



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **INFORMATION**: Request for
Nominations – Alternative Fuel Corridors
(2022/Round 6)

Date: February 10, 2022

From: Gloria M. Shepherd
Associate Administrator for Planning,
Environment, and Realty

In Reply Refer To:
HEPN1

To: Stephanie Pollack
Deputy Administrator

The purpose of the attached document is to issue the 2022/Round 6 Request for Nominations for State and local officials to nominate Alternative Fuel Corridors (AFC) for designation.

The Fixing America's Surface Transportation Act of 2015 required the U.S. Department of Transportation (DOT) to designate national alternative fueling corridors (Title 23, United States Code, Section 151). Additionally, the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, amended Section 151 to update the requirements related to the designation of national alternative fueling corridors. The BIL, in Section § 151(d) requires that not later than 180 days after the date of enactment, DOT shall update and redesignate the corridors and establish a recurring process to regularly update and redesignate the corridors.

For the last 5 years, FHWA has solicited nominations from State and local officials to designate AFC's. The last round of designations occurred in April 2021. The designations to date have resulted in a total of 125 nominations, including segments of 134 Interstates along with 125 U.S. numbered highways/State roads, covering 46 States plus the District of Columbia.

The nomination/designation process of Alternative Fuel Corridors has grown in importance because it is now tied to funding provisions under BIL. The BIL establishes the National Electric Vehicle Infrastructure Formula Program, and a Discretionary Grant Program for Charging and Fueling Infrastructure.

If you have any questions, please contact Mr. Gary Jensen (202-366-2048) of the Office of Natural Environment.

Attachment

Bipartisan Infrastructure Law Designation of Alternative Fuel Corridors Request for Nominations

The Fixing America's Surface Transportation Act (Pub. L. 114-94 (Dec. 4, 2015)) required the U.S. Department of Transportation (DOT) to designate national alternative fueling corridors. (Title 23, United States Code (U.S.C.), Section 151). Additionally, the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (Pub. L. 117-58 (Nov. 15, 2021)), amended 23 U.S.C. 151 to update the requirements related to the designation of national alternative fueling corridors, as well as establish a discretionary grant program, the "Charging and Fueling Infrastructure Program." The Discretionary Grant Program for Charging and Fueling Infrastructure calls for the strategic deployment of publicly accessible electric vehicle (EV) charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designated alternative fuel corridors or in certain other locations that will be accessible to all drivers of electric vehicles, hydrogen vehicles, propane vehicles, and natural gas vehicles. The BIL also establishes the National Electric Vehicle Infrastructure Formula Program, hereinafter referred to as the "NEVI Formula Program," to provide funding to the States to strategically deploy EV charging infrastructure along designated alternative fuel corridors and to establish an interconnected network to facilitate data collection, access, and reliability. These efforts directly support President Biden's vision for making transformative transportation investments to support job growth and reshape the U.S. transportation system to support a sustainable energy and climate future, as well as the goal of building a national network of 500,000 EV chargers by 2030.

The 2022/Round 6 Request for Nominations for **EV** corridors is a critical step in the designation process and has even greater importance because designations are now tied to the NEVI Formula Program funding. The FHWA encourages nominations that focus on EV charging infrastructure along **Interstate** corridors, but nominations may also be submitted elsewhere on the National Highway System (NHS). If there are segments of Interstates that do not currently have an EV designation, FHWA encourages the States to prioritize these segments for Round 6 nominations.

The 2022/Round 6 Request for Nominations for EV corridors makes a number of important changes from previous AFC designation rounds, as detailed below, including defining a "corridor-ready" segment as one in which EV charging occurs no greater than 1 mile from Interstate exits or highway intersections along the corridor; this represents a change from prior rounds in which the allowable distance was 5 miles. In a State's EV Infrastructure Deployment Plan, a State may request certification of a determination that designated EV corridors in that State are fully built out, with EV chargers placed every 50 miles and within 1 mile of the highway with exceptions. A determination that corridors are fully built out will be certified by the Secretary only when all designated corridors within that State (with prioritization given to Interstate corridors) meet the considerations outlined in the [NEVI Formula Program Guidance](#).

