

Interstate Highway 45 ZEV Corridor: Customer ID/Vehicle Availability

Agenda:

1. Welcome/Housekeeping
2. Review of Subgroup Role/Objectives
3. Discussion and Closing Remarks

November 19, 2020

11:00 am – 12:00 pm

Call-In Information: 1-346-248-7999

Meeting ID: 844 0927 4239

Please mute yourself when you are not speaking

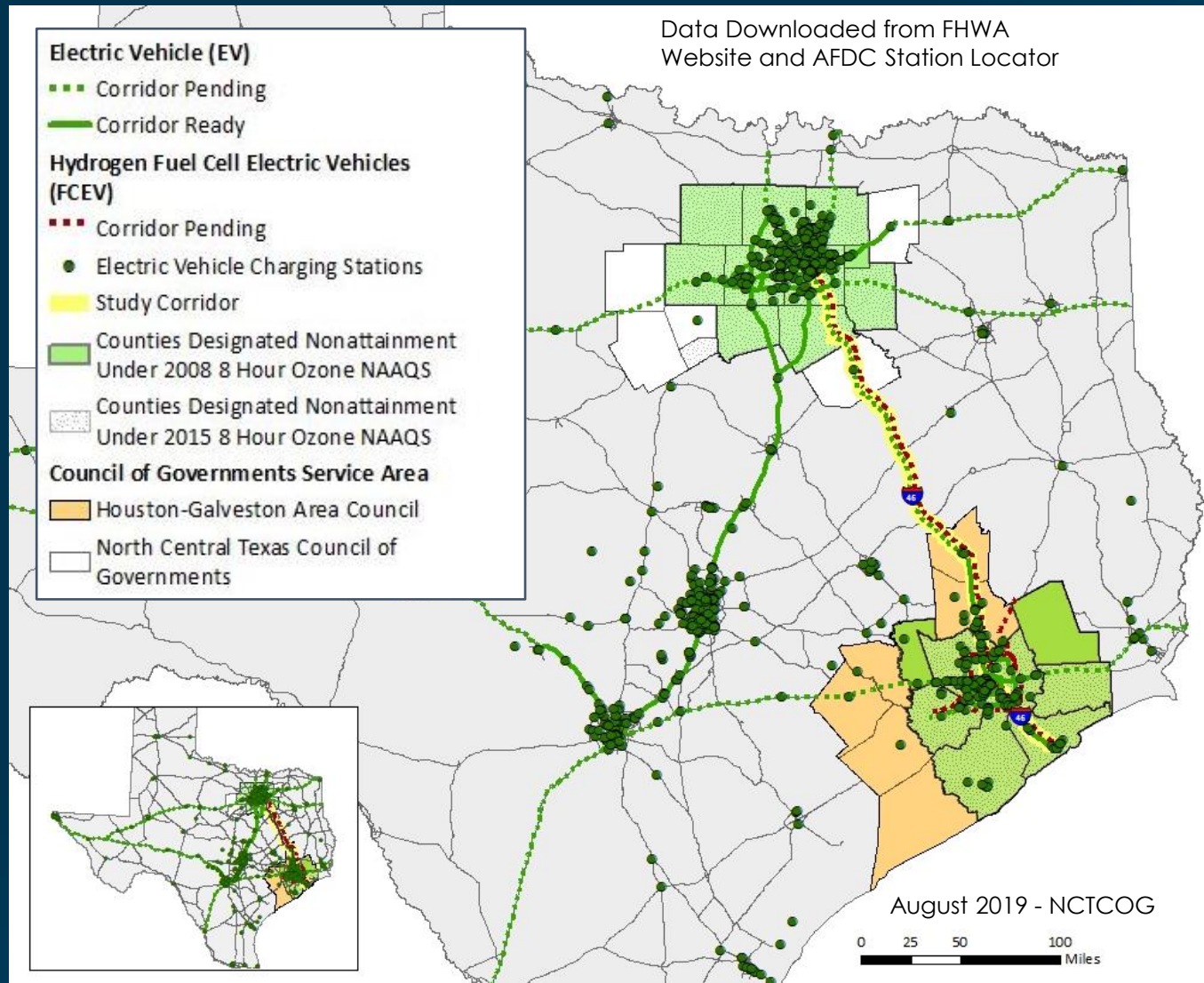


**Dallas-Fort Worth
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IH-45 ZEV Corridor Plan Goals



Create an Actionable Infrastructure Plan that Facilitates BEV and FCEV Pilot Projects Along the Corridor

