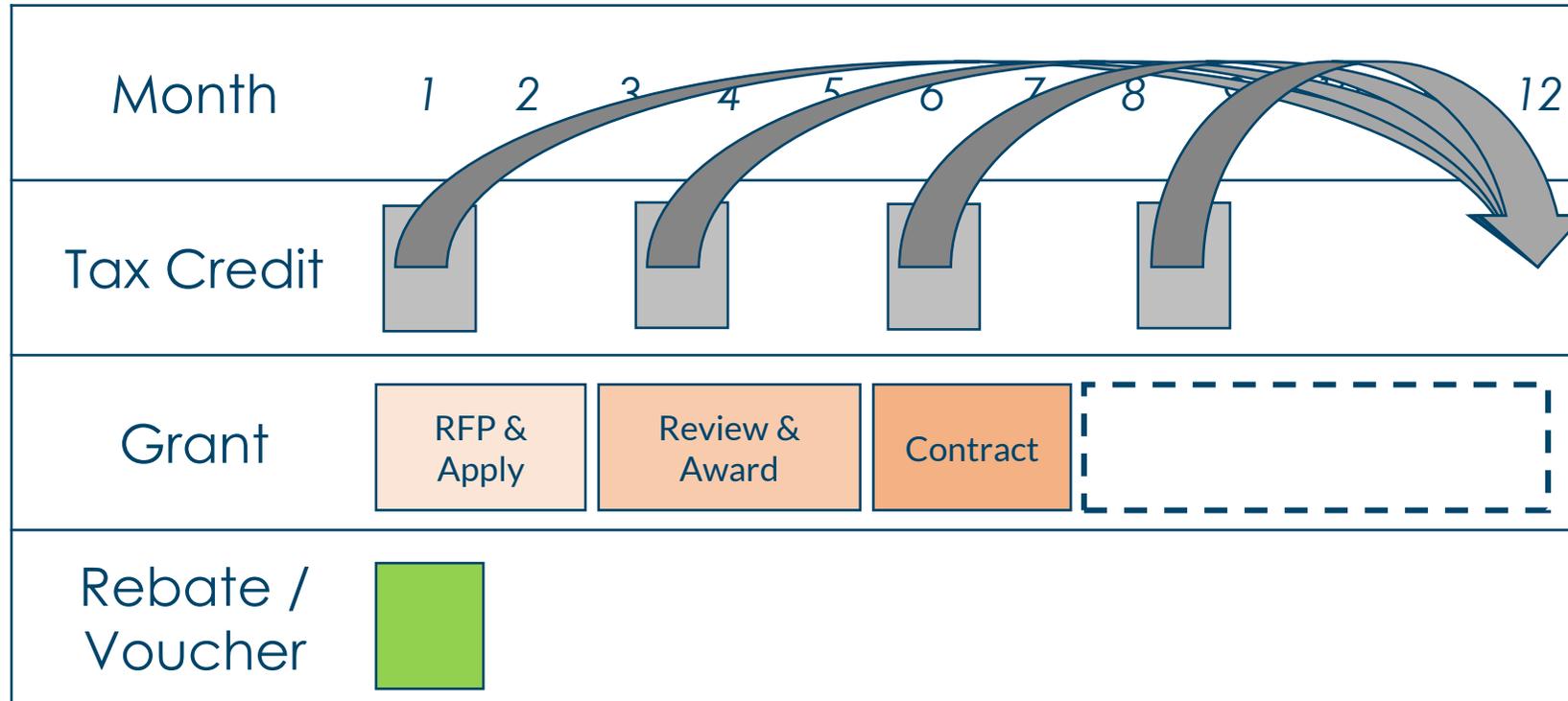
\* Large entity reporting requirement is being adopted separate from ACT rule and is currently in the rule proposal stage.

# Draft CARB Advanced Clean Fleet (ACF) Rule ZEV Phase-In Schedule

ZEV Fleet Targets by Vehicle Group (as of Jan 1)						
Group	Vehicle Types	10%	25%	50%	75%	100%
Milestone Group 1	Light-duty package delivery vehicles, box trucks, vans, two-axle buses, yard tractors	2025	2028	2031	2033	2035+
Milestone Group 2	Work trucks, day cab tractors, three-axle buses	2027	2030	2033	2036	2039+
Milestone Group 3	Sleeper cabs, specialty vehicles	2030	2033	2036	2039	2042+



# Different Types of Incentives





# Key Funding Metrics

## How much funding is available and relevant to fleets?

- Overall, at the state level there is **nearly \$11 billion** available from public agency and utility programs
- **CNG vehicle incentives average from \$20,000 - \$100,000**, and **zero emission vehicle incentives are on average \$80,000 - \$200,000**, or 75% of cost for equipment; infrastructure incentives range from 50% of cost to full coverage (i.e., “make ready” programs)

## What types of funding are available?

- **90% of programs include funding for battery-electric projects; 40% include funding for hydrogen fuel cell projects, 55% including funding for natural gas projects**
- 15% of programs are at the **federal level** versus 85% at the **state and local level**
- **Each state has three programs on average**, except **California, which has more than 60 programs**

## What does the funding horizon look like?

- **>500 programs** are open or under development at this time
- **60% are open and 40% are under development**
- **10% are for R&D** versus commercial deployments



# \$1.2 Trillion Infrastructure Investment and Jobs Act (IIJA)

- ZEV-related highlights include:
  - \$8 billion for Hydrogen Hubs
  - \$5 billion for National Electric Vehicle Infrastructure (NEVI) Program
  - \$2.5 billion for ZEV charging and fueling grants for corridors
  - ~\$7 billion for battery manufacturing, recycling, and advanced demos

*The* **INFRASTRUCTURE  
INVESTMENT  
and JOBS ACT**



# Inflation Reduction Act Highlights

## Grants to Reduce Air Pollution At Ports

- \$3 billion through 2027
- Grants or rebates to support **ZE** technologies at ports

## Clean Heavy-Duty Vehicles

- \$1 billion through 2031
- Grant or rebates for Class 6-7 **ZEVs** + supporting equipment

## Additional \$ for the National Diesel Emission Reduction Act

- \$60 million through 2031
- Emissions reductions from goods movement



# Updated IRA Tax Credit

- Qualified Commercial Clean Vehicle
  - December 31, 2021- December 31, 2032
  - % of base vehicle cost OR incremental cost
  - \$7,500 cap for vehicles < 14,000 lbs.
  - \$40,000 cap for vehicles > 14,000 lbs.