In accordance with 23 U.S.C. 151(a), corridor designations must identify near- and long-term

needs for, and location of, EV charging, and hydrogen, propane, and natural gas fueling infrastructure at strategic locations along major national highways. This will help to support needed changes in the transportation sector that will assist in reducing greenhouse gas emissions and improving the mobility of passenger and commercial vehicles that employ these technologies across the United States. The FHWA must solicit nominations for corridors from State and local officials and involve a range of stakeholders (23 U.S.C. 151(b) and (c)).

The BIL (23 U.S.C. 151(d)) requires that not later than 180 days after the date of enactment, DOT shall update and redesignate the corridors and establish a recurring process to regularly update and redesignate the corridors. Because of the rapidly evolving state of vehicle technology, increased market adoption, and installation of infrastructure related to the use of alternative fuels, it is important to update the corridor networks on a regular basis.

Corridor Designation Process:

The FHWA will designate nominated highway corridors as either “corridor-ready” or “corridor-pending.” Corridor-ready segments currently contain a sufficient number of fueling facilities to allow for corridor travel with the designated alternative fuel. Corridors that do not have sufficient alternative fuel facilities to support alternative fuel vehicle travel are designated as corridor-pending. The table below describes the requirements for designations by fuel type. One of the considerations of the Charging and Fueling Infrastructure Program developed under BIL is to improve alternative fueling corridor networks by converting corridor-pending corridors to corridor-ready corridors.

The FHWA supports the expansion of the national network of alternative fuel corridors and has established a process outlining the necessary steps and information for the 2022/Round 6 corridor designations in this request. The FHWA has created an [Alternative Fuel Corridors](#) website to provide information on the previous rounds of corridor designations and to keep stakeholders and the public informed on future designations. In addition, FHWA has developed specifications for Signing for Designated Alternative Fuel Corridors in compliance with *The Manual on Uniform Traffic Control Devices for Streets and Highways* that is available on the Alternative Fuel Corridors Website.

Infrastructure Coverage Criteria for Round 6 (2022)

NOTE: Each State can submit corridor nominations that have minimal exceptions, where needed (including distance from Interstate exits or highway intersections, and between stations for nominations). Exceptions should be based on a reasonable justification that they are able to support a convenient, affordable, reliable, and equitable national network. For example, exceptions could be needed to more equitably serve underserved, disadvantaged, and/or rural communities along the corridor, or to serve public lands, such as National Parks and other Federal Land Management Agency units. These exceptions should be clearly identified in the narrative portion of the nominations, so that FHWA will be able to understand the constraints and tradeoffs of the exceptions. Exceptions will be granted on a case-by-case basis.

Fuel/ Technology	Corridor-Ready^a NHS segment has...	Corridor-Pending^b NHS segment has...
EV Charging^c	<p>Public DC Fast Charging:</p> <ul style="list-style-type: none"> • No greater than 50 miles between one station/site and the next on corridor. • No more than 1 mile from Interstate exits or highway intersections along the corridor.^d • Stations should include four Combined Charging System (CCS) connectors - Type 1 ports (simultaneously charging four electric vehicles). • Site power capability should be no less than 600 kW (supporting at least 150 kW per port simultaneously across 4 ports). • Maximum charge power per DC port should not be below 150 kW. 	<p>A strategy/plan and timeline for public DC Fast Charging stations separated by more than 50 miles. Location of station/site- no more than 1 mile from Interstate exits or highway intersections along the corridor.^d</p>
Hydrogen^d	<p>Public hydrogen stations no greater than 150 miles between one station and the next on the corridor, and no more than 5 miles from Interstate exits or highway intersections along the corridor.^d</p>	<p>Public hydrogen stations separated by more than 150 miles. Location of station- no more than 5 miles from Interstate exits or highway intersections along the corridor.^d</p>
Propane^e	<p>Public, primary propane stations no greater than 150 miles between one station and the next on the corridor, and no more than 5 miles from Interstate exits or highway intersections along the corridor.^d Additionally, consistent with the funding requirements in the BIL, propane fueling infrastructure should be limited to infrastructure for medium- and heavy-duty vehicles.</p>	<p>Public, primary propane stations separated by more than 150 miles. Location of station- no more than 5 miles from Interstate exits or highway intersections along the corridor.^d</p>

