August 22, 2016

US Department of Transportation  
Docket Operations, M-30  
West Building Ground Floor, Room W12-140  
1200 New Jersey Avenue SE  
Washington, DC 20590  

Re: Fixing America’s Surface Transportation – Designation of Alternative Fuel Corridors, Docket Number FHWA-2016-0017  

Dear Administrator Nadeau:  

On behalf of the North Central Texas Council of Governments (NCTCOG), which serves as staff to the Regional Transportation Council, the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, the opportunity to submit nominations for corridors to be designated under Section 1413 of the Fixing America’s Surface Transportation (FAST) Act is appreciated.  

NCTCOG supports the nomination submitted by the Texas Department of Transportation for the Interstate 45 corridor, and is also proposing several other corridors within the DFW area and across the state. A full list of nominations is detailed in Attachment 1. Specifically, each recommended roadway is included on either the National Highway System, the National Highway Freight Network, or the proposed Critical Urban Freight Corridor network which NCTCOG will be submitting per FAST Act performance measure requirements. Statewide corridors have also been identified based upon current designation in grant programs administered by the Texas Commission on Environmental Quality.  

Again, the NCTCOG appreciates the opportunity to comment. We look forward to corridor designation and the opportunities that may follow as we work with partner agencies toward the common goal of cleaner air. Should you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.  

Sincerely,  

Chris Klaus  
Senior Program Manager  

LPC:mg  
Attachments  

cc: Ryan Granger, Governmental Affairs, Texas Department of Transportation  
Steve Dayton, Program Manager, Texas Commission on Environmental Quality  
Michael Morris, P.E., Director of Transportation, NCTCOG
NCTCOG Nominations for Corridors to be Designated under Section 1413 of the FAST Act; Docket No. FHWA-2016-0017

Name of Nominating Agency: This nomination is submitted by the North Central Texas Council of Governments (NCTCOG), which serves as staff to the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) metropolitan area. A roster of RTC members is included as part of Attachment 1 and includes representatives of municipalities, counties, transit agencies, and Texas Department of Transportation Districts in the 12-county DFW metropolitan planning area.

As staff to an MPO in an ozone nonattainment area, NCTCOG works to implement initiatives that reduce ozone-forming emissions from the transportation sector. NCTCOG also houses the DFW Clean Cities Coalition (DFWCC) and works to promote petroleum reduction and advance alternative fuels throughout the DFW region, which requires coordination with Clean Cities Coalitions in neighboring urban areas. NCTCOG acknowledges the importance of these designations for providing a connected, nationwide network of roadways where alternative fueling infrastructure can be found, to support increased adoption of lower-emitting alternative fuel vehicles. Moreover, NCTCOG recognizes that designation of these corridors may have substantial implications for transportation and alternative fuel programs going forward. Though the Federal Highway Administration (FHWA) has stated that designation does not have direct funding impacts, recent announcements from the Obama Administration have already linked availability of Department of Energy loan guarantees for electric vehicle supply equipment to FAST Act designation. Based upon this early announcement, it is likely that these corridors, once designated, will be given priority consideration for future funding programs by a variety of federal agencies, even if not prioritized for funding by FHWA.

Corridors Being Proposed for Designation: See attached Table 1, which details nominated corridors and accompanying technical details requested in the Federal Register Notice. Maps illustrating these roadways, along with the location of existing alternative fuel infrastructure, are also enclosed. All segments are proposed to be designated for the following fuels:
- Electricity
- Natural Gas (both compressed natural gas (CNG) and liquefied natural gas (LNG))
- Propane

The Texas Commission on Environmental Quality (TCEQ), the state environmental agency, approved a list of counties which are recommended to be designated by the US Environmental Protection Agency as nonattainment for the pollutant ozone under the recently lowered eight-hour ozone standard on August 3, 2016. It should be noted that all counties recommended to be designated as nonattainment, as well as those with ozone design values approaching nonattainment levels, are located along or connected by roadways nominated by NCTCOG. This is illustrated in Map 5. The NCTCOG ozone nonattainment area is home to approximately seven million people, and is forecasted to reach nearly ten million by 2040. Other nonattainment areas in Texas also have fast-growing populations; between these regions, a total population of approximately 16.4 million people is affected.

Description and Justification for Corridor Nominations: The roadways identified in Table 1 as “North Central Texas Region” corridors have been nominated due to their regional significance and/or connectivity to other metropolitan areas. Specifically, each of the recommended roadways is included on either the National Highway System, the National Highway Freight Network, or the

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proposed Critical Urban Freight Corridor network which NCTCOG will be submitting per FAST Act performance measure requirements.