## Other Important Notes:

- There are no Buy America provisions
- There is no cap on credits per fleet or OEM



# State-Level Examples

## North Texas Clean Diesel

- Status: Next due date is 4/14/2023!
- \$/Vehicle: Up to 45% of costs
- Scrappage is required and the MY depends on the fuel type of the new vehicle

## Texas Natural Gas Vehicle Grant Program

- Status: First-come, first-served through 3/31/23
- \$/Vehicle: Funding varies from \$18k - \$680k depending on the emission rate and usage of the turn-in vehicle
- Scrappage is required and there is no restriction on MY

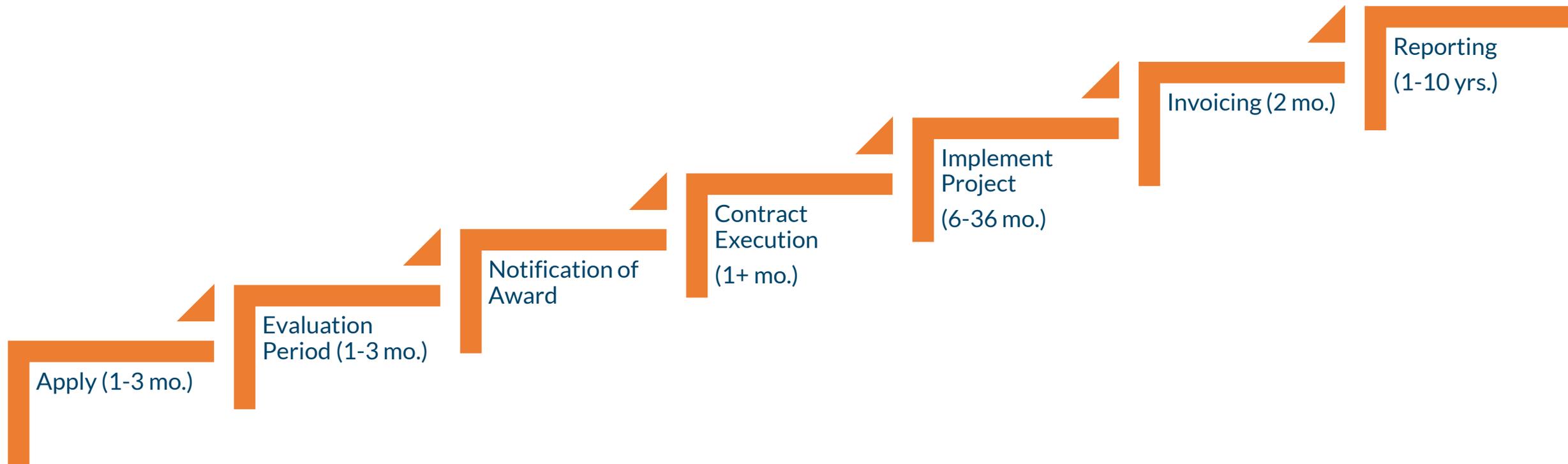
## Rebate Grants Program

- Status: Closed at the end of 2022
- \$/Vehicle: Up to 80% of the incremental cost (or up to \$100,000 for expansion)
- Scrappage: Not required for expansion option;



# How long does the incentive process take?\*

\*Varies By Incentive



# Is It Worth Applying?

## Is It a Fit?

- Project type
- Applicant eligibility
- Deadline
- Funding per unit
- Funding per applicant
- Project timeline
- Scrap requirement
- Previous awardees

## Are You Competitive?

- ✓ Project location
- ✓ Project team
- ✓ Project benefits – economic and environmental
- ✓ Project budget
- ✓ Cost-effectiveness
- ✓ Other (Support letters and outreach efforts)



# What You Will Need to Apply

Item	Project Type			Incentive Type	
	Vehicles	Infrastructure	RD&D	Grant / Co-Ag	Rebate / Credit
Audited financials		X	X	X	
EJ indicators (EJ Screen / CalEnviroScreen)	X	X	X	X	
Emissions calculations (DEQ)	X	X	X	X	
Fuel use / throughput	X	X	X	X	
Insurance documentation	X			X	
Labor rates (unloaded / fringe / overhead)		X	X	X	
Letters of commitment / support	X	X	X	X	
Mileage (documentation)	X			X	X
Narrative	X	X	X	X	
Photos	X	X		X	X
Project schedule	X	X	X	X	
Registrations	X			X	X
Resumes		X	X	X	
Titles	X			X	
Turn-in unit information	X			X	X
Vendor quotes	X	X		X	X
W-9 / business forms	X	X	X	X	X



# State of Sustainable Fleets

GNA launched the first comprehensive, technology-neutral report examining the current state of sustainable fuel and vehicle technologies across the fleet industry.

Published annually, the most recent edition was launched in May 2022.

**22,000+**

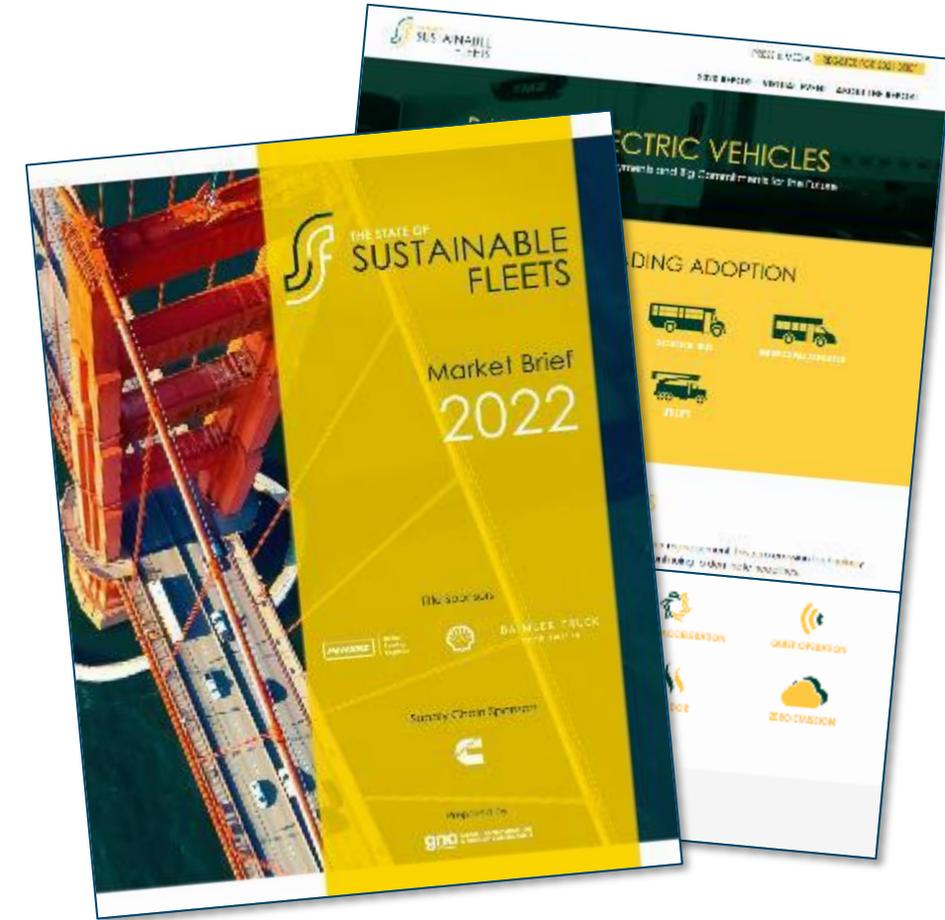
Total Site Visitors

**2,000+**

Registered Attendees for Launch Event

**1,200+**

Annual Report Downloads



Title

Sponsors:



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DAIMLER

Supporting Sponsor:



# Updated IRA Tax Credit

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## Other Important Notes:

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# Questions?