CNG	Public fast fill, 3,600 psi CNG stations no greater than 150 miles between one station and the next on the corridor, and no more than 5 miles from Interstate exits or highway intersections along the corridor. ^d	Public, fast fill, 3,600 psi CNG stations separated by more than 150 miles. Location of station - no more than 5 miles from Interstate exits or highway intersections along the corridor. ^d
LNG	Public LNG stations no greater than 200 miles between one station and the next on the corridor, and no more than 5 miles from Interstate exits or highway intersections along the corridor. ^d	Public LNG stations separated by more than 200 miles. Location of station - no more than 5 miles from Interstate exits or highway intersections along the corridor. ^d

- a. A corridor-ready corridor is defined as having a minimum of 2 stations. Final classifications will be made on a case-by-case basis.
- b. If a corridor is being designated as corridor-pending and currently has no alternative fuel facilities located on it, then a strategy or plan and timeline for infrastructure build-out should be submitted.
- c. Tesla charging stations are currently considered a proprietary network and do not meet the designation criteria of being publicly accessible. Therefore, these stations are not eligible for inclusion.
- d. Exceptions are permitted for distance from Interstate exits or highway intersections and between stations along the corridor, if justified.
- e. If a hydrogen refueling station currently used for non-road transportation purposes is being used to support the nomination process, then the station should be compliant with SAE J2601 standards, and meet all of the criteria outlined in this document for a hydrogen corridor including being publicly accessible.
- f. For propane stations, only "primary" stations (i.e., those stations that are staffed during regular business hours, do not require drivers to call ahead in order to fuel, accept credit cards or fleet cards as a payment type, and are able to fuel vehicles at a rate of 12 gallons per minute or faster, or at a rate similar to filling a gasoline vehicle, as designated by the U.S. Department of Energy's Alternative Fuel Station Locator) should be considered when determining infrastructure coverage along a nominated corridor. For more information:
https://afdc.energy.gov/stations/#/find/nearest?show_about=true

Interface Between FAST Act and BIL Designations:

The five rounds of corridor designations under the FAST Act were announced by FHWA in November 2016, March 2018, April 2019, June 2020, and April 2021. The table below

summarizes the results of the first five rounds of nominations:

	REQUEST FOR NOMINATIONS (DATE ISSUED)	NOMINATIONS RECEIVED	INTERSTATES DESIGNATED ^b	US & STATE HIGHWAYS DESIGNATED	NUMBER OF NEW STATES ^c	NHS MILEAGE COVERED ^d
1 (2016)	July 2016 ^a	34	59	16	36	86,266
2 (2017)	September 2017 ^e	24	25	25	8	22,665
3 (2018)	October 2018 ^e	21	16	35	2	16,235
4 (2019)	October 2019 ^e	21	19	24	3	20,056
5 (2020)	October 2020 ^e	25	15	25	0	20,550
<u>TOTAL</u>		<u>125</u>	<u>134</u>	<u>125</u>	<u>49</u>	<u>165,772</u>

^a 81 FR 47852 (July 22, 2016), available at: <https://www.gpo.gov/fdsys/pkg/FR-2016-07-22/pdf/FR-2016-07-22.pdf>

^b [Represents segments/portions of Interstates](#)

^c [Plus the District of Columbia](#)

^d [Includes some double counting for multiple fuel corridor segments](#)

^e Distributed through FHWA Division Offices

This new round of corridor designations provides State or local agencies an opportunity to nominate additional corridors, extend currently designated corridors, nominate a different fuel(s) along an already designated corridor, and/or update the status of previously designation corridors. The nomination of EV corridors is a critical step in the designation process and has even greater importance since designations are now tied to the NEVI Formula Program funding. As noted above, a “corridor-ready” segment is one in which EV charging occurs no greater than 1 mile from Interstate exits or highway intersections along the corridor; this represents a change from prior rounds in which the allowable distance was 5 miles. The following guidelines are provided to clarify the interface between previous designations and this current request for nominations:

1. Confirm what has been designated to date in your State as either corridor-pending or corridor-ready. The FHWA Division Offices should work with State and local governments to confirm the designation status of any existing corridors. If the any designation status has changed on any existing corridors due to the addition or loss of charging or fueling facilities, a formal designation proposal through this current request for nominations **is needed** for these updates.
2. If a corridor is extended beyond its starting or ending points, a formal designation proposal through this current request for nominations **is needed** for the extension.
3. If additional fuel(s) are proposed for a designated corridor on an existing corridor, a formal designation proposal through this current request for nominations **is needed** for the

additional fuel(s).