Most corridors identified in Table 1 as “Statewide Corridors” have been nominated based upon previous designation by the TCEQ. Through a large state grant program known as Texas Emissions Reduction Plan (TERP), TCEQ administers a variety of grant initiatives to reduce emissions of high-emitting heavy-duty engines. Most programs focus on replacing, repowering, retrofitting, or otherwise upgrading high-emitting engines for heavy-duty on-road and non-road vehicles. This includes funding for trucks to be replaced or repowered to alternative fuels. Project eligibility is based upon operation in eligible counties, which largely consist of counties which have been designated as nonattainment, or near-nonattainment, for the pollutant ozone. However, the TCEQ recognized that on-road vehicles working in these counties are not confined to their respective areas, and designated certain corridors as “eligible roadways” for the purposes of determining eligibility under TERP grant programs. These segments provide substantial connectivity across and between major urban areas throughout the State of Texas, including all nonattainment areas. Thus, NCTCOG recommends using the entirety of this existing “TERP roadway” network as the basis for statewide corridor designations under Section 1413.

One additional corridor identified in the “Statewide Corridors” portion of Table 1 is US Highway 287. This segment is nominated due to its key connectivity running northwest from the DFW region to Amarillo, Texas and connecting into Interstate 40. According to the Texas Department of Transportation, this segment carries more than ten million tons of freight, which is in the same range of tonnage as Interstate 20 west of DFW.

**Estimated Cost of Planned Alternative Fuel Facilities:** Based upon the cost of refueling facilities funded through the TERP Alternative Fueling Facilities Program, estimated costs of additional stations are provided below:

<table>
<thead>
<tr>
<th>Infrastructure Type</th>
<th>Estimated Average Cost per Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric Vehicle Supply Equipment (EVSE) (DC Fast Charging)</td>
<td>$45,000</td>
</tr>
<tr>
<td>Natural Gas (based on CNG station costs)</td>
<td>$1.1 million</td>
</tr>
<tr>
<td>Propane (LPG)</td>
<td>$70,000</td>
</tr>
</tbody>
</table>

**Criterion 1 - Alternative Fuel Facilities:** Past investment through TERP funding has yielded substantial development in natural gas infrastructure along many of the “TERP roadways”, particularly the “Texas Triangle”, which consists of Interstate 45 from Houston to Dallas, Interstate 35 from DFW to San Antonio, and Interstate 10 from San Antonio to Houston. In particular, two TERP programs – the Clean Transportation Triangle Program (CTTP) and Alternative Fueling Facilities Program (CFFP) – provided grant funding for alternative fuel infrastructure projects, with much focus on CNG and LNG. Since 2014, these programs have helped fund 46 natural gas stations in Texas, with another 10 sites awarded in fiscal year 2016. Through the AFFP, 22 EVSE stations have also been awarded, with another 31 locations announced in fiscal year 2016.

While propane has been of a lesser focus for inter-city infrastructure development to date, five sites in five different counties were recently awarded under the TERP AFFP. Propane has been heavily used by school districts in Texas, with over 2,500 propane buses already in service. Facilitating propane infrastructure development along these corridors through this designation process is helpful in establishing a broader network that will enable these districts to use these buses for longer-distance trips (e.g. field trips, state-level competitions) rather than having to revert to higher-emitting buses for these trips.

These infrastructure programs have created substantial momentum and recognition for alternative fuels along these corridors. However, due to statutory expiration dates, the budgets for these initiatives have been proposed to be eliminated in fiscal years 2018 and 2019, underscoring the
need for recognition of these corridors at a level beyond simply TCEQ TERP funding. Designation under Section 1413 will provide new recognition and momentum that can be leveraged as the TERP programs expire to obtain additional new investment in both natural gas and EVSE infrastructure in these corridors. As alternative fuel infrastructure within the DFW area is fairly well-established, a key goal is to add stations at key intervals between DFW and major neighboring urban areas, including Houston, Austin, Oklahoma City, Tulsa, and Shreveport. This is particularly relevant for EVSE, as many DFWCC stakeholders have cited inter-city EVSE availability as a critical obstacle.

**Criterion 2 - Corridor Scale/Impact:** As discussed under Criterion 1, the network of corridors is recommended based upon its connectivity between major urban centers in Texas and neighboring states. Most notably, the nominations provide connectivity from the “Texas Triangle” of San Antonio/Austin, DFW, and Houston, east and west along Interstate 10, Interstate 20, Interstate 30, and north to south along Interstate 35, which is also a major international freight corridor. Within Table 1 and accompanying maps, specific intermodal or freight connections have been noted. As the DFW area serves as an inland port, it is important to not only designate major highways connecting the DFW area to other parts of the country, but also specific corridors within the DFW region that serve as critical freight connections. These are noted in Table 1 in the column labeled “CUFC”.