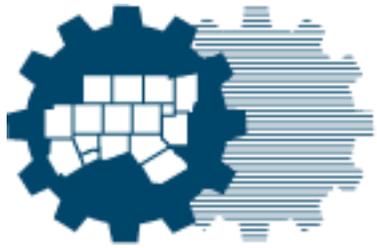


Bri Lawrence

Vice President, Programs & Policy

[Brianna.Lawrence@gladstein.org](mailto:Brianna.Lawrence@gladstein.org) | 424-744-4482





# North Central Texas Council of Governments



## SMARTe Webinar Series: Alternatives Fuels aka: The Messy Middle

Dave Schaller

January 2023

# North American Council for Freight Efficiency



- Unbiased, fuel agnostic, non-profit
- Mission to double freight efficiency
- All stakeholders
- Scale available technologies, ***guide future change***, and Run on Less demonstrations.

[www.NACFE.org](http://www.NACFE.org)

[www.RunOnLess.com](http://www.RunOnLess.com)



# No Membership Fees: Thanks to Sponsors

Platinum



Gold



Silver



Bronze



Philanthropy



## 2022 Fiscal Supporters

# Bridge(s) to the Future

## PRESENT

Technology immature  
Many unknowns  
& challenges

## "MESSY MIDDLE"

Many optimized solutions  
Growing infrastructure  
Multi fuel choices

Innovation & maturation  
Facts replace estimates  
Learning curves

## FUTURE 2050

Fast charging & hydrogen  
everywhere  
Long-life, low-cost batteries  
Acceptable weights & costs



