

# Implementation of FAST Act – Section 1413

**National Webinar**  
**Designation of Alternative Fuel Corridors**  
**May 12, 2016**  
**1:00 – 2:30 PM (EST)**



# Implementation of FAST Act – Section 1413

## Webinar Outline

- **Overview of Requirements**
- **FHWA Support**
- **Congestion Mitigation and Air Quality Improvement (CMAQ) Program Coordination**
- **Implementation Process and Timeline**
- **Stakeholder Feedback - Discussion Topics**



# Implementation of FAST Act – Section 1413 Requirements

- The Secretary is required to designate corridors to improve mobility of passenger and commercial vehicles that employ electric, hydrogen fuel cell, propane, and natural gas fueling technologies across the U.S. within one year of enactment (Dec. 2016):
  - ✓ Identify near and long-term need for infrastructure;
  - ✓ At strategic locations along major national highways;
- Solicit nominations from state and local officials;
- Incorporate existing infrastructure (demand and location)



# Implementation of FAST Act – Section 1413 Requirements (Continued)

- Stakeholder involvement (on a voluntary basis);
- Report that identifies infrastructure and standardization needs for the above fuels within one year of enactment (Dec. 2016);
- Report must also establish aspirational goals of achieving strategic deployment of infrastructure in corridors by the end of fiscal year 2020; and,
- Re-designation of corridors and new report every 5 years.



# Implementation of FAST Act – Section 1413

## FHWA Support

- **No funding included for implementation/designations;**
- **However, FHWA may provide additional support to designate corridors, if needed, such as:**
  - ✓ **Workshops;**
  - ✓ **Peer exchanges;**
  - ✓ **Technical assistance;**
  - ✓ **Marketing/branding;**
  - ✓ **Analytical support**



# Implementation of FAST Act – Section 1413 CMAQ Coordination

- **Congestion Mitigation and Air Quality Improvement (CMAQ) Program was amended in the FAST Act – Section 1114 - to give priority to designated corridors**
  - ❖ For EV and CNG corridors only
  - ❖ In any part of the state



# Implementation of FAST Act – Section 1413 Process

- Hold two national webinars to solicit stakeholder feedback (**early May**)
- Develop selection criteria and solicitation based on stakeholder feedback (late May)
- Disseminate solicitation via 30 day FR notice (June)
- Designation announcements (late August/early Sept.)
- Follow-up FR notice announcing designations (late Sept.)
- Technical assistance follow-up (beginning in Sept. 2016)



# Questions





# Discussion Topic #1

## **Defining alternative fuel corridors**

*Ex: linearly (i.e. I-95/US1) or as a network of roads/highways (i.e. port access points/intermodal connectors)*



# Discussion Topic #2

## **Alternative fuel corridors that are defined *linearly***

*Ex: by a certain mileage figure or by the full length of a facility*



# Discussion Topic #3

## **Alternative fuel corridors that are defined *as a network***

*Ex: city; region/multi-region; state/multi-state;  
megaregion*

\* Megaregions are a group of geographic locations and/or areas that are combined because of similar characteristics and mutual interest .Since our roadway system crosses many jurisdictional boundaries, transportation is inherently Megaregional.



# Discussion Topic #4

## Major national highway definition

### *Examples:*

- **Interstate** (i.e. I-5, I-10, I-95): Are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind.
- **National Highway System** (Interstate + Other Principal Arterial = ~226,000 miles). Other principal arterials serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas.
- **Minor Arterial**: Provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system.
- **Collector** (major and minor): Serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network.
- **Local roads**: Account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel.



# Discussion Topic #5

## **Number of corridors and fuels per corridor**

*Ex: single fuel or multiple fuels*



# Discussion Topic #6

## **Defining criteria for designating corridors**

*Ex: number of facilities currently located along corridor, potential greenhouse gas and criteria emissions reductions, probability of successfully developing new facilities*



# Discussion Topic #7

## **Possible results and outcomes of designations**

*Ex: marketing tourism, meeting air quality standards, demonstration of environmental stewardship, etc.*