**Criterion 3 - Emission Reductions:** Specific estimates of greenhouse gas (GHG) and/or criteria pollutant emissions reductions are not possible at this scale or within the amount of time available to make nominations. However, expanded investment in alternative fuel facilities along the recommended corridors is key to achieving greater fleet penetration of the cleanest available engines. This is particularly true for EVSE, which yields potential for zero-emission vehicles, and natural gas, which allows some of the highest-emitting vehicles, heavy-duty diesel Class 8 trucks, to shift from conventional diesel to natural gas. Currently, natural gas is the only fuel type in which a fleet can purchase engines meeting the California Air Resources Board Optional Low-NOx Standard of 0.02 grams NO\textsubscript{X} per brake horsepower-hour.

Notably, beyond merely reductions in criteria pollutant tailpipe emissions, analysis indicates that natural gas, propane, and electric vehicles all yield GHG emissions reductions on a well-to-wheels basis. Natural gas produces GHG reductions ranging from six to eleven percent relative to conventional fuels, according to the Argonne National Laboratory Greenhouse Gases, Regulated Emissions, and Energy Use in Transportation model\textsuperscript{2}. The same model indicates that propane reduces GHG emissions by approximately ten percent. In Texas, EVs provide substantial well-to-wheels GHG reductions due to Texas’ comparatively clean energy grid, as shown below.

### Annual Emissions Generated by Various Types of Vehicles Using Electricity

(Source: Department of Energy Alternative Fuels Data Center)

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**Criterion 4 - Development of Team and Degree of Collaboration and Support:** Support for alternative fuels along the corridors included in this nomination is evident through the extensive investment in alternative fuels through the TERP CTTP and AFFP, as described under Criterion 1. Through these two inprograms, approximately $18.7 million has been invested or awarded to 51 refueling sites, largely located within the “Texas Triangle”. Another $5.8 million for 55 additional sites was awarded in June 2016, which will nearly double the network of alternative fuel refueling sites available in this area. Texas developed a robust EVSE network early compared to many other states, thanks largely to inclusion in The Electric Vehicle (EV) Project during the American Recovery and Reinvestment Act (ARRA). As part of this project, the DFW area was selected by ECOtality as a target market. Due to its early investment, EVSE in DFW now totals nearly 300 sites.

Locally, NCTCOG has provided grant funding of approximately $4 million to upgrade or establish 33 refueling sites. This past interest and support from a variety of stakeholders, including local governments, vehicle manufacturers, and fuel suppliers, continues through DFWCC activities. Within DFWCC, staff has organized stakeholder groups around various fuels, including EVs, biofuels, propane, and natural gas. As these groups meet, NCTCOG/DFWCC fosters ongoing partnerships and coordination to deploy additional alternative fuel vehicles and related infrastructure and overcome obstacles to adoption.

To develop this nomination, NCTCOG sought collaboration opportunities and partnerships with a variety of other stakeholders. Conversations with other Clean Cities Coalitions across the country occurred early through monthly Clean Cities Coordinator calls. NCTCOG considered information gained from these calls in its nominations. Interstate 35, in particular, runs through seven different Clean Cities Coalition territories, and this particular corridor nomination has the support of the Central Oklahoma Clean Cities Coalition. This key roadway not only connects major metropolitan areas and states, but also provides a north-south route between Mexico and Canada. Interstate 20 runs through five different coalitions, Interstate 30 runs through two coalition areas. Additionally, DFWCC has been coordinating with the Eastern Tennessee Clean Cities Coalition on a nomination for Interstate 40. Although this corridor does not run through an existing Clean Cities Coalition area in Texas, DFWCC understands the importance of this corridor connecting the east and west coast and is supportive of this nomination.