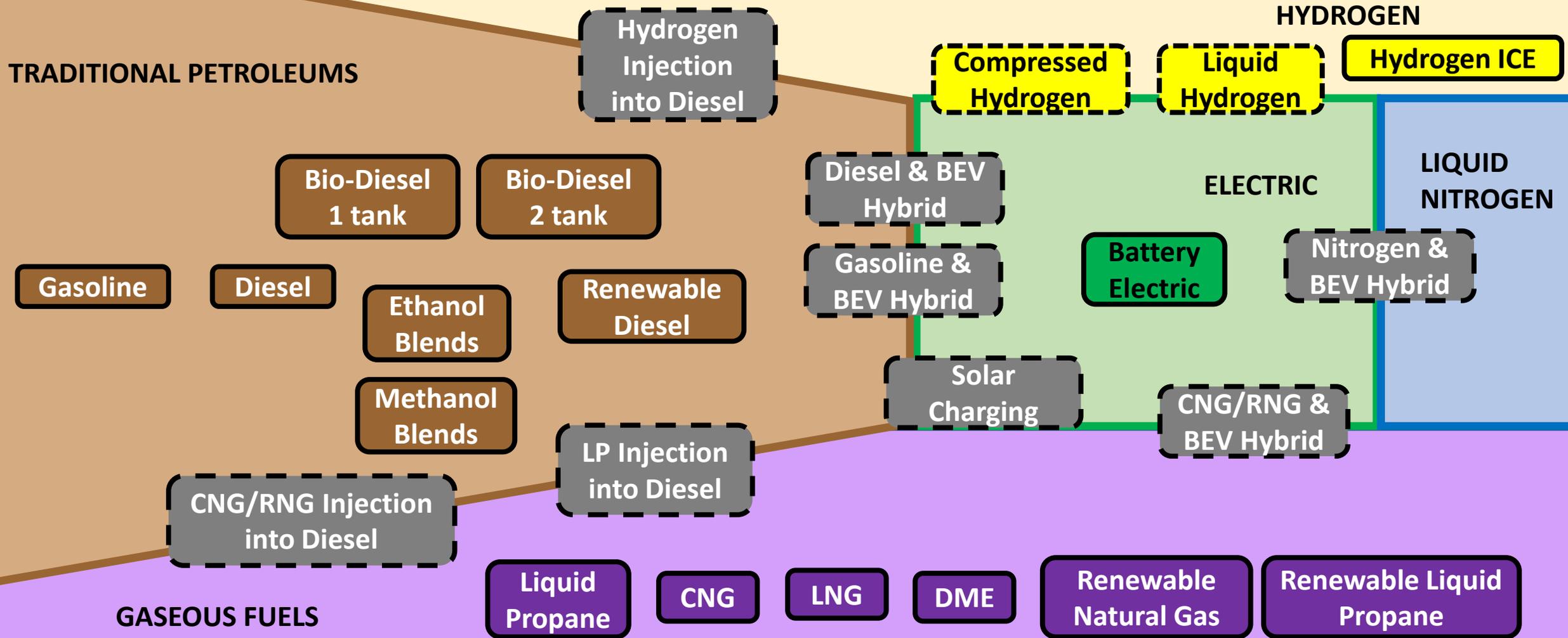
Legacy Diesels  
Natural Gas

Diesel Advancements  
Natural Gas  
Hybrids  
Hydrogen ICE

Battery Electric  
Hydrogen Fuel Cells  
Renewable Natural Gas & Diesel  
More

CBEV & HFCEV from  
Clean Energy

# Alternative Fuels



# Guidance on Electric Trucks

# 1

**Electric Trucks: Where They Make Sense**

May 2018



**High Potential Regions**



November 2020

# 5



**MD Electric Trucks: Cost Of Ownership**

October 2018

# 2

**Viable Class 7 & 8 Electric, Hybrid & Alt Fuels Tractors**



December 2019

# 4

**Heavy-Duty Hydrogen Fuel Cell Tractors**



# 6

December 2020

# 3

**Electric Trucks: Charging Infrastructure**

March 2019



Now Free Online at <https://nacfe.org/emerging-technology/electric-trucks-2/>

# MD & HD Industry Segments

Market Size



**MD Delivery** (Box trucks & step vans)

Total Population: **1,900,000**  
Miles: **125/day 25K/year**



**Regional Haul** (Day cabs & some sleepers)

Total Population: **800,000**  
Miles: **450/day 80K/year**



**Long Haul** (Sleeper Tractors)

Total Population: **1,200,000**  
Miles: **600/day 100K/year**

**School Bus** (yellow or white)

Total Population: **480,000**  
Miles: **??/day 12K/year**



**MD Work Trucks** (Dump, stake, service, waste...)

Total Population: **470,000**  
Miles: **125/day 25K/year**



**Vocational Class 8**  
(Construction, waste, dump...)

Total Population: **800,000**  
Miles: **300/day 65K/year**



**Transit Bus** (public transportation)

Total Population: **150,000**  
Miles: **??/day 35K/year**



**Yard Tractors** (hollers, shuttles...)

Total Population: **35,000**  
Miles: **10-20/day @ 10 MPH**



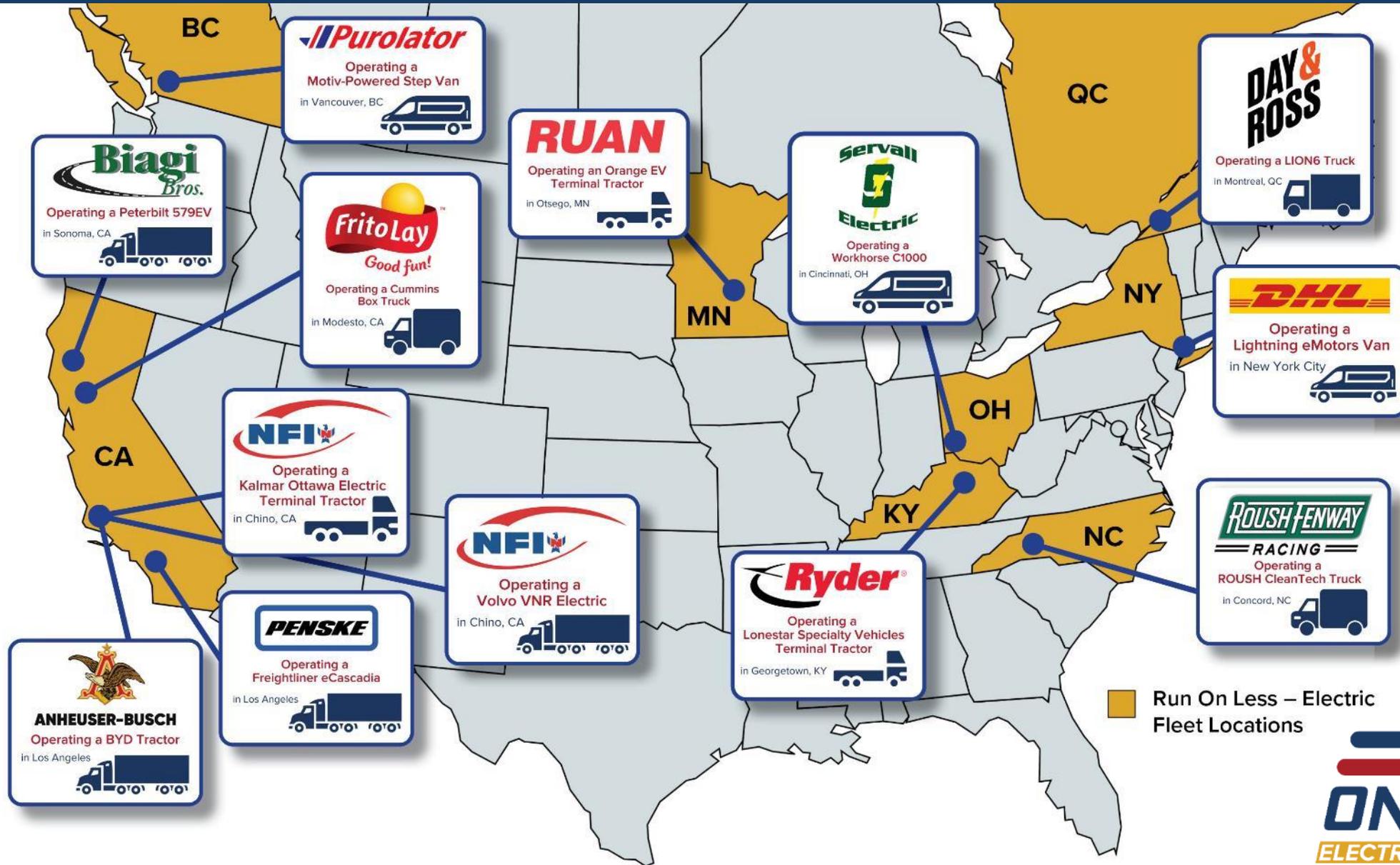
**Expeditors Class 5-8**  
(MD & HD rush deliveries...)