- Focused on Medium and Heavy-Duty Applications

Support Future Strategic Initiatives in the Corridor

- AV Technology
- Truck Platooning

Expect Plan will Need Revisiting in 3-5 years

Stakeholder Role: Guide Plan Development, Lend Expertise, Ensure Appropriate Details Addressed

What we Have Now/Work in Progress

Developing Surveys

Fueling Providers – Sent to Stakeholders for review
Fleets

Origin/Destination Data

[Heavy-Duty Diesel Inspection & Maintenance Pilot Program](#)

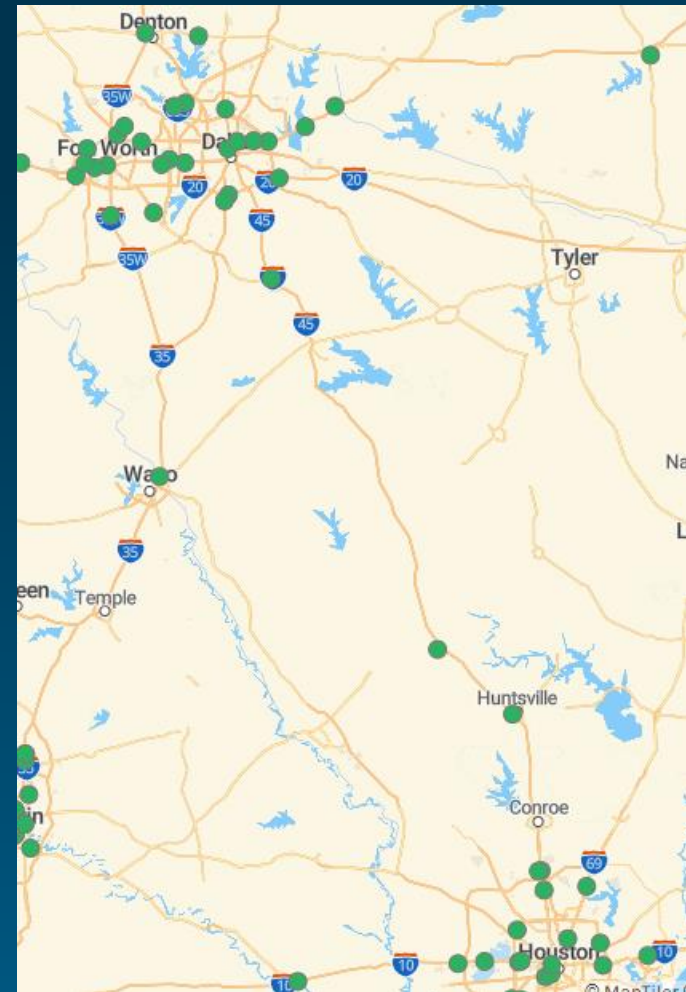
Data from 496 Trucks at New Waverly Weigh Station
~46% Destined for DFW as Final Destination
~23% Passing Through DFW, not Final Destination
Remaining ~31% Not Passing Through DFW

Total Truck Volumes Along Corridor (current and future forecasted volume)

Potential Fuel Volumes Needed (calculated from truck volume and origin/destination fraction)

Total Truck Volume -> Trucks Suitable for BEV or FCEV
Transition based on Weight Class/Type and
Origin/Destination