As NCTCOG serves as the MPO, it has jurisdiction over the transportation network within the region and represents the interest of many member local governments. These interests are reflected in the long-range planning conducted at NCTCOG and also in these nominations, as NCTCOG has evaluated corridors that will benefit the region as a whole. NCTCOG also reached out to fellow regional planning agencies and MPOs through various working groups to ensure widespread discussion across the state, and shared nomination information with various Clean Cities stakeholders, including vehicle manufacturers and fuel suppliers, to gain buy-in. The results of this coordination is evident in the signatories offering support for the NCTCOG nomination as illustrated in the enclosed letters of support. NCTCOG also provided the proposed corridor listing to TxDOT in advance of this submittal; the map TxDOT proposes to submit with proposed primary, secondary and tertiary roadways largely mirrors the network proposed by NCTCOG.
<table>
<thead>
<tr>
<th>Corridor</th>
<th>Summary</th>
<th>Limits</th>
<th>Jurisdiction</th>
<th>Metro Connections</th>
<th>Intermodal Connections</th>
<th>Corridor Use</th>
<th>Average AADT for Truck Volume</th>
<th>Truck % of Total Volume</th>
<th>Critical Corridor Designations</th>
<th>Existing Alternative Fuel Facilities</th>
<th>Identified Environmental Justice Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 35E</td>
<td>The IH 35E Freeway is a major north/south NAFTA corridor through the eastern half of the region</td>
<td>Elkhorn/Hill County Line, IH 35 in Denton, TXDOT</td>
<td>Denton and Dallas</td>
<td>Various DART Rail Stations, Love Field Airport and Union Station</td>
<td>Passenger and Freight</td>
<td>13,000</td>
<td>17%</td>
<td>Yes</td>
<td>No</td>
<td>EVSE - 25</td>
<td>LPG - 8</td>
</tr>
<tr>
<td>IH 35W</td>
<td>The IH 35W Freeway is a major north/south NAFTA corridor through the eastern half of the region</td>
<td>Elkhorn/Hill County Line, IH 35 in Denton, TXDOT</td>
<td>Denton and Ft Worth</td>
<td>BNSF Alliance Intermodal Facility, Alliance Airport</td>
<td>Passenger and Freight</td>
<td>11,400</td>
<td>20%</td>
<td>Yes</td>
<td>Yes</td>
<td>N/A</td>
<td>EVSE - 5</td>
</tr>
<tr>
<td>IH 20</td>
<td>The IH 20 Freeway is a major east/west corridor through the southern portion of the region</td>
<td>Eastland/Palo Pinto County Line, Kaufman/Van Zandt County Line, TXDOT</td>
<td>Dallas, Ft Worth and Arlington</td>
<td>UPRR Dallas Intermodal Facility?</td>
<td>Passenger and Freight</td>
<td>10,400</td>
<td>17%</td>
<td>Yes</td>
<td>Yes</td>
<td>N/A</td>
<td>EVSE - 12</td>
</tr>
<tr>
<td>IH 30</td>
<td>The IH 30 Freeway is a major east/west corridor through the middle portion of the region</td>
<td>IH 20, Hunt/Hopkins County Line, TXDOT</td>
<td>Dallas, Ft Worth and Arlington</td>
<td>Fort Worth Intermodal Center, Various DART Rail Stations and Union Station</td>
<td>Passenger and Freight</td>
<td>11,200</td>
<td>15%</td>
<td>Yes</td>
<td>Yes</td>
<td>N/A</td>
<td>EVSE - 28</td>
</tr>
<tr>
<td>IH 45</td>
<td>The IH 45 Freeway is a north/south corridor through the southeastern portion of the region</td>
<td>Navarro/Freestone County Line, US 75/IH 345, TXDOT</td>
<td>Dallas</td>
<td>UPRR Dallas Intermodal Facility</td>
<td>Passenger and Freight</td>
<td>14,000</td>
<td>28%</td>
<td>Yes</td>
<td>Yes</td>
<td>N/A</td>
<td>EVSE - 1</td>
</tr>
<tr>
<td>IH 820</td>
<td>The IH 820 Freeway is a loop freeway that circles Ft Worth</td>
<td>IH 20, IH 20, TXDOT</td>
<td>Ft Worth and Arlington</td>
<td>Meachum International Airport</td>
<td>Passenger and Freight</td>
<td>8,000</td>
<td>9%</td>
<td>Yes</td>
<td>Yes</td>
<td>N/A</td>
<td>EVSE - 3</td>
</tr>
<tr>
<td>IH 635</td>
<td>The IH 635 Freeway is a loop freeway that circles the north and east side of Dallas</td>
<td>SH 121, IH 20, TXDOT</td>
<td>Dallas, Richardson, Garland and Mesquite</td>
<td>DFW International Airport, Various DART Rail Stations, and UPRR Mesquite Intermodal Facility</td>
<td>Passenger and Freight</td>
<td>20,000</td>
<td>12%</td>
<td>Yes</td>
<td>Yes</td>
<td>N/A</td>
<td>EVSE - 19</td>
</tr>
<tr>
<td>US 75</td>
<td>US 75 is a north/south corridor through the central portion of the region</td>
<td>IH 25, Collins/Grayson County Line, TXDOT</td>
<td>Dallas and McKinney</td>
<td>Various DART Rail Stations and East Plano DART Bus Transfer Center</td>
<td>Passenger and Freight</td>
<td>12,600</td>
<td>8%</td>
<td>Yes</td>
<td>Yes</td>
<td>N/A</td>
<td>EVSE - 25</td>
</tr>
<tr>
<td>US 67</td>
<td>US 67 is a north/south corridor through the southern portion of the region</td>
<td>Ellis/Comanche County Line, IH 35E, TXDOT</td>
<td>Dallas</td>
<td>DART Rail Station</td>
<td>Passenger and Freight</td>
<td>3,400</td>
<td>13%</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
<td>EVSE - 5</td>
</tr>
<tr>
<td>US 287</td>
<td>US 287 is a north/south corridor which runs from the northeast to the southeast of the region</td>
<td>Wise/Montague County Line, Navarro/Freestone County Line, TXDOT</td>
<td>Decatur, Ft Worth and Waxahachie</td>
<td>BNSF Alliance Intermodal Facility, Alliance Airport and Fort Worth Intermodal Center</td>
<td>Passenger and Freight</td>
<td>5,300</td>
<td>20%</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>EVSE - 1</td>
</tr>
<tr>
<td>US 380</td>
<td>US 380 is an east/west corridor which runs northern portion of the region</td>
<td>Wise/Jack County Line, IH 30, TXDOT</td>
<td>Decatur, Denton, Frisco, McKinney and Greenville</td>
<td>Passenger and Freight</td>
<td>1,500</td>
<td>8%</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>EVSE - 5</td>
<td>LPG - 4</td>
</tr>
<tr>
<td>SH 78</td>
<td>SH 78 is a north/south corridor which runs northeastern portion of the region</td>
<td>Collin/Fannin County Line, TXDOT</td>
<td>Dallas, Garland and Wylie</td>
<td>KCS Intermodal Facility and DART Rail Station</td>
<td>Passenger and Freight</td>
<td>2,600</td>
<td>16%</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>EVSE - 6</td>
</tr>
</tbody>
</table>