Total Population: **25,000**  
Miles: **500/day 90K/year**

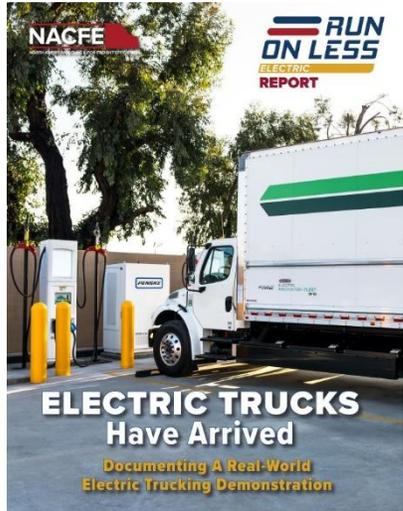
This slide is under development

Electrification Time Frame

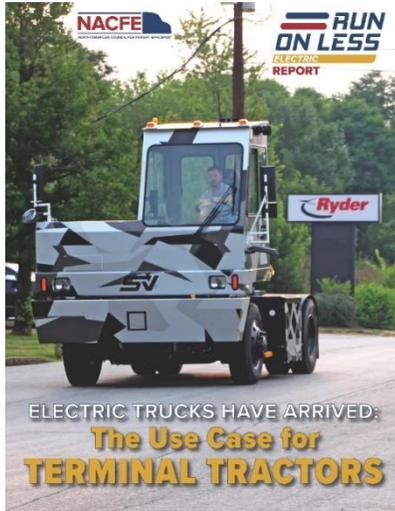
# Run on Less – Electric Participants



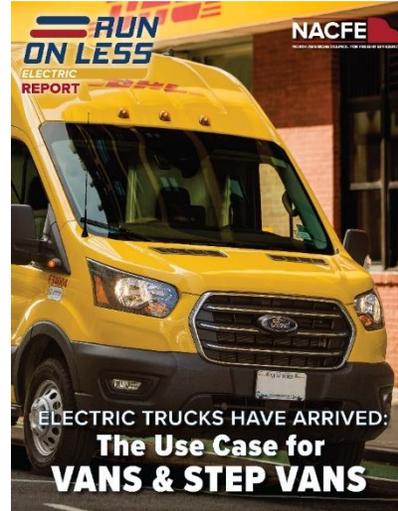
# RoL-E Reports



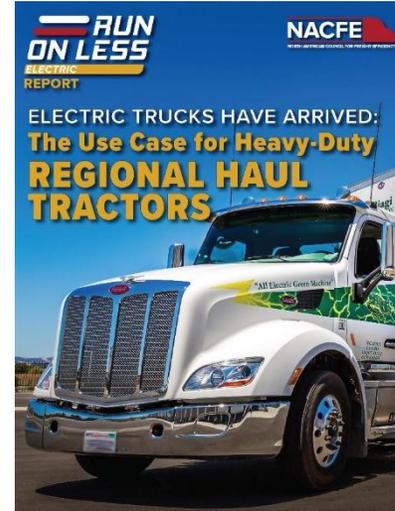
January 12, 2022  
 Review Of Complete  
 Demonstration:  
[Electric Trucks Have Arrived](#)



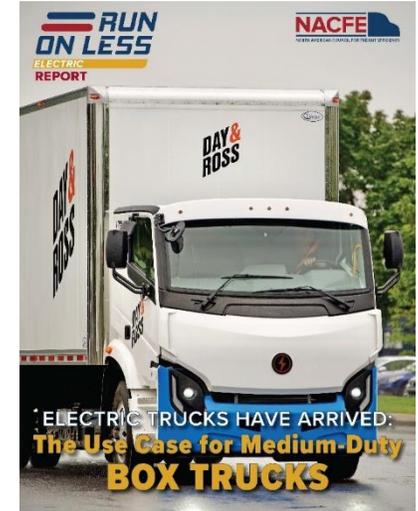
March 6, 2022  
 The Use Case For  
[TERMINAL TRACTORS](#)



April 11, 2022  
 The Use Case For  
[VANS & STEP VANS](#)



May 5, 2022  
 The Use Case For  
[REGIONAL HAUL TRACTORS](#)



June 28, 2022  
 The Use Case For  
[MEDIUM DUTY BOX TRUCKS](#)

**MD BOX TRUCKS**   
Jennifer Wheeler, Senior Program Manager, NACFE

**Market Segment & Fleet Profile Fact Sheet**



Operational Characteristics	
Duty Cycle	Return to Base
Use Case	Pickup & Delivery
Average Range	Less than 100 miles
Routes	Variable
Fueling	Centralized
Miles per Gallon	10.0
Replacement Cycle	10.2
Average Age	8.4
Axle Configuration	4X2

[4 Market Segment Fact Sheets](#)



# Run on Less: Terminal Tractors



ELECTRIC TRUCKS HAVE ARRIVED:  
**The Use Case for  
TERMINAL TRACTORS**

## Findings

1. Great first step in electrification
2. Drivers rave about these vehicles
3. Maintenance costs lower
4. Positive environmental impact
5. Payback time without incentives is long
6. Plan tight data tracking to prove ROI

[Terminal Tractor Video](#)

# Run on Less: Vans & Step Vans



## Findings

1. E-commerce is leading the doubling of the huge van and step van market.
2. Electrifying smaller commercial vehicles is easier.
3. TCO is approaching parity with IC engines.
4. EVs improve driver attraction and retention.
5. Transition will be challenging, but planning can mitigate risks.

[Vans & Step Vans Video](#)

# Vans Fuel Cost Comparison



Gasoline	
Average Miles per Gallon	7.4
Price per Gallon of Gasoline	\$2.98*
Daily Range	100
Operational Days	250
Gallons Burned per Mile	0.135
Gallons Burned per Day	13.51
Cost of Fuel per Day	\$40.26
<b>Estimated Annual Fuel Cost</b>	<b>\$10,065</b>

\* 2021 average U.S. price of gasoline – all sectors

Electric	
Miles per Kilowatt Hour (kWh)	1.43
Price of Electricity per kWh	\$0.112*
Daily Range	100
Operational Days	250
Electricity Consumed Per Mile (kWh/mi)	0.699
Electricity Consumed Per Day (kWh)	69.93
Cost of Electricity Per Day	\$7.83
<b>Estimated Annual Electricity Cost</b>	<b>\$1,958</b>

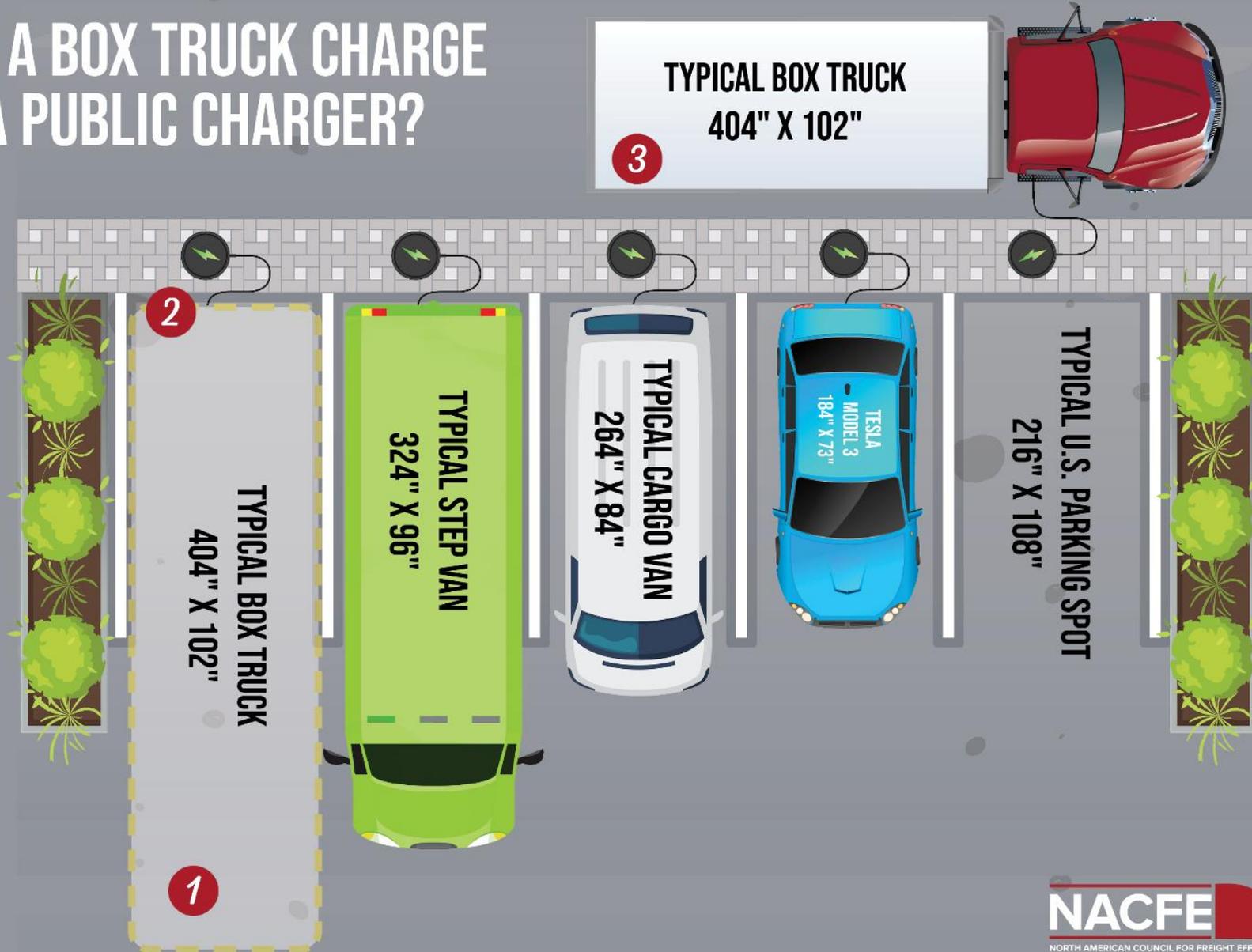
\* 2021 average U.S. price of electricity – all sectors

