

Interstate Highway 45 ZEV Corridor: Policy/Incentives

Agenda:

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

December 2, 2020

9:30 am – 11:00 am

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

Meeting ID: 893 2949 3463

Please mute yourself when you are not speaking

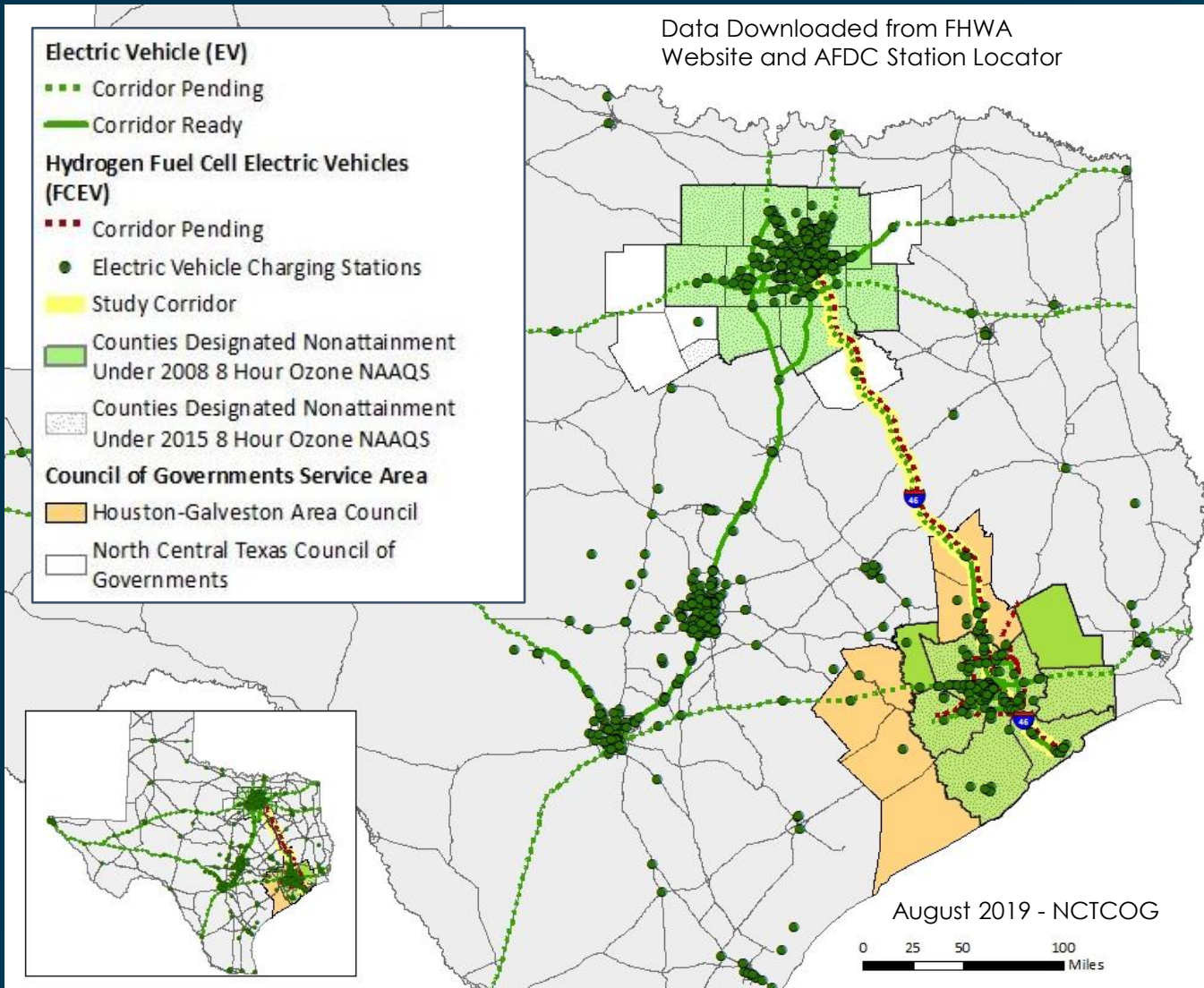


**Dallas-Fort Worth
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**North Central Texas
Council of Governments**

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
Fleets

Origin/Destination Data

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

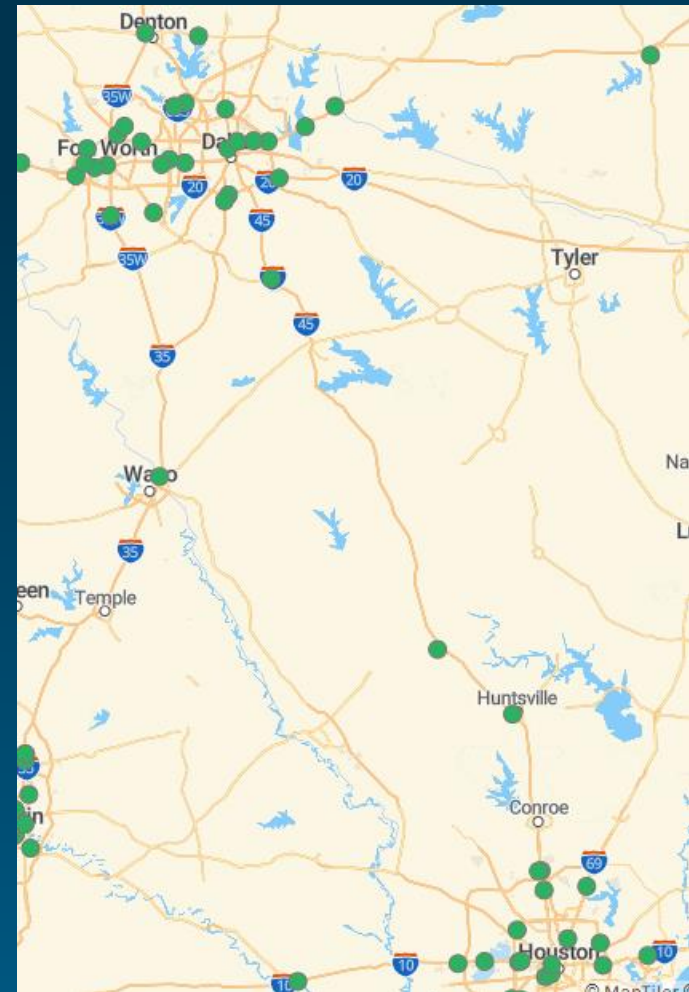
