CHANGING MOBILITY: DATA, INSIGHTS, AND DELIVERING INNOVATIVE PROJECTS DURING COVID RECOVERY
(FORMERLY RTC4U)

REGIONAL TRANSPORTATION COUNCIL

July 9, 2020

Michael Morris, P.E.
Director of Transportation
POLICY METRICS

1. Travel behavior response to COVID-19

2. Financial implications to traditional revenue sources

3. Benefits of travel behavior responses to areas of RTC responsibility (e.g., Congestion Management System, national performance measures, ozone standard)

4. Prioritization of infrastructure improvements that offset unemployment increases
Metric 1: Travel behavior response to COVID-19
Travel Behavior by Mode

Bicycle/Pedestrian (+65%)

Freeway Volumes (-20%)
Toll Road Transactions (-40%)
Transit Ridership (-55%)
Airport Passengers (-80%)
Weekly Freeway Volumes (Weekdays)

Decrease in Traffic with respect to First Week of March 2020

<table>
<thead>
<tr>
<th>March week 2</th>
<th>March week 3</th>
<th>March week 4</th>
<th>March week 5</th>
<th>April week 1</th>
<th>April week 2</th>
<th>April week 3</th>
<th>April week 4</th>
<th>May week 1</th>
<th>May week 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>-3%</td>
<td>-18%</td>
<td>-31%</td>
<td>-33%</td>
<td>-32%</td>
<td>-29%</td>
<td>-27%</td>
<td>-23%</td>
<td>-20%</td>
<td>-20%</td>
</tr>
</tbody>
</table>

Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters
Average Speed on Freeways by time of day
Crashes and Fatalities

Percent Change of Crashes 2019 vs 2020

March
-19%

April
-41%

May
-42%

Source: TxDOT Crash Records Information System
Transit Ridership

Percent Change of Transit Passengers: 2019 vs 2020

<table>
<thead>
<tr>
<th>Month</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan</td>
<td>-1.5%</td>
</tr>
<tr>
<td>Feb</td>
<td>-2.9%</td>
</tr>
<tr>
<td>Mar</td>
<td>-26.7%</td>
</tr>
<tr>
<td>Apr</td>
<td>-60.2%</td>
</tr>
<tr>
<td>May</td>
<td>-55.0%</td>
</tr>
</tbody>
</table>

Source: DART, DCTA, and Trinity Metro
Airport Passenger Enplanements

Percent Change of Airport Passengers: 2019 vs 2020

<table>
<thead>
<tr>
<th>Month</th>
<th>Love Field</th>
<th>DFWIA</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>5.3%</td>
<td></td>
</tr>
<tr>
<td>February</td>
<td>1.2%</td>
<td>8.2%</td>
</tr>
<tr>
<td>March</td>
<td>-52.2%</td>
<td>-45.5%</td>
</tr>
<tr>
<td>April</td>
<td>-94.7%</td>
<td>-91.9%</td>
</tr>
<tr>
<td>May</td>
<td>-82.2%</td>
<td>-79.4%</td>
</tr>
</tbody>
</table>

Source: Dallas Love Field Website and DFWIA data
Bicycle/Pedestrians Counts

Percent Change of Bicycle/Pedestrians 2019 vs 2020

Source: NCTCOG, collected at Chisholm Trail at Plano, Cotton Belt Trail at North Richland Hills, Denton Branch Rail Trail at Denton and Trinity Trails at Fort Worth.
Note: No adjustments for weather were applied.
Metric 2: Financial Implications to traditional transportation revenue
State Transportation Revenue Trends

Components of Proposition 7

Sales Tax, 2020 vs 2019
- 8.9%
- 3.5%
- 2.9%
- -9.3%
- -13.2%

Motor Vehicle Sales & Use
- 10.6%
- 2.1%
- -2.6%
- -38.2%
- -44.7%

Motor Fuel Tax
- 1.3%
- 0.6%
- 2.6%
- -11.9%
- -29.9%

January – February, year over year
March – May, year over year

Source: Texas Comptroller of Public Accounts
NTTA Transactions

Percent Change of Transactions 2019 vs 2020

<table>
<thead>
<tr>
<th>Month</th>
<th>NTTA 2019</th>
<th>NTTA 2020</th>
<th>360 Tollway 2019</th>
<th>360 Tollway 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>1.6%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>February</td>
<td>4.3%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>March</td>
<td></td>
<td>-29.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>April</td>
<td></td>
<td></td>
<td>-8.3%</td>
<td></td>
</tr>
<tr>
<td>May</td>
<td></td>
<td></td>
<td>-37.6%</td>
<td>-40.7%</td>
</tr>
</tbody>
</table>