# Discussion Topic #8

**Other issues/topics not considered**





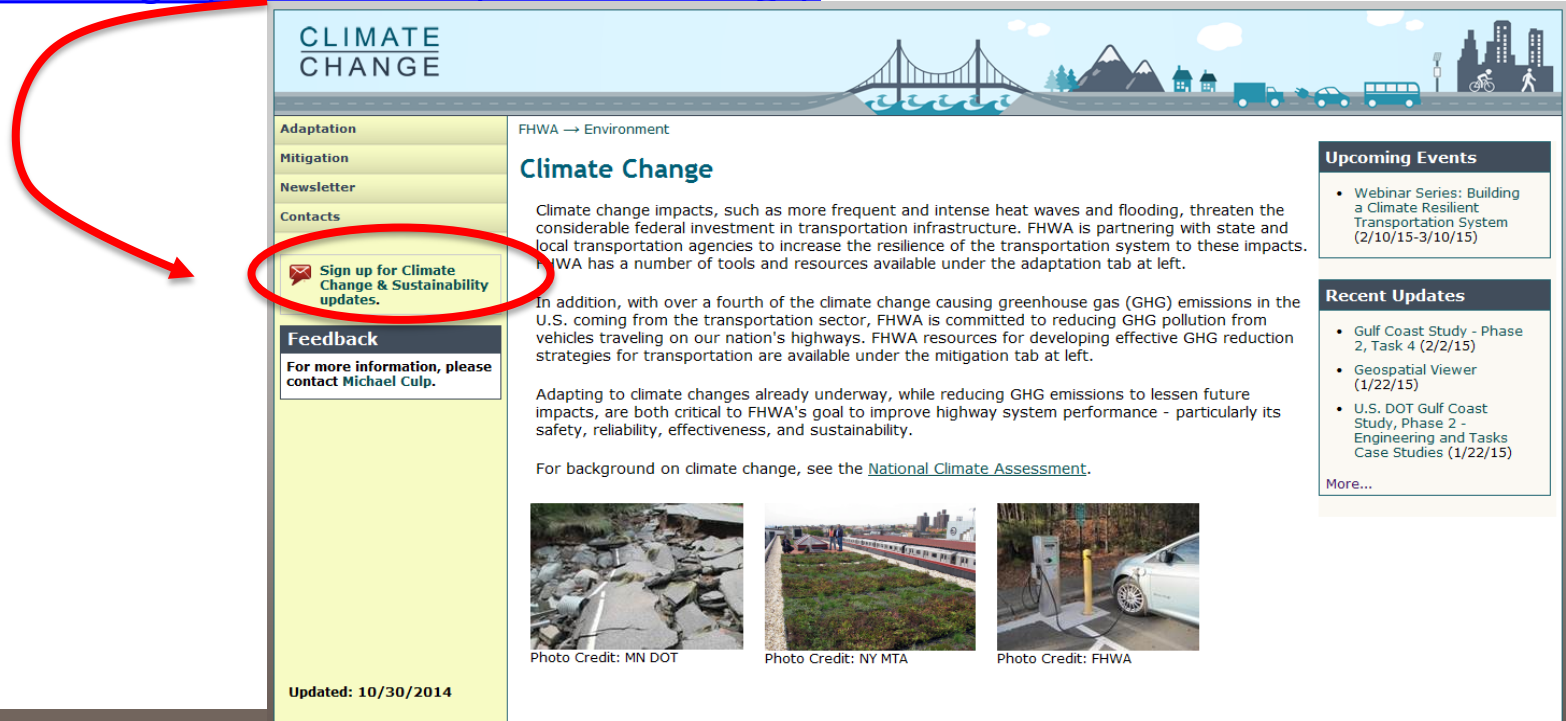
# FHWA Climate Change Web Site

For presentation, copy of recording and chat pod transcript:

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

Visit and sign up:

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



The screenshot shows the FHWA Climate Change website. A red arrow points from the URL above to a button in the left sidebar that says "Sign up for Climate Change & Sustainability updates." The button is circled in red. The main content area features a header with "CLIMATE CHANGE" and a navigation menu with "Adaptation", "Mitigation", "Newsletter", and "Contacts". Below the navigation is a "Feedback" section. The main text area is titled "Climate Change" and contains several paragraphs of text, including a link to the "National Climate Assessment". There are three photos at the bottom: a damaged road (MN DOT), a green roof (NY MTA), and an electric vehicle charging station (FHWA). On the right side, there are two boxes: "Upcoming Events" and "Recent Updates".

**CLIMATE CHANGE**

FHWA → Environment

**Climate Change**

Climate change impacts, such as more frequent and intense heat waves and flooding, threaten the considerable federal investment in transportation infrastructure. FHWA is partnering with state and local transportation agencies to increase the resilience of the transportation system to these impacts. FHWA has a number of tools and resources available under the adaptation tab at left.

In addition, with over a fourth of the climate change causing greenhouse gas (GHG) emissions in the U.S. coming from the transportation sector, FHWA is committed to reducing GHG pollution from vehicles traveling on our nation's highways. FHWA resources for developing effective GHG reduction strategies for transportation are available under the mitigation tab at left.

Adapting to climate changes already underway, while reducing GHG emissions to lessen future impacts, are both critical to FHWA's goal to improve highway system performance - particularly its safety, reliability, effectiveness, and sustainability.

For background on climate change, see the [National Climate Assessment](#).

Updated: 10/30/2014

**Upcoming Events**

- Webinar Series: Building a Climate Resilient Transportation System (2/10/15-3/10/15)

**Recent Updates**

- Gulf Coast Study - Phase 2, Task 4 (2/2/15)
- Geospatial Viewer (1/22/15)
- U.S. DOT Gulf Coast Study, Phase 2 - Engineering and Tasks Case Studies (1/22/15)

More...

Photo Credit: MN DOT

Photo Credit: NY MTA

Photo Credit: FHWA