Data from 496 Trucks at New Waverly Weigh Station
~46% Destined for DFW as Final Destination
~23% Passing Through DFW, not Final Destination
Remaining ~31% Not Passing Through DFW

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

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

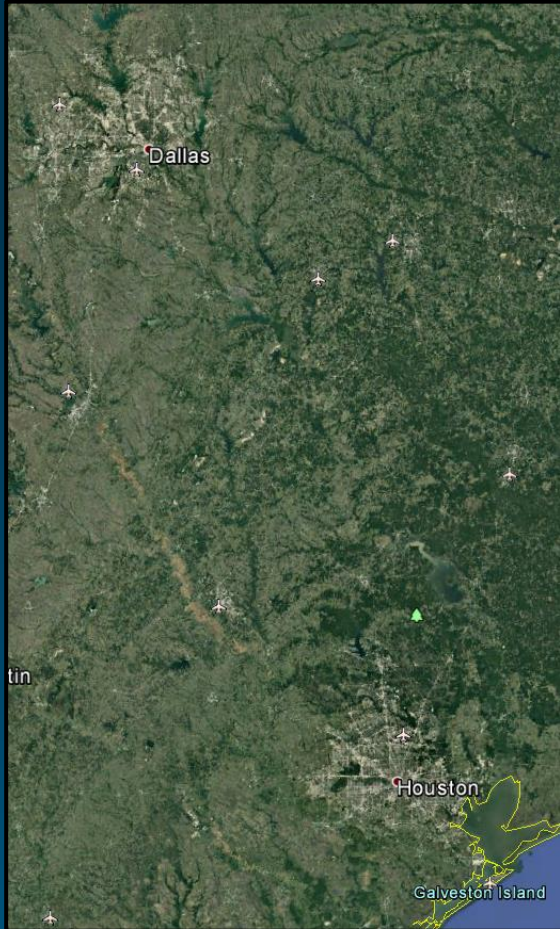
Total Truck Volume -> Trucks Suitable for BEV or FCEV
Transition based on Weight Class/Type and
Origin/Destination

Suitable Trucks -> Fuel Consumption



Discussion

Key Takeaways from Last Month



Group believes there should be an education effort with the Texas Legislature and possibly TCEQ