Source: NCTCOG  
8/22/2016
<table>
<thead>
<tr>
<th>Corridor</th>
<th>Summary</th>
<th>Limits</th>
<th>Jurisdiction</th>
<th>Metro Connections</th>
<th>Intermodal Connections</th>
<th>Corridor Use</th>
<th>Average AADT for Truck Volume</th>
<th>Truck % of Total Volume</th>
<th>Critical Corridor Designations</th>
<th>Existing Alternative Fuel Facilities</th>
<th>Identified Environmental Justice Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 35</td>
<td>The IH 35 Freeway is a major north/south NAFTA corridor through the center of the entire state</td>
<td>US/Mexico Border</td>
<td>Texas/Oklahoma Border</td>
<td>TXDOT</td>
<td>Laredo, San Antonio, Austin, Waco, Ft Worth and Dallas</td>
<td>UPRR Laredo Intermodal Facility, UPRR San Antonio Intermodal, Dallas Love Field Airport</td>
<td>Passenger and Freight</td>
<td>14,500</td>
<td>22%</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>IH 45</td>
<td>The IH 45 Freeway is a major north/south corridor connecting Houston and DFW</td>
<td>US 75/IH 145</td>
<td>IH 87</td>
<td>TXDOT</td>
<td>Houston and Dallas</td>
<td>Port of Houston, Amtrak Station (Houston), BNSF Alliance Intermodal Facility and UPRR Dallas Intermodal Facility</td>
<td>Passenger and Freight</td>
<td>13,600</td>
<td>25%</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>IH 20</td>
<td>The IH 20 Freeway is a major east/west corridor starting from the IH 10 in the west to the state border in the east</td>
<td>IH 10</td>
<td>Texas/Louisiana Border</td>
<td>TXDOT</td>
<td>Midland, Abilene, Ft Worth, Dallas and Tyler</td>
<td>UPRR Dallas Intermodal Facility</td>
<td>Passenger and Freight</td>
<td>9,000</td>
<td>31%</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>IH 30</td>
<td>The IH 30 Freeway is a major east/west corridor starting from the IH 20 in the west to the state border in the east</td>
<td>IH 20</td>
<td>Texas/Arkansas</td>
<td>TXDOT</td>
<td>Ft Worth, Dallas and Texarkana</td>
<td>Various DART Rail Stations and Union Station (Dallas)</td>
<td>Passenger and Freight</td>
<td>9,000</td>
<td>22%</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>IH 10</td>
<td>The IH 12 Freeway is a major east/west corridor through the entire state</td>
<td>Texas/New Mexico Border</td>
<td>Texas/Louisiana Border</td>
<td>TXDOT</td>
<td>El Paso, San Antonio, Houston and Beaumont</td>
<td>BNSF El Paso Intermodal Facility, UPRR Houston Intermodal Facilities, Amtrak Station (Houston) and Port of Beaumont</td>
<td>Passenger and Freight</td>
<td>8,000</td>
<td>25%</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>IH 37</td>
<td>The IH 37 Freeway is a major north/south corridor through the southeastern portion of the state</td>
<td>US 181</td>
<td>IH 35</td>
<td>TXDOT</td>
<td>San Antonio and Corpus Christi</td>
<td>Port of Corpus Christi</td>
<td>Passenger and Freight</td>
<td>7,000</td>
<td>21%</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>US 281</td>
<td>US 281 is a north/south corridor through the eastern part of the state</td>
<td>US/Mexico Border</td>
<td>Texas/Oklahoma Border</td>
<td>TXDOT</td>
<td>Wichita Falls, Stephenville, San Antonio and Brownsville</td>
<td></td>
<td>Passenger and Freight</td>
<td>1800</td>
<td>19%</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>US 290</td>
<td>US 290 is an east/west corridor through the eastern part of the state</td>
<td>IH 10</td>
<td>IH 610</td>
<td>TXDOT</td>
<td>Austin and Houston</td>
<td></td>
<td>Passenger and Freight</td>
<td>3,800</td>
<td>13%</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>US 287</td>
<td>US 287 is a north/south corridor which runs from the Oklahoma Border to the southeast of Texas</td>
<td>US 96</td>
<td>Texas/Oklahoma Border</td>
<td>TXDOT</td>
<td>Amarillo, Wichita Falls, Fort Worth and Waxahachie</td>
<td>BNSF Alliance Intermodal Facility, Alliance Airport and Fort Worth Intermodal Center</td>
<td>Passenger and Freight</td>
<td>5,300</td>
<td>20%</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>US 59</td>
<td>US 59 is a north/south corridor through Eastern side of the entire state</td>
<td>US/Mexico Border</td>
<td>Texas/Arkansas Border</td>
<td>TXDOT</td>
<td>Texarkana, Houston and Laredo</td>
<td>UPRR Houston Intermodal Facilities</td>
<td>Passenger and Freight</td>
<td>3,800</td>
<td>26%</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>
### Table 1: Corridors Nominated for Designation Under Section 1413 of the FAST Act

