

## **FASTAct “Designation of Alternative Fuel Corridors” Solicitation of Nominations**

Press Release:

<http://www.fhwa.dot.gov/pressroom/fhwa1641.cfm>

Solicitation:

<https://www.gpo.gov/fdsys/pkg/FR-2016-07-22/pdf/2016-17132.pdf>

Webinars held PRIOR to issuance of the solicitation:

[http://www.fhwa.dot.gov/environment/climate\\_change/mitigation/webinars/](http://www.fhwa.dot.gov/environment/climate_change/mitigation/webinars/)

FASTAct section 1413:

<https://www.gpo.gov/fdsys/pkg/PLAW-114publ94/pdf/PLAW-114publ94.pdf>

### **HIGHLIGHTS**

Note: Solicitation is barely over 3 pp long, and is easy to read.

Who can apply:

State and local officials. For multi-jurisdiction nominations, one agency leads and serves as POC.

When applications are due:

August 22. “Late submissions will be considered to the extent practicable.”

Note: only swift methods of submission are via fax, and via <https://www.regulations.gov/>. If using the website, enter FHWA–2016–0017 in the search box, and then choose the Comment Now! Button.

Eligible fuels/technologies:

- Electric vehicle (EV) charging
- Hydrogen fueling
- Propane fueling
- Natural gas fueling

Note: Providing Truck Stop Electrification (TSE)—providing electric power for cab/hotel loads and transport refrigeration units-- is no longer a main focus, but can count as extra credit.

FHWA’s mandate & goals:

For designated corridors, FHWA (with the help of nominations) needs to:

- identify near-and long-term need & demand for, and location of, this infrastructure
- at strategic locations along major national highways
- to improve mobility of passenger and commercial vehicles.

FHWA also wants to:

- develop national signage and branding for zero emission (electric & hydrogen) and Alt Fuel (propane & nat gas) corridors
- encourage multistate and regional cooperation and collaboration
- bring together a consortium of stakeholders to promote corridor designations with DOE.

### Defining “corridors”:

- a segment of the National Highway System (NHS), including feeder routes/roads (see [http://www.fhwa.dot.gov/planning/national\\_highway\\_system/](http://www.fhwa.dot.gov/planning/national_highway_system/))
- segment can be intra- or inter-state
- are now or can be part of a national alt fuel network
- can serve mainly freight, mainly passenger, or both
- should serve major metropolitan areas and/or intermodal facilities
- connect or run through populous areas
- benefit disadvantaged areas
- carry high passenger or freight volumes now or in future, and maybe experience congestion
- have some alt fuel infrastructure now, and are part of short- (2020) and long- (2040) term plans to provide it
- stakeholders show interest and support for alt fuel facilities there

Note: While intermodal facilities are mentioned, multi-modalism (rail, marine, etc) is no longer a main focus.

### Selection criteria (in priority order):

1. **Alternative Fuel Facilities:** ample existing/planned; at right intervals; accessible; and likely to be used, based on prior experience.
2. **Corridor Scale/Impact:** connects to other segments of network; connects major metro areas or is multi-state; connects to intermodal (freight or passenger) facilities.
3. **Emission Reductions:** achieves reductions in GHGs or criteria pollutants, to meet national and state goals.
4. **Team Development, Collaboration and Support:** includes agency with jurisdiction over corridor; DOE Clean Cities Coalitions (see <https://cleancities.energy.gov/coalitions/>); “other” (non-DOT?) federal agencies; relevant partners from industry (technology/fuel providers and fleets), local/state government, and nonprofits (advocacy groups); evidence of interest/support from users & local officials.

### Brownie points

- Corridor runs through nonattainment areas for ozone, CO, or PM. (See <https://www.epa.gov/airquality/greenbook/>.)
- Effort addresses US or state GHG reduction goals.
- State/local alt fuel vehicle incentives apply.
- Analysis of usage and demand for alt fuel, and how to close gaps in availability.
- Availability of Truck Stop Electrification or other alt fuels on corridor.
- Maintenance and emergency services for alt fuel stations & vehicles available.

### Misc:

Don't try to locate your alt fuel facility on an Interstate ROW (e.g., rest area) unless it was created before 1960, because USC Title 23 Section 111 prohibits charging for fuel. (See footnote 2 on page 2 of the solicitation, and <https://www.fhwa.dot.gov/map21/docs/title23usc.pdf>.)

Applications (including attachments) cannot exceed 20 pages.

All “comments” (nominations) will be posted & visible at [www.regulations.gov](http://www.regulations.gov).

DOT is supposed to designate these corridors by December 4, 2016.

Every 5 years, DOT must update and re-designate corridors. FHWA plans to establish a process for taking nominations and making designations on a rolling basis.

No cap on # of corridors.

Questions:

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