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
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)
- 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.
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
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
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)
Alternative fuel corridors that are defined \textit{linearly}

Ex: by a certain mileage figure or by the full length of a facility
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.
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.
Number of corridors and fuels per corridor

*Ex: single fuel or multiple fuels*
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.
Other issues/topics not considered
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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.

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