Source: NTTA
Note: Change for NTTA includes 360 Tollway
Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360. No current impact to RTC backstop expected.
Percent Change of Transactions 2019 vs 2020

<table>
<thead>
<tr>
<th>Month</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>10.5%</td>
</tr>
<tr>
<td>February</td>
<td>14.8%</td>
</tr>
<tr>
<td>March</td>
<td>-31.4%</td>
</tr>
<tr>
<td>April</td>
<td>-73.6%</td>
</tr>
<tr>
<td>May</td>
<td>-60.2%</td>
</tr>
</tbody>
</table>

Source: TxDOT
Note: TIFIA loan not impacted at this time as interest only payment period does not begin until May 2022
TEXpress Lanes HOV Discount Through GoCarma

Growth of transactions with respect to February 2020

- March: -29%
- April: -84%
- May: -75%
- June: -60%

Source: GoCarma Dashboard.
Note: For comparisons purposes transactions for LBJ-E (closed in April 2020) were subtracted.
Metric 3: Benefits of Travel Behavior Responses to Areas of RTC Responsibility
REGIONAL AIR QUALITY IMPACTS DURING COVID-19

Reduced Vehicle Emissions

Lowest Frequency of High-Level, Unhealthy Ozone Exposure Days (prior to exceedances on May 17, 2020)

Cleaner Air = Blue(r) Skies

Positive Health Impacts? (Under Review)

How Can We Sustain Impacts?

Exceedances influenced by high background levels

Real world analysis on local contributions suggest multi-state SIP’s to reduce background
Metric 4: Prioritization of Infrastructure Improvements That Offset Unemployment Increases
CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston (FEIS Released May/June)

High Speed Rail: Dallas to Fort Worth

Hyperloop Certification Center (Governor’s Letter Anticipated)

Autonomous Transit (GM, Midtown)

Freeway Induction Loops

State Highway 183 (Section 2E+)

Y Connector (FEIS June 4 – 22, 2020)

COVID-19 #00X Program
INVENTORY OF COVID-19 PROJECTS TO DATE¹

• COVID-19 #001: Loop 9 Cost Overrun - $17.3M, STBG
• COVID-19 #002: IH 35E at Frankford Rd - $5M, STBG
• COVID-19 #003: IH 45 at Dowdy Ferry Rd - $3.7M, CMAQ
• COVID-19 #004: Tripp Rd - $800K, RTR

Notes:
1  Anticipate adding projects to inventory in 2020 and 2021
Congestion Management Process Update

Regional Transportation Council
July 9, 2020
Natalie Bettger
What is the CMP?

One of five federally-mandated planning documents (MTP, TIP, UPWP, Public Participation Plan, CMP)

Required for urbanized areas with populations exceeding 200,000 (also known as Transportation Management Areas)

“A regionally-accepted approach for managing congestion that provides up-to-date information on multimodal transportation performance and assesses alternative strategies that meet state and local needs.”

*FHWA CMP Guidebook*
What is Required in the CMP?

Regulations are not prescriptive towards the methods, approaches, and strategies in the CMP.

Congestion Management Strategies should include:

• Demand management strategies;
• Traffic operational improvements;
• Public transportation improvements;
• ITS technologies; and
• "Where necessary, additional system capacity"

For nonattainment areas, projects adding Single Occupant Vehicle (SOV) capacity must be evaluated and comply with the CMP, by integrating congestion management strategies.