- **What is the Ask?**
- **David to Discuss Progress**

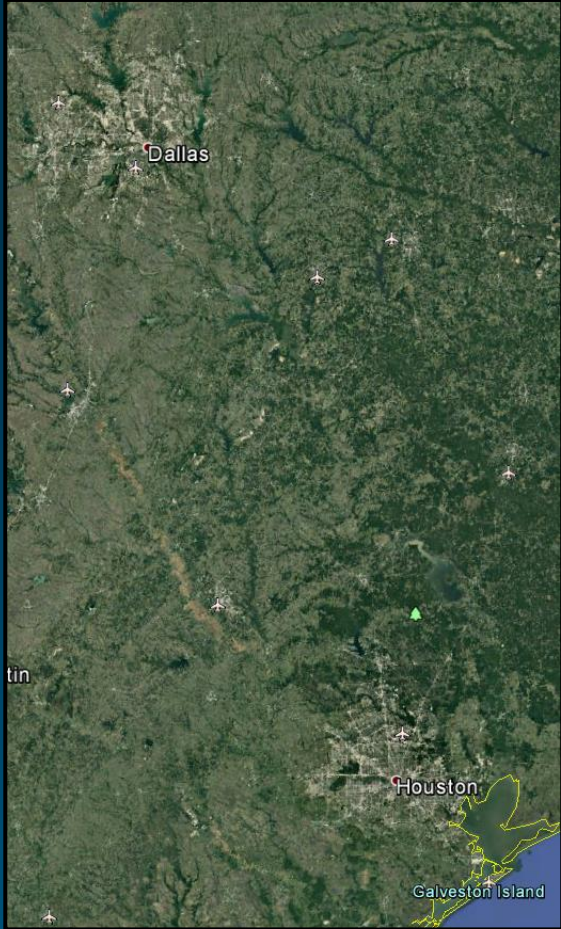
Consensus that full-scale H2 Light Duty Retail Stations can be approximately \$2-\$3 million each

- **Interest Group to Establish Protocol to bring down cost**

Current TERP Program Focuses on Natural Gas Driven by Statutory Set-Asides

Discussion

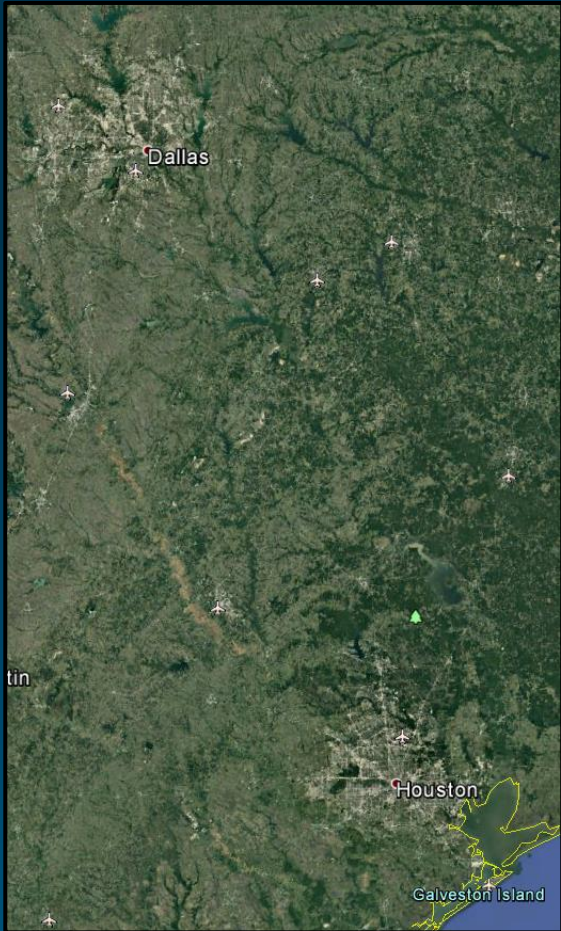
Texas Incentives



Grant Program	Eligibility Excludes EVSE	Requires Infeasible Buy America Compliance	Requires Scrappage of Old Diesel	Funding Level Inadequate
CMAQ		X		
EPA National Clean Diesel Funding Assistance Program -Clean Fleets North Texas -North Texas Emissions Reduction Project			X	? (45%)
Department of Energy (various programs – H2@Scale, Vehicle Technologies Office, etc.)				
TERP Emissions Reduction Incentive Grants and Rebate Grants	X		X	X
TERP Texas Clean Fleet Program	X		X	
TERP Seaport and Railyard Program	X		X	
TERP Alternative Fueling Facilities Program				X (for hydrogen, due to \$ cap)
TxVEMP			X	

