

# Assumptions

FHWA standards for placement (50 miles for BEV charging and 100 miles for FCEV Fueling) is appropriate.

Light-duty EVSE needs are limited to 111-mile gap; plan should focus on outlining needs for heavy-duty EVSE.

Building consistency in heavy-duty EVSE connector types is key to successful infrastructure build-out.

Hydrogen needs should prioritize heavy-duty (primarily goods movement) vehicles.

Hydrogen facilities and FCEV connectors are universally compatible.

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# Key Questions

How important is placement of new stations near existing electrical capacity?

Is the same true for both EVSE and hydrogen?

What is the best way to move hydrogen fuel north along the corridor? On-site generation, pipeline, or truck?

What factors will impact compatibility with future autonomous vehicle infrastructure needs?

What is the critical minimum needed in market demand for each of the following: HD FCEVs/BEVs to support a station; HD FCEV/BEV demand to bring OEM offerings to Texas market?

# Natural Gas Vehicle U.P.-T.I.M.E. Analysis



**\$500k Department of Energy (DOE) Award for National Data Collection Project Led by Clean Fuels Ohio**



**Quantify differences in maintenance costs between diesel and natural gas vehicles (NGVs)**



**Determine maintenance cost changes/improvements of newer generation NGVs compared to older generation NGVs**



**Capture impacts of different technology solutions and best practices that impact/reduce maintenance costs**

# For More Information:

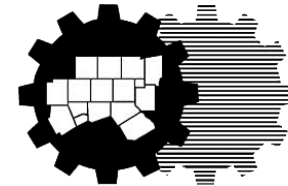
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