**Approximate Annual Fuel Savings per Vehicle:  
\$8,107**

# Vehicle Footprint & Charging

## COULD A BOX TRUCK CHARGE AT A PUBLIC CHARGER?

- 1 The average box truck wouldn't fit into a typical US parking space, providing it could maneuver around parking lot landscaping.
- 2 Even if the box truck could fit into the parking space, the charger cord would not be long enough to reach the truck's charging port, which is usually near the front of the truck.
- 3 Ultimately, if the box truck could pull in parallel to the chargers, the cord should reach the truck's charging port.



# Run on Less – Electric Videos

## Real World, Real Time Case Studies

Video for each fleet & OEM

Fleet Interviews: Drivers & Leaders

OEM Interviews & more



# Specs: Anheuser-Busch

## Truck



Truck Class	Class 8
Type	Heavy-Duty Tractor
OEM	BYD
Model	8TT Tandem Axle
Production Level	In Series Production
Battery Capacity	435 kWh
Estimated Range	150 - 200 Miles
Components	Cabover



## Truck

## Driver

## Charger & Utility Company

## Driver



Name	Rene Solis
Years Driving	30 Years
Home Base	Pomona, CA

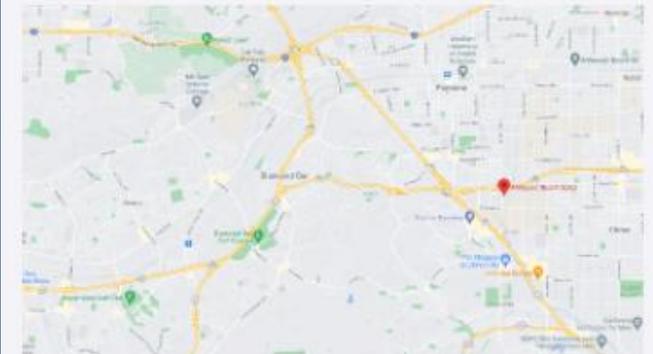
## Charging Station



Max Charge Rate	40 kW (GB/T)
Parking Configuration	Pull in with Trailer
Utility	Southern California Edison

## Duty Cycle

## Route



Route Type	Diminishing Load (7-10 stops per day)
Goods	Beer and Seltzer
Payload Range	Usually heavy, up to 82,000 lbs

# Metrics

1. Select any of the 13 fleets
2. Select a day or range of days
3. Select Units of Measure
4. Enjoy the data!

**DAY & ROSS**

Select range to change data

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
61°	64°	66°	64°	62°	63°	65°	66°	61°	-	-	-	-	-	-	-	-	-
☁	☁	☁	☁	☁	☁	☁	☁	☁	-	-	-	-	-	-	-	-	-

Showing: Day 9 to 9

**IMPERIAL**  **METRIC**

**Day & Ross**

- Anheuser-Busch
- Frito-Lay
- Penske
- NFI Terminal
- DHL
- Ryder System Inc.
- Purolator
- Ruan
- Biagi Bros.
- Roush Fenway Racing
- NFI Freight
- Servall Electric

**Total Miles** 53.3

**Estimated Deliveries** 3

**Weather Conditions**

- High Temperature 67.9° F
- Low Temperature 57.6° F
- Average Wind Speed 8.8 mph
- Cumulative Precipitation -

**Battery Charge (%) & Speed (mph)**

Sep 10, 2021

● Battery Charge (%) ● Speed (mph)

**Battery Charge (%) & Distance (mi)**

Sep 10, 2021

● Battery Charge (%) ● Distance (mi)

**Truck Activity**

29.4%	50%	20.6%
-------	-----	-------

**Distance By Speed Range**

39.4%	28%	10.4%	22.2%
-------	-----	-------	-------

**Energy In**

Charging %	Regeneration %
------------	----------------

**Energy Out**

Driving %	Idling %
-----------	----------

**RUN ON LESS ELECTRIC**

# Electric Truck Bootcamp

## ELECTRIC TRUCK BOOTCAMP

### SESSION

- 1 Why Electric Trucks?
- 2 Charging 101 — Planning & Buildout
- 3 Charging 201 — Power Management & Resilience
- 4 Working with Your Utility
- 5 Incentives for Electrification
- 6 Maintenance, Training & Safety
- 7 Finance & Innovative Business Models
- 8 Battery Supply Chains & End of Life
- 9 Global Perspectives
- 10 Drivers & Electric Trucks



[WWW.RUNONLESS.COM](http://WWW.RUNONLESS.COM)

**SCAN**  
for Training  
Videos,  
Quizzes  
and Badges



# Run On Less – Electric Depots



## 2023 Concept:

- Scaling MD & HD Electric Trucks
- USA, Canada & Mexico
- 8 Depots
- At least 15 EV trucks at each depot
- **Focus on Infrastructure & Charging Systems**
- Second EV Truck Bootcamp Series