4. The initial round of designations in 2016 allowed the use of Level 2 chargers. The FHWA encourages that States identify these highway segments, which were designated as “corridor-ready” in Round 1 of the Program (i.e. currently have only Level 2 chargers) and prioritize these corridors for upgrades. Additionally, the first three rounds of designations allowed a DC Fast Charging station to have either J1772 combo (CCS) or CHAdeMO connectors. For Rounds 4 and 5, all corridor DC Fast Charging stations should have had both J1772 combo (CCS) and CHAdeMO connectors to be eligible for designation. For Round 6, stations should be designed to provide at least four CCS - Type 1 ports (simultaneously charging four electric vehicles), site power capability should be no less than 600 kW (supporting at least 150 kW per port simultaneously across 4 ports), and maximum charge power per DC port should not be below 150 kW.

FHWA Areas of Interest for Nominations:

The FHWA has identified several areas of interest for corridor designations and infrastructure development that State or local agencies should consider when planning/preparing their nominations:

- The use of fuels and associated fueling infrastructure that achieve the greatest reduction in greenhouse gas emissions. The FHWA is specifically interested in the nomination of EV and hydrogen corridors along Interstate corridors.
- Improve alternative fueling corridor networks by converting corridor-pending corridors to corridor-ready corridors.
- Expand access to charging or fueling within rural areas and disadvantaged communities.
- States are encouraged to designate corridors that, to the extent possible, target at least 40 percent of resources and benefits towards disadvantaged communities in line with Executive Order (E.O.) 14008 and the Interim Justice 40 Guidance issued by the White House. These considerations may be updated based on the release of Justice 40 final guidance. State corridor designations should be developed through significant engagement with these communities (see specific direction in narrative portion of this document).
- Connect to Federal Land Management Agency (FLMA) units (e.g., National Park Service, U.S. Forest Service, U.S. Fish and Wildlife Service and, Bureau of Land Management).
- Meet current or anticipated market demands for charging or fueling infrastructure.
- Enable or accelerate the construction of charging or fueling infrastructure that would be unlikely to be completed without Federal assistance.
- Support a long-term competitive market for charging or fueling infrastructure that does not significantly impair existing charging or fueling infrastructure providers.
- Provide access to charging or fueling infrastructure in areas with a current or forecasted need.
- Establish charging or fueling infrastructure for medium- and heavy-duty vehicles including along the National Highway Freight Network and in proximity to intermodal transfer stations (see below). Since corridors extend beyond State boundaries, nominations that take into consideration the next fueling site over State or international

borders are encouraged. Similarly, cooperation between neighboring States is highly encouraged.

- States are encouraged to coordinate nominations with State Plans developed under the NEVI Formula Program and other DOT programs and regulations such as the update of State Freight Plans and Long-Range Transportation Plans (LRTPs).
- **NOTE:** National EV Charging Corridors for Freight and Goods Movement: The Highway Infrastructure Program heading in title VIII of Division J of BIL included the following provision: “Not later than 1 year after the date of enactment of this Act, the Secretary shall designate national electric vehicle charging corridors that identify the near- and long-term need for, and the location of, electric vehicle charging infrastructure to support freight and goods movement at strategic locations along major national highways, the National Highway Freight Network established under section 167 of title 23, United States Code, and goods movement locations including ports, intermodal centers, and warehousing locations”. The FHWA is **NOT** requesting freight corridor designations in this solicitation. However, FHWA’s Office of Planning, Environment, and Reality will be coordinating with the Office of Freight Management and Operations on this provision and will provide further information and direction as applicable.

Information to be Included in Nominations (Narrative Portion):

Any State or local agency is invited to nominate an alternative fuel corridor for designation. For the purposes of this solicitation, an eligible corridor is an Interstate highway (e.g., I-10, I-80, I-95, etc.) or other highways on the National Highway System. The FHWA encourages nominations that focus on alternative fueling/charging infrastructure along **Interstate** corridors, but may also submit nominations elsewhere on the National Highway System (NHS). Corridors within a single State and multistate corridors are eligible, with the goal of connecting communities, cities, States, and regions to develop a national network of alternative fuel facilities. A State or local agency interested in submitting a nomination for an alternative fuel corridor designation should develop no more than a 25-page narrative nomination containing the following elements/information (requested station information may be displayed in a table):