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Summary</th>
<th>Limits</th>
<th>Jurisdiction</th>
<th>Metro Connections</th>
<th>Intermodal Connections</th>
<th>Corridor Use</th>
<th>Average AADT for Truck Volume</th>
<th>Truck % of Total Volume</th>
<th>Critical Corridor Designations</th>
<th>Existing Alternative Fuel Facilities</th>
<th>Identified Environmental Justice Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 77</td>
<td>US 77 is a north/south corridor through center of the entire state. Parallels and overlaps much of IH 35 and TX-35E.</td>
<td>IH 35 to US/Mexico Border</td>
<td>TXDOT</td>
<td>Waco, Corpus Christi, and Brownsville</td>
<td>Passenger and Freight</td>
<td>2,700</td>
<td>25%</td>
<td>Yes</td>
<td>Yes</td>
<td>N/A</td>
<td>EVSE - 7, LPG - 12, CNG - 2</td>
</tr>
<tr>
<td>US 79</td>
<td>US 79 is a northeast/southwest corridor through the eastern part of the state.</td>
<td>IH 35 to US 35 in Round Rock</td>
<td>TXDOT</td>
<td>Round Rock and Taylor</td>
<td>Passenger and Freight</td>
<td>2,700</td>
<td>27%</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
<td>EVSE - 6, LPG - 6</td>
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**Terms and Definitions**

AADT: Annual Average Daily Traffic  
Truck %: Percent of AADT which is truck traffic  
NHS: National Highway System  
NHFN: National Highway Freight Network  
Proposed CUFC: Proposed Certified Urban Freight Corridor  
Alternative Fuel Abbreviations:  
Electric Vehicle Supply Equipment - EVSE  
Liquefied Propane Gas - LPG  
Compressed Natural Gas - CNG  
Liquefied Natural Gas - LNG  
Identified Environmental Justice Area: Corridors which include Environmental Justice concerns based on the Environmental Justice Index.
Map 1: Corridors Proposed Under Section 1413 – North Central Texas Region, with Electric Charging Station Density