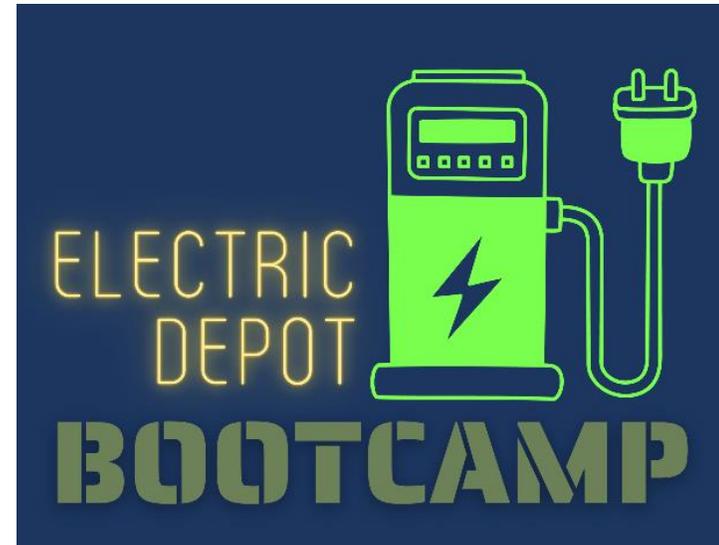
Get Involved As A Depot or Sponsor

# DEPOTS Electric Truck Bootcamp

1. Best Practices for Utility-Fleet Relationships
2. Grants and Incentives for the Trucks and Infrastructure
3. Electric Truck Developments
4. Faster Charging — Opportunities and Challenges at 350KW and higher
5. Opportunities to Extend BEV Range (via charging technologies)
6. Electricity Resiliency and Availability (microgrids, renewable energy...)
7. Current and Future Regulations for Zero-Emission Trucks
8. Managed Charging to Improve Availability, Cost and Range
9. Scaling Charging Infrastructure Equipment
10. Electric Depot Site Planning and Construction



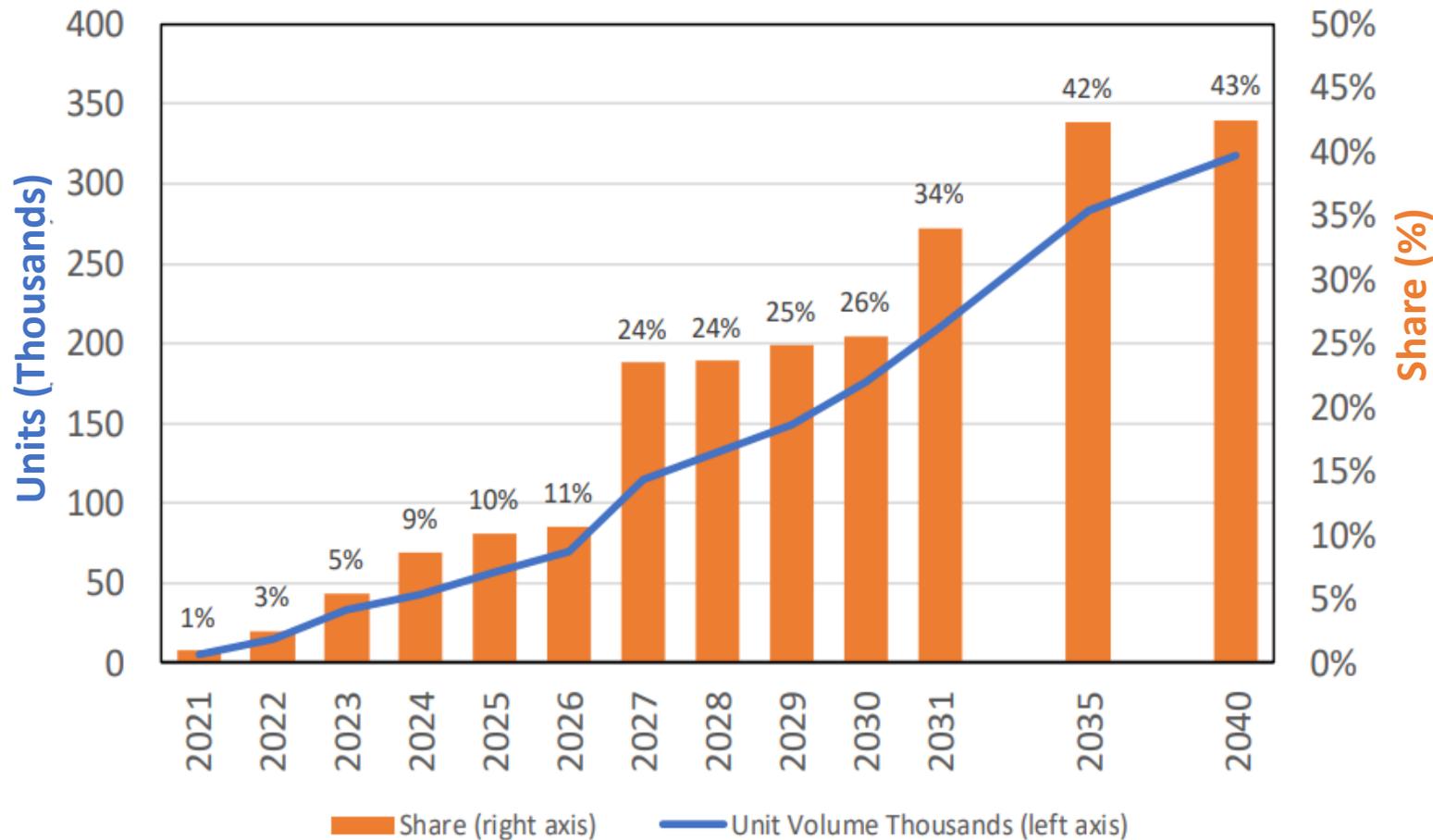
*Website & Registration starts 2-10-23*



# Commercial Electric Vehicle Market

Rectangular Snip

Class 4-8 CEV Total Unit & Share Projections USA & Canada



## Impacting Factors

- Better Total Cost of Ownership
- Decreasing Battery Costs
- Growing Customer Demand
- Regulatory Pressures

Projections by ACT Research 2021

# Electric/Hybrid Trucks Catalog

[HOME](#) [ABOUT](#) [NEWS](#) [EVENTS](#) [RESOURCES](#) [CALSTART](#) [CONTACT](#)

## ZERO-EMISSION TECHNOLOGY INVENTORY

GLOBAL COMMERCIAL VEHICLE DRIVE TO ZERO A PROGRAM OF CALSTART

SELECT A VEHICLE PLATFORM TO EXPLORE

- Transit Bus
- School Bus
- Shuttle Bus
- Cargo Van
- Yard Tractor
- MD Truck
- MD Step Van
- HD Truck
- Other