Suitable Trucks -> Fuel Consumption



Customer ID/Vehicle Availability

Recap

Truck Volume Data

“Heavy Duty” Vehicle Classification may suffice
Age of Vehicle
Annual Miles

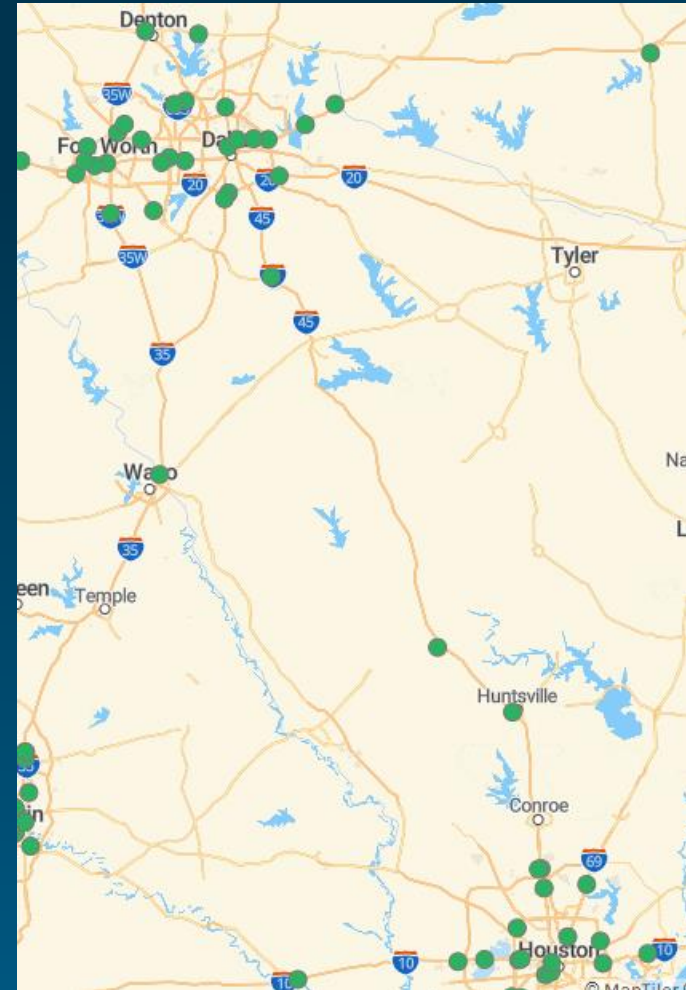
Customer Identification

Oncor and CenterPoint likely to have leads & can distribute survey

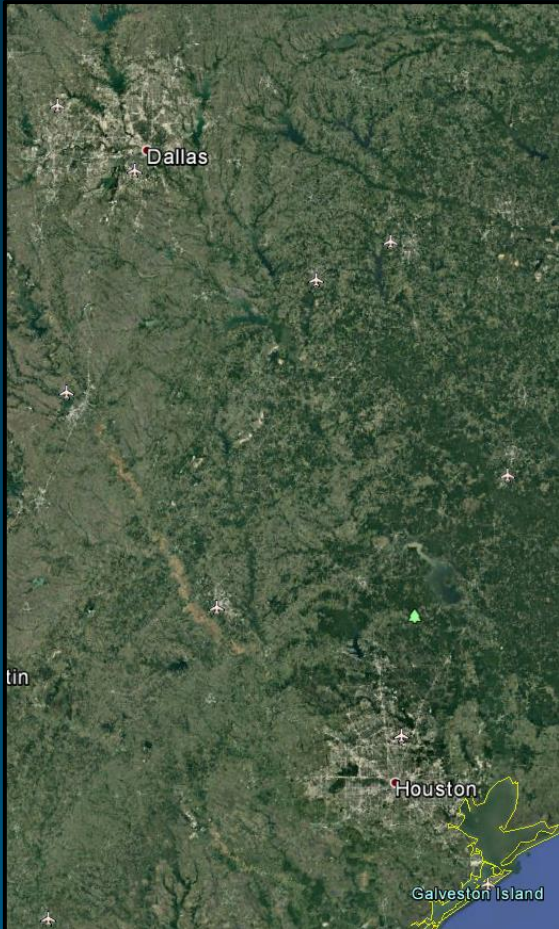
Requesting group distribute survey through any other channels once final

Southern Dallas Inland Port

Distribution Center Does Not Mean Decisionmaker



Discussion



What are the driving factors for a fleet to switch to ZEVs?

- Fuel Availability
- Cost
- Company policies
- Incentives
- Fleet accessibility

What is the critical minimum needed in market demand to bring OEM offerings to Texas market?

- BEV trucks
- FCEV trucks

How large will fleet pilot deployments be?

For consideration: TERP Texas Clean Fleet Program requires at least 10 alternative fuel vehicles at a time.

Are fleets traveling through Dallas to make stops in Fort Worth?