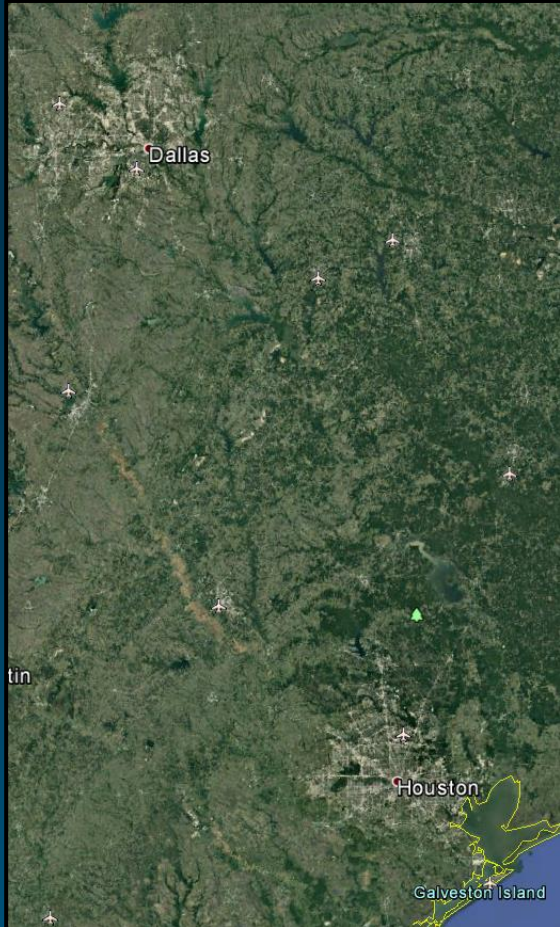
Discussion

Texas Bills to watch



Energy – Alt Fuels	Utilities – Electric	Vehicles & Traffic – Vehicle Registration
<p><u>HB 286</u> Relating to the eligibility for grants for alternative fueling facilities.</p>	<p><u>SB 170</u> Relating to a study regarding the feasibility of implementing certain renewable energy standards.</p>	<p><u>HB 427</u> Relating to imposing an additional fee for the registration of electric and hybrid vehicles.</p>

Discussion



What policies need to be in place in Texas to drive OEM offerings of FCEV?

What are some of your policy asks? (Financial or otherwise)

What are the most valuable Tax Incentive Strategies? How can they be applied in a State with no state income tax?

DOE RFI Hydrogen Fuel Cell Technologies Office

[Register](#)

Webinar to Discuss Key Findings of DOE's Request for Information in Support of Medium- and Heavy-Duty Truck Research and Development

Date: Tuesday, December 15, 2020

Time: 12-3 p.m. (CT)

On October 9, 2020, EERE's Vehicle Technologies Office (VTO), Bioenergy Technologies Office (BETO), and Hydrogen and Fuel Cell Technologies Office (HFTO) released the RFI soliciting input on five categories:

1. Freight Operational Efficiency and Systems
2. Internal Combustion Engine, Powertrain, Fuels and Emissions Control
3. Batteries, Electrification, and Charging of Medium- and Heavy-Duty Trucks
4. Hydrogen and Fuel Cell Trucks
5. Other Important Considerations

Responses to this RFI were due on November 9, 2020.

ZEV Incentives



Texas Volkswagen Environmental Mitigation Program (TxVEMP)

Level 2 Charging Infrastructure

Funds: Up to \$2,500, Not to exceed 70% Funding per Activity

Deadline: First-Come, First-Served Until August 11, 2021

Texas Light-Duty Motor Vehicle Purchase or Lease Incentive Program

Funds: Up to \$2,500 for Electric or Hydrogen

Deadline: First-Come, First Served Until January 7, 2021 or Until all Funds are Awarded

North Texas Emissions Reduction Project

Funds: Up to 45% Funding to Replace Diesel Trucks with Electric Trucks

**Includes charging pedestal and installation cost, one per purchased vehicle*

Deadline: January 8, 2021

For a full list of available funding opportunities, visit www.nctcog.org/aqfunding

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www.dfwcleancities.org/altfuelcorridors

www.nctcog.org/IH45-ZEV

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