1. Name of lead State or local agency originating the nomination (please include name, title, e-mail address, and phone number).
2. Name of the entity (or entities) with jurisdiction over the proposed corridor(s) (i.e., State, local government, Indian tribe, and/or Federal land management agency). A letter of support from this entity (or entities) is strongly recommended, if not the lead applicant.
3. Corridor(s) being proposed for a new designation and/or updates from previous designations (include the official name of the NHS segment and beginning and end points on the proposed corridor(s)).
4. Type of alternative fuel(s) projected to be used along the corridor(s).
5. Description of corridor(s), including the major metropolitan areas and/or intermodal facilities located along the corridor, how the corridor contributes to the national network, and why it is being proposed for designation.
6. The nomination should discuss how the designation would contribute to an equitable

charging and fueling network. It should note if the corridor being nominated is in a rural area or serves disadvantaged communities. Information should include how the nomination will:

- Improve clean transportation access through the location of chargers;
 - Decrease the energy burden and environmental exposure;
 - Increase parity in clean energy technology access and adoption;
 - Increase access to low-cost capital, possibly leading to increased equitable adoption of clean energy technologies and deeper investments within disadvantaged communities;
 - Increase the clean energy job pipeline, job training, and enterprise creation;
 - Increase in energy resiliency, and;
 - Increase involvement in energy issues/decision-making.
7. Type, number, and distance between existing alternative fuel facilities by fuel type located along proposed corridor(s);
 8. Starting and endpoint of the corridor – designated by first and last fueling station on the corridor - based on mileage marker and town/city;
 9. Listing of each station along the highway with the following information:
 - Address of the station;
 - Fuel(s) provided;
 - For electric vehicle charging sites, include EV connector(s) (number and type of network) - see requirements for port and power levels above for ready-corridors.
 10. Distance between all the stations along the corridor.
 - List the distance between stations (and basis of this calculation);
 - Indicate if the station meets the distance criteria for each fuel's corridor-ready or corridor-pending (see the above section for this criteria);
 - If the criteria would not be met, include a reasonable justification that details how an exemption would better support a convenient, affordable, reliable, and equitable national network.
 11. When providing updates to previously designation corridors, please identify and include the following information as part of the nomination:
 - Corridors that have changed their status since their original designation (i.e. from corridor-pending to corridor-ready), due to new stations being added along these highway segments;
 - Additional/new corridor-ready highway segments that close gaps along existing corridors that have already been designated corridor-pending, due to new stations being added; and,
 - Corridors that have changed their status from corridor-ready to corridor-pending, due to station closures.
 12. A description of the plan for signage on the corridor, including the following:
 - Coordination efforts with State department of transportation;
 - Location of starting/ending corridor signage, and
 - Plan for signage approaching exits and beyond off ramps.
 13. A map of the corridor, including current station locations, as well as possible future locations.

NOTE: - The U.S. Department of Energy's Alternative Fueling Station Locator (Station

Locator) at <https://www.afdc.energy.gov/stations> is the required data source for corridor designations.

Information to be Included in Nominations (GIS Shapefiles):

A GIS shapefile shall be submitted, along with the narrative portion, for each designation proposal. An ESRI file geodatabase is also acceptable in place of shapefiles. Please **DO NOT** include alternative fuel station information in the shapefile. This will be done by NREL/FHWA during the analysis process. Include the following fields and input for each centerline corridor in the shapefile:

- ✓ **Primary Corridor Route Name:** such as I-10 or I-HI (in Hawaii), US-1, SR-450, etc.
(I – Interstate, U -US Highway, S – State Highway)
- ✓ **Electric Vehicle:** Corridor-Ready or Corridor-Pending
- ✓ **Hydrogen:** Corridor-Ready or Corridor-Pending
- ✓ **Propane:** Corridor-Ready or Corridor-Pending
- ✓ **CNG:** Corridor-Ready or Corridor-Pending
- ✓ **LNG:** Corridor-Ready or Corridor-Pending

Corridor Planning/Analysis Tools and Resources to Assist with Nomination:

The following information sources and/or tools are available for use to assist with the development of the designation nomination:

1. Station data and shapefiles to assist with nomination of alternative fuel corridors are available on the U.S. Department of Energy’