Discussion

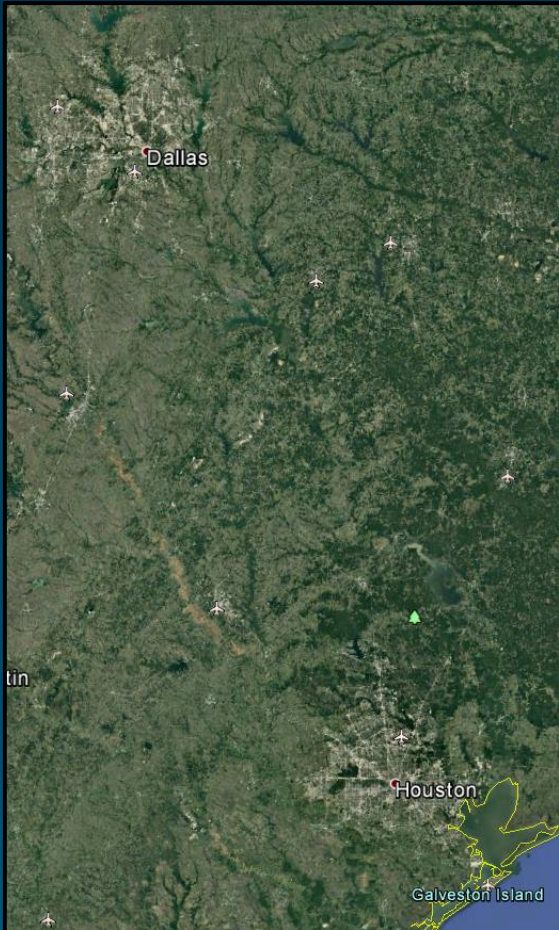
What fleets have policies in place that would make them an ideal candidate for transition to heavy-duty ZEVs?

What are the most critical factors in a location for a driver to stop to charge?

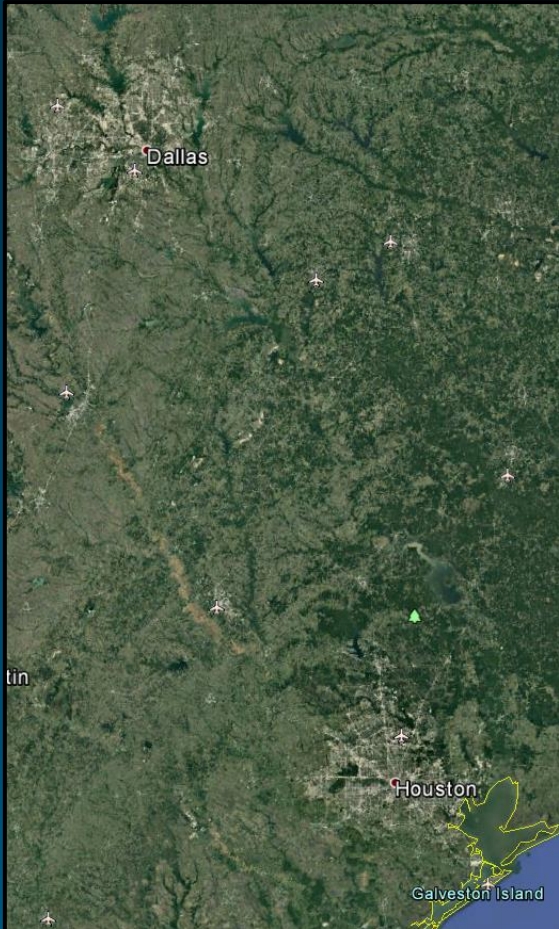
Location

Amenities

Should we focus on co-locating EVSE and hydrogen refueling with existing sites (truck stops)?



Discussion



Will new OEM offerings in different categories be released in next 1-3 years?

What is the critical minimum needed in market demand to bring OEM offerings to Texas market? What policies are needed?

- BEV trucks
- FCEV trucks

Is there a volume discount on HD ZEVs?

- BEV trucks
- FCEV trucks

What policies need to be in place in Texas to drive Fleet deployments here?

- Accommodating Utility Rates
- Renewable Power Generation

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www.dfwcleancities.org/altfuelcorridors

www.nctcog.org/IH45-ZEV

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