Legend

Electric Charging Station Density*
- Ultra-low Density
- Low Density
- Medium Density
- High Density

- Nominated Interstates
- Nominated Highways
- Freight Oriented Developments
- Ozone Nonattainment Area
- MPA Boundary
- Region Boundary
- Counties

*Ultra-low density is an area with no station
Low density is an area with at least one station
Medium Density is an area with multiple stations near each other
High Density is an area with clusters of stations near each other

Miles
0 4.5 9 18 27 36

August 2016
North Central Texas Council of Governments
Map 2: Corridors Proposed Under Section 1413 – North Central Texas Region, with Compressed Natural Gas Station Density

Legend

Compressed Natural Gas Station Density*
- Ultra-low Density
- Low Density
- Medium Density
- High Density

Nominated Interstates
Nominated Highways
Freight Oriented Developments
Ozone Nonattainment Area
MPA Boundary
Region Boundary
Counties

*Ultra-low density is an area with no station
Low density is an area with at least one station
Medium Density is an area with multiple stations near each other
High Density is an area with clusters of stations near each other

August 2016
North Central Texas Council of Governments
Map 4: Corridors Proposed Under Section 1413 – North Central Texas Region, with Propane Station Density

Legend
Liquefied Propane Gas Station Density*

- Ultra-low Density
- Low Density
- Medium Density
- High Density

Nominated Interstates
Nominated Highways
Freight Oriented Developments
Ozone Nonattainment Area
MPA Boundary
Region Boundary
Counties

*Ultra-low density is an area with no station.
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Medium Density is an area with multiple stations near each other.
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August 2016
North Central Texas Council of Governments
August 19, 2016

U.S. Department of Transportation
Docket Operations, M-30
West Building Ground Floor, Room W12-140
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Fixing America’s Surface Transportation – Designation of Alternative Fuel Corridors, Docket Number FHWA-2016-0017

Dear Administrator Nadeau:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Area, we are pleased to support the proposed corridors nominated by the North Central Texas Council of Governments (NCTCOG) to be designated by the Federal Highway Administration (FHWA) as national electric vehicle charging, hydrogen, propane, and natural gas fueling corridors. A membership roster of our organization is enclosed.

The corridors proposed by NCTCOG are consistent with portions of the National Highway System, National Highway Freight Network, Critical Urban Freight Corridors and highways that have been previously designated by the Texas Commission on Environmental Quality as eligible under the Texas Emissions Reduction Plan, as well as corridors along hazardous material routes and near alternative fuel centers. Designating these roadways as alternative fuel corridors will enhance the mobility of passenger and commercial alternative fuel vehicles, while improving air quality across the region and throughout the State.

The RTC’s Federal legislative position includes support for the development and deployment of alternative-fuel vehicles and support for improving air quality. In addition, the designation of national alternative fuel corridors in North Texas would be consistent with the programs and policies in Mobility 2040: The Metropolitan Transportation Plan for North Central Texas. Details regarding the justification for this nomination are included in the enclosed attachments.

Again, on behalf of the RTC, we support the corridors submitted by NCTCOG to be selected by FHWA as national alternative fuel corridors. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

Sincerely,

Ron Jensen
Chair, Regional Transportation Council
Mayor, City of Grand Prairie

RH:ch
Enclosure

cc: Michael Morris, P.E., Director of Transportation, NCTCOG
<table>
<thead>
<tr>
<th>Name</th>
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<td>Dallas Area Rapid Transit</td>
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<td>Stephen Terrell</td>
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<td>Casey Thomas II</td>
<td>Councilmember</td>
<td>City of Dallas</td>
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<td>Collin County</td>
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<td>Board Secretary</td>
<td>Dallas/Fort Worth International Airport</td>
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<td>B. Glen Whitley</td>
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<td>City of Arlington</td>
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<tr>
<td>Erik Wilson</td>
<td>Deputy Mayor Pro Tem</td>
<td>City of Dallas</td>
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<td>W. B. “Zim” Zimmerman</td>
<td>Councilmember</td>
<td>City of Fort Worth</td>
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</table>
August 19, 2016

U.S. Department of Transportation  
Docket Operations, M-30  
West Building Ground Floor, Room W12-140  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: Fixing America’s Surface Transportation – Designation of Alternative Fuel Corridors,  
Docket Number FHWA-2016-0017

Dear Administrator Nadeau:

On behalf of the Dallas-Fort Worth Clean Cities Coalition (DFWCC), I am pleased to support the proposed corridors nominated by the North Central Texas Council of Governments (NCTCOG) to be designated by the Federal Highway Administration (FHWA) as national electric vehicle charging, propane, and natural gas fueling corridors.