SELECT A REGION

SELECT A VEHICLE MANUFACTURER

[ALSTOM](#) [AFFIVAL](#) [BLUE BIRD](#) [BYD](#) [CANTANO BUS](#) [CEW](#) [change](#)

[EASY MILE](#) [EFORCE](#) [EICHER](#) [E/NRIDE](#) [ELDORADO](#) [EMOSS](#) [FDG](#) [Ford](#) [FOTON](#)

[GILIG](#) [GreenPower](#) [HYUNDAI](#) [Irisar](#) [JBM](#)

[KALMAR OTTAWA](#) [LION](#) [LY](#) [MACK](#) [MAN](#) [MAY](#) [Mercedes-Benz](#)

[MOTIV](#) [NAVISTAR](#) [NEW FLYER](#) [NIKOLA](#) [NOVABUS](#) [Optare](#) [OPTIMUS](#)

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[VINFAST](#) [VW](#) [VOLVO](#) [XOS](#) [Yinlong](#) [YUTONG](#)

[RESET FILTERS](#)

REPORTED VEHICLE AVAILABILITY THROUGH 2023  
 Available 2020 2021 2022 2023

© 2020 Mapbox © OpenStreetMap

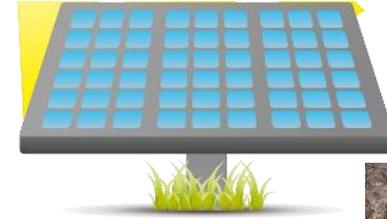
- “ZETI”
- Calstart on-line tool
- Part of *Drive to Zero* program at Calstart
- Launched March 2020
- Current & future production models
- Links to OEM web pages

<https://globaldrivetozero.org/resources/zero-emission-technology-inventory/>

# Getting to Know Each Other

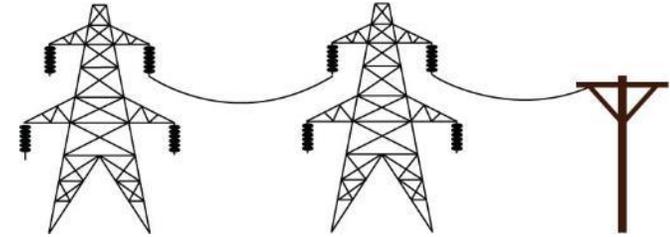


Primer:  
UTILITIES  
on  
FLEETS



**FLEETS**

**UTILITIES**



Primer:  
FLEETS on  
UTILITIES



# Pathways to HD Truck Charging



1) Fleet Depot Based



2) Opportunity Charging  
Stores, Ports, Warehouses...



3) Shared Card Lock Locations



4) Truck Stops



5) Toll Road Rest Areas



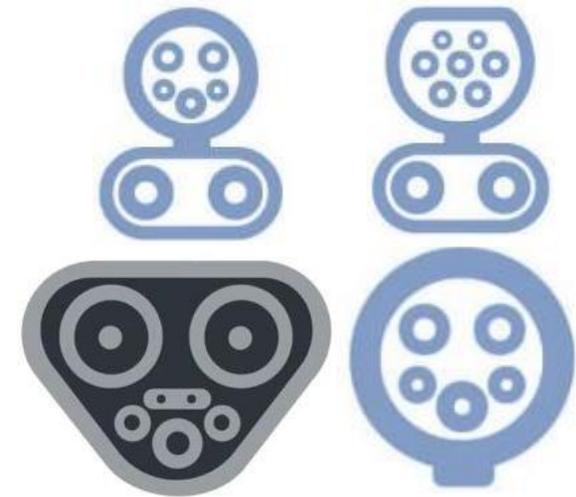
6) Interstate Rest Areas

- 7) Mobile Roadside Charging (emergencies & service calls)
- 8) In Motion Charging

# EVSE: Electric Vehicle Supply Equipment



- Size
- Location
- Connector(s)
- Interoperability (OCPP = Open Charge Point Protocol)
- Support
- Software for charge management
- Utility Interface
- TOU: Time of Use charges



# Properties & Charging Systems



Will property owners of leased facilities allow or financially support installation of expensive electrical infrastructure for charging systems?

# Grid Growth Challenge

**Trucking facilities  
tend to be located  
together**

**Warehouses  
Distribution  
Centers  
Truck Dealers**



# Hydrogen Fuel Cell Trucks

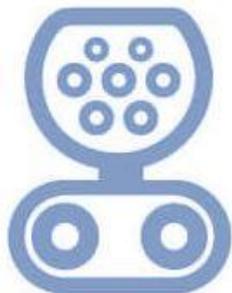
## Current Status

- Several trucks under fleet test
- Others under OEM development
- Both Compressed & Liquid Hydrogen trucks planned

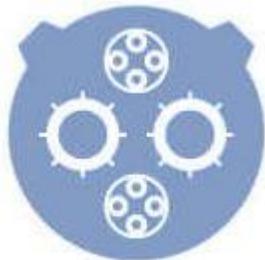




CCS1



CCS2



CHAdeMO



J1772



MCS or CharIN



[NACFE.org](http://NACFE.org)



[RunOnLess.com](http://RunOnLess.com)

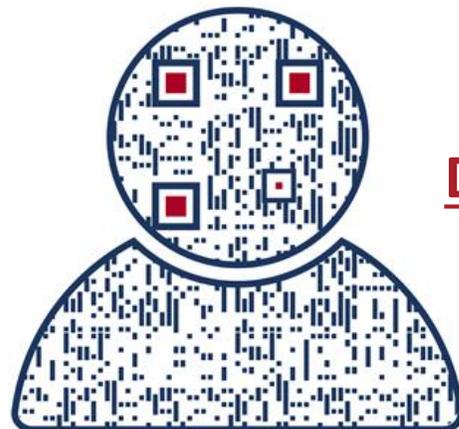
Let's Stay Connected...  
...And charged up!

**LinkedIn** [NACFE](#) (& Spanish: [NACFE LATAM](#))

**f** [NACFE](#)

**t** [@NACFE\\_Freight](#) & [@RunOnLess](#)

**v** [NACFE](#)



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260-602-5713

# Questions?



# Local Updates

## North Texas Freight Terminal Electrification

[NCTCOG.ORG/NTFTE2020](https://nctcog.org/NTFTE2020)

Deadline: 04/14/2023

## North Texas Clean Diesel Project

[NCTCOG.ORG/NTCDP2021](https://nctcog.org/NTCDP2021)

Deadline: 04/14/2023

## Clean Fleet Policy

[NCTCOG.ORG/FLEETPOLICY](https://nctcog.org/FLEETPOLICY)

SMARTE Webinar Series: Fuel Considerations/Alternatives



Image provided by Getty

# CONTACT US



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