The CMP shall be developed, established, and implemented as part of the Metropolitan Transportation Planning Process.
CMP Processes and Related Documents

**PROCESSES**

1. Regional Goals and Objectives
2. System Identification
3. Develop Performance Measures
4. System Performance Monitoring & Evaluation
5. Strategy Identification
6. Strategy Selection
7. Project & Program Implementation and Monitoring
8. Project Performance Evaluation

**DOCUMENTS**

- MTP
- Progress North Texas
- Federal Performance Measures & Reporting
- NEPA, Corridor & Other Studies
- TIP

Flowcharts show connections between processes and documents, highlighting key areas such as:

- Routes of Significance
- NHS
- FFCS
- Program Areas

**Program Areas** include:
- NEPA
- Corridor & Other Studies
Regional Goals and Objectives

Mobility
Increase available options, reduce congestion, increase efficiency, provide access

Quality of Life
Preserve environment, improve air quality, promote active lifestyles, livable communities

System Sustainability
Encourage and enhance maintenance, increase safety and reliability, invest long-term in existing system

Implementation
Timely project planning; cost-effective solutions for construction, operations, and maintenance; leverage existing assets
System and Performance Monitoring
Performance Criteria

Recurring Congestion: Travel Time Index
Safety: Crash Rate
Non-Recurring Congestion: Level to Travel Time Reliability
Pavement and Bridge Conditions: % Pavement and Bridge Deck Area in Poor Condition
System and Performance Monitoring
Corridor Asset Inventory

<table>
<thead>
<tr>
<th>Asset Inventory</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Roadway Capacity</strong></td>
</tr>
<tr>
<td>Non-Roadway Capacity</td>
</tr>
<tr>
<td>Operational Assets</td>
</tr>
<tr>
<td>Park-and-Ride Facilities</td>
</tr>
<tr>
<td>Parallel Arterials</td>
</tr>
<tr>
<td>Frontage Roads</td>
</tr>
<tr>
<td>Parallel Freeways</td>
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<tr>
<td></td>
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<td></td>
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</tbody>
</table>
Corridor Evaluation

Performance Criteria

- Asset Inventory
  - Available Roadway Capacity along Corridor
  - Available Non-Roadway Capacity along Corridor
  - Available Benefits of Operational Improvements along Corridor

= Corridor Deficiencies and Needs

- Meets Need or Under Construction
  Continue to Monitor Performance and Assets

- Does Not Meet Need
  Identify and Implement Strategies
# Strategy Identification and Selection

## Deficiencies

- **Recurring Congestion and Non-Roadway Capacity**
- **Safety and Recurring Congestion**
- **Non-Recurring Congestion and Safety**
- **Pavement and Bridge Condition and Recurring Congestion**

## Example Strategies

<table>
<thead>
<tr>
<th>Deficiency</th>
<th>Example Strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recurring Congestion and Non-Roadway Capacity</td>
<td>Promote and encourage usage of parallel roadways</td>
</tr>
<tr>
<td></td>
<td>Promote and encourage usage of available transit services</td>
</tr>
<tr>
<td></td>
<td>Promote and encourage usage of trip reduction programs</td>
</tr>
<tr>
<td>Safety and Recurring Congestion</td>
<td>Bottleneck removal</td>
</tr>
<tr>
<td></td>
<td>Emergency vehicle routing</td>
</tr>
<tr>
<td></td>
<td>Mobility assistance patrols</td>
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<tr>
<td></td>
<td>Reduction in merging and weaving</td>
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<tr>
<td>Non-Recurring Congestion and Safety</td>
<td>Increase deployment of Intelligent Transportation Systems</td>
</tr>
<tr>
<td></td>
<td>Dynamic route guidance</td>
</tr>
<tr>
<td></td>
<td>Speed monitoring</td>
</tr>
<tr>
<td></td>
<td>Network surveillance (CCTV)</td>
</tr>
<tr>
<td></td>
<td>511</td>
</tr>
<tr>
<td></td>
<td>Promote Freeway Incident Management Training</td>
</tr>
<tr>
<td></td>
<td>Improve incident response and clearance times</td>
</tr>
<tr>
<td></td>
<td>Shoulder Utilization Program</td>
</tr>
<tr>
<td>Pavement and Bridge Condition and Recurring</td>
<td>Bottleneck improvements</td>
</tr>
<tr>
<td>Congestion</td>
<td>Rebuild roadway</td>
</tr>
</tbody>
</table>
Example Project Performance Evaluation

- Before/After Speeds
- Before/After Volumes
- **Before/After Crash Rate**
- Transit Ridership/Mode Split
- Changes in Asset Inventory
- Changes in Asset Condition
- Changes in Criteria Performance Measures, Peak Hour LOS, Crash Rate, and Travel Time Reliability
<table>
<thead>
<tr>
<th>Schedule</th>
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<tbody>
<tr>
<td>April 2020</td>
</tr>
<tr>
<td></td>
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<tr>
<td>May 22, 2020</td>
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<tr>
<td></td>
</tr>
<tr>
<td>July 9, 2020</td>
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<tr>
<td></td>
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<tr>
<td>September 25, 2020</td>
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<td>September 2020</td>
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<td></td>
</tr>
<tr>
<td>October 23, 2020</td>
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<tr>
<td></td>
</tr>
<tr>
<td>November 12, 2020</td>
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<td></td>
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<tr>
<td>December 4, 2020</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>December 10, 2020</td>
</tr>
<tr>
<td>30-Day Public Comment Period and Public Meeting**</td>
</tr>
<tr>
<td>STTC Info</td>
</tr>
<tr>
<td>RTC Info</td>
</tr>
<tr>
<td>STTC Workshop – Scoring, Ranking, Strategies and Implementation</td>
</tr>
<tr>
<td>30-Day Public Comment Period and Public Meeting</td>
</tr>
<tr>
<td>STTC Info</td>
</tr>
<tr>
<td>RTC Info</td>
</tr>
<tr>
<td>STTC Action</td>
</tr>
<tr>
<td>RTC Action</td>
</tr>
</tbody>
</table>
Questions?

Contact:

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Natalie Bettger  
Sr. Program Manager  
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nbettger@nctcog.org
TRANSIT-ORIENTED DEVELOPMENT PARKING STUDY

Regional Transportation Council

Karla Weaver, Senior Program Manager
July 9, 2020
TOD Planning Pilot

Federal Transit Administration Grant to NCTCOG in 2016 - $1.75 million

Partnership: NCTCOG, DART, Dallas, Richardson, Plano, Garland

1. First/last pedestrian mile
2. **Parking**
3. Survey TOD residents, businesses, employees

Goal: Increase TOD and ridership in corridors
Parking Challenges to TOD

**Subsidizes** driving, reducing the economic incentive to use other modes or carpool (parking is free, but DART day pass = $6)

**Increases** the cost of development ($17K - $40K per space)

**Expands** block geometry to often unwalkable scale

Image source: Graphing Parking - https://graphingparking.com/
TOD Parking Study Goals

Generate data to inform and guide policy such as TOD-appropriate parking ratios and development practices.

Develop best practices and recommendations for parking management in transit station areas.

Identify ways managing parking can increase TOD performance such as ridership and dense development.
TOD Parking Study Methods

All sites within walking distance of DART Stations, TOD characteristics

72 hours continuous data collection at each of 16 privately owned sites (July – October 2018)

Interviews of property managers and developers
Parking Observations at 11 DART Station TODs & 16 unique sites

- Supplied
- Required
- Peak Use

Office MXU
Office
Residential MXU
Residential

North Central Texas Council of Governments
Excess Capacity

13 of 16 sites never peaked above 80% utilization.

Excess parking capacity in these 13 sites totaled over 4,500 spaces.
Workforce Housing

Finding: Two workforce housing TODs in this study, peak parking use:

• Lancaster Urban Village (40%)
• The Bellevue (50%)

Less parking demand than other multi-family TOD housing

Impact: Garage spaces ($17k to $40k per space) – 4,500 vacant spaces total value at least $80 million. Smarter parking policies can reduce construction cost.
Public/Private Coordination

**Minimum** city requirements were exceeded by developers at most sites

**Influence** of commercial real estate private sector is important to parking supply

**Communication** of data and these results is needed to educate brokers and lenders
Report and Recommendations

www.parkingtoolboxNTX.org

15 strategies/policies toolbox

Final report/data summary

Parking video developed as education tool
Parking Toolbox

EFFICIENCY
Shared / public parking

TECHNOLOGY
Availability web/app platforms

SMARTER CITY CODES
Data-driven Parking
Maximums
Reduce/ Eliminate
Minimums
Unbundle Parking

www.parkingtoolboxNTX.org
Contact

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Senior Transportation Planner
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Transportation Reauthorization
  • Action needed by September 30, 2020
  • House INVEST in America Act; HR 2
  • Senate America’s Transportation Infrastructure Act (2019)

HR 2 – Moving America Forward Act
  • $1.5T Infrastructure Bill
  • Transportation, water, broadband, housing, energy, healthcare
  • Includes INVEST text
Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act

- $495.4 billion in federal funding for FY2021 through FY2025
- Approved by House Committee on June 18
- Text rolled into HR 2
- Recent House actions
- Barriers to final approval
INVEST in America Act

Division A
- Maintains existing program structure for FY2021; mostly extends authorized funding levels for FY 2021
- Provides state DOTs and local transit agencies with relief from COVID revenue loss

Division B
- Reauthorizes highway, transit and safety programs for four more years

Division C
- Hazardous materials safety reauthorization

Division D
- Rail reauthorization
INVEST in America Act

Major Themes

- Focuses on improvements to existing facilities vs. new capacity
- Creates at least 20 new programs, new grant programs
- Climate, resiliency, greenhouse gas reduction
- Bike/ped access and safety
- Increases in transit funding
- Bridge improvements
Appropriations

House:
Appropriations subcommittee markup scheduled for week of July 6
- **July 7**: Energy-Water
- **July 8**: Transportation-Housing and Urban Development

In full committee week of July 13

Senate:
Markups delayed
State Legislative Update

- Texas House and Senate Committees cancelled interim hearings due to COVID-19
- Comptroller mid-cycle revenue estimate expected this month
- Texas Transportation Commission continues to meet monthly
  - Draft FY2021 UTP open comment period July 10-August 10
Bill filing begins November 9, 2020
First day of 87th Texas Legislature – January 12, 2021
Next step – Draft RTC Legislative Program for the Texas Legislature
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www.nctcog.org/legislative
UPDATE ON VOLKSWAGEN SETTLEMENT AND ZERO EMISSION VEHICLE CORRIDOR

Regional Transportation Council
July 9, 2020

Lori Clark
Program Manager & DFW Clean Cities Coordinator
Total Settlement to Date: $14.7 Billion

- Environmental Mitigation Trust - Distributed to States →
  - Texas Volkswagen Environmental Mitigation Program (TxVEMP)
- Zero Emission Vehicle (ZEV) Investment - Managed by Electrify America

Texas’ Share: $209 Million
## TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM

<table>
<thead>
<tr>
<th>Statewide Allocation</th>
<th>Program</th>
<th>DFW Area Allocation</th>
<th>Schedule</th>
<th>Status (as of May 22, 2020)</th>
</tr>
</thead>
<tbody>
<tr>
<td>~$169.5 Million</td>
<td>School, Shuttle, and Transit Buses</td>
<td>$11,684,806</td>
<td>Closed</td>
<td>All Funds Awarded; Over $17.3 Million Requested</td>
</tr>
<tr>
<td></td>
<td>Refuse Vehicles</td>
<td>$8,346,290</td>
<td>Open; First-Come First Served Until 10/8/2020</td>
<td>$3,648,740 Requested*</td>
</tr>
<tr>
<td></td>
<td>Freight &amp; Port Drayage Vehicles</td>
<td>$6,677,032</td>
<td>Open; First-Come First-Served Until 1/27/2021</td>
<td>$3,509,465 Requested*</td>
</tr>
<tr>
<td></td>
<td>Electric Forklifts and Port Cargo-Handling Equipment</td>
<td>$6,677,032</td>
<td>To Be Determined</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Electric Airport Ground Support Equipment</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Ocean-Going Vessel Shore Power</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>~$31.4 Million</td>
<td>ZEV Infrastructure - Level 2 Rebate</td>
<td>~$2.5 Million (Statewide)</td>
<td>May be Opening Late Summer 2020</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ZEV Infrastructure – DC Fast Charge Funding</td>
<td>~$25 Million (Statewide)</td>
<td>May Open Late 2020/Early 2021</td>
<td></td>
</tr>
</tbody>
</table>
PROGRESS OF FUNDING BY REGION

Based on Data Posted at www.texasvwfund.org as of June 29, 2020
### Currently Available Funding

#### Refuse Vehicles

**Eligibility:** Engine Model Year 1992 – 2009, Diesel Trucks, Greater Than 26,001 Pounds

Must be configured to collect and transport municipal solid waste; includes garbage trucks, roll-off trucks, dump trucks, sweeper trucks, chipper trucks, and grapple trucks.

Grants awarded on first-come, first-served basis.

#### Funding Levels:

- **Government-Owned Vehicles:** 80%
- **Privately-Owned Vehicles:***
  - 50% for Electric Projects
  - 40% for Other Repowers
  - 25% for Other Replacements

#### Local Freight and Port Drayage Vehicles

**Eligibility:** Engine Model Year 1992 – 2009, Diesel Trucks, Greater Than 14,000 Pounds

Must be used to deliver cargo and freight.

Grants awarded on first-come, first-served basis.

#### Funding Levels:

- **Government-Owned Vehicles:** 80%
- **Privately-Owned Vehicles:***
  - 50% for Electric or Any Drayage Projects
  - 40% for Other Repowers
  - 25% for Other Replacements
INPUT NEEDED – DATA

Unique Opportunities To Collaborate in Deploying ZEV Investments

Actions Being Taken to Support Taxi/Ride-Share EV Adoption

Current/Expected ZEV Infrastructure Plans Or Strategies

Fuel Cell Electric Vehicle (FCEV) Data And/Or Adoption Perspectives, Especially for Medium- And Heavy-Duty Vehicles
INPUT NEEDED - POLICY, EVENTS, AND SITING

Community-Specific ZEV Policies

- Financial Incentives for Vehicle Purchase or Infrastructure
- Non-Financial Incentives (e.g. Parking Preferences, Front-of-Line Privileges)
- ZEV Adoption Targets, Transportation Climate Policies
- EV-Ready Building Codes or Expedited Permitting
- ZEV Marketing or Communications

Specific Events Electrify America Should Participate In

Specific Site Location Suggestions

Submissions Due July 31st 2020

www.electrifyamerica.com
**FHWA Goals:**
- Develop an Infrastructure Deployment Plan
- Transition Designated Corridors from “Pending” to “Ready”
- Identify Public-Private Partnerships

**NCTCOG Proposal:**
- Develop Electric and Hydrogen Infrastructure along IH-45
- Expand Fueling Facilities 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

**Deliverables**
- Stakeholder Lists
- Stakeholder Meetings
- Corridor Workshops
- Case Studies
- Deployment Plan (May 2021)
IH-45 ZEV CORRIDOR PLAN

290 Miles

Carries Nearly half of Texas’ Truck Freight

Over 10,000 Ton-Miles of Cargo Between Dallas and Houston, Valued at Over $62.6 Billion, Transported in 2017
CURRENT STATE OF ELECTRIC VEHICLE SUPPLY EQUIPMENT

Corridor Designated as “Pending” by FHWA

111 Mile Gap Between Ennis and Madisonville

FHWA Criteria Dictates 1 Station Every 50 Miles

Possible Focus Areas for Additional Sites:
1. Corsicana, Texas
2. Fairfield, Texas
3. Buffalo, Texas
4. Centerville, Texas

https://afdc.energy.gov/stations/#/find/nearest
CURRENT STATE OF HYDROGEN FUELING

Corridor Designated as “Pending” by FHWA

No Existing Facilities

FHWA Criteria Dictates 1 Station Every 100 Miles

https://afdc.energy.gov/stations/#/find/nearest
STAKEHOLDER INvolvement

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

Stakeholder Survey
(3 minutes!)
OPPORTUNITIES TO ENGAGE

PLEASE CONSIDER

Applying for, or Encouraging Contractors to Apply for, Refuse or Local Freight Truck Funding

www.texasvwwfund.org

Submitting Comments to Electrify America

www.electrifyamerica.com/submissions

Participating as a Stakeholder in, or Inviting Stakeholders to, the IH-45 ZEV Corridor Development Plan

Stakeholder Survey
FOR MORE INFORMATION

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www.nctcog.org/aqfunding, “Hot Topics”  
www.dfwcleancities.org/corridors