Designated by the US Department of Energy in 1995, DFWCC is a locally based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce petroleum consumption and improve air quality, primarily in the transportation sector. Housed at NCTCOG, DFWCC is in a unique position to support this nomination as staff working on the program are involved in alternative fuels, air quality projects, and planning efforts.

The corridors proposed by NCTCOG are highways that have been designated by the Texas Commission on Environmental Quality, as eligible under the Texas Emissions Reduction Plan (TERP) program. TERP seeks to provide financial incentives to eligible individual, businesses, or local governments to reduce emissions from polluting vehicles and equipment. TERP’s Clean Transportation Triangle and Alternative Fueling Facilities Program offers grants for the creation of alternative fueling stations along interstate highways between the Houston, San Antonio, and Dallas-Fort Worth areas. Through this grant program, alternative fuel stations have seen a dramatic increase along the Texas Triangle. DFWCC believes these corridors are a natural fit for nomination to FHWA. Additional highways proposed by NCTCOG are needed to connect the major interstates. Designating these roadways as alternative fuel corridors will enhance the mobility of passenger and commercial alternative fuel vehicles, while improving air quality across the region and throughout the State.

Again, DFWCC supports the corridors submitted by NCTCOG to be selected by FHWA as national alternative fuel corridors. If you have any questions, please contact me at 817-704-2510 or pburns@nctcog.org.

Sincerely,

Pamela Burns  
Dallas-Fort Worth Clean Cities Coordinator  
PB:ch

cc: Michael Morris, P.E., Director of Transportation
August 22, 2016

U.S. Department of Transportation
Docket Operations, M-30
West Building Ground Floor, Room W12-140
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Fixing America’s Surface Transportation – Designation of Alternative Fuel Corridors,
Docket Number FHWA-2016-0017

Dear Administrator Nadeau:

We, the below signatories, are pleased to support the proposed corridors submitted by the North Central Texas Council of Governments (NCTCOG) to be designated by the Federal Highway Administration (FHWA) as national electric vehicle charging, propane and natural gas fueling corridors as required by Section 1413 of the Fixing America’s Surface Transportation Act.

NCTCOG collaborated with fellow regional planning agencies, metropolitan planning organizations, stakeholders and Clean Cities Coalitions across the country when selecting the proposed corridors for nomination. These corridors include portions of the National Highway System, National Highway Freight Network, proposed Critical Urban Freight Corridors and highways that have been previously designated by the Texas Commission on Environmental Quality as eligible roadways under the Texas Emissions Reduction Plan (TERP), as well as corridors along hazardous material routes and near alternative fuel centers. Designating these roadways as alternative fuel corridors will enhance the mobility of passenger and commercial alternative fuel vehicles and improve air quality across the state of Texas and beyond.

Again, we offer our support for the NCTCOG nominated corridors to be designated by FHWA as national alternative fuel corridors. Thank you for your time and consideration.

Sincerely,

Michael Medina, CNU-A, Executive Director
El Paso Metropolitan Planning Organization

Cheryl Maxwell, Planning Director
Killeen-Temple Metropolitan Planning Organization

Eric Pollard, Coordinator
Central Oklahoma Clean Cities
Karl D. Welzenbach, Director
Sherman-Denison MPO

Jennifer Ceponis, Coordinator
Capital District Clean Communities

Chuck Feinberg, Coordinator
New Jersey Clean Cities Coalition

Kelly Gilbert, Director
Kansas City Regional Clean Cities Coalition

Brett Barry, Senior Policy Advisor
Clean Energy

Rick Bollar, President
Tesla Owners Club of North Texas

Dave Aasheim
Sales Director-South Central US
ChargePoint

W.A. Zobel II, Vice President
Trillium CNG

Stacy Neef, Executive Director
Lone Star Clean Fuels Alliance
Clean Cities Coalition Serving Central Texas

Lin Barnett
Mr. Irvan F. (Lin) Barnett Jr.
Executive Director
Wichita Falls MPO

Jennifer Ceponis
Capital District Clean Communities

Bill Sheaffer, Executive Director
Valley of the Sun Clean Cities Coalition

Chuck Feinberg
New Jersey Clean Cities Coalition

Mark Bentley, Executive Director
Alabama Clean Fuels Coalition

Michael J. Terreri,
Clean Transportation Project Manager
Center for Sustainable Energy (CSE)

Ron Swanson, President
North Texas Electric Auto Association

Heather Ball,
Texas Natural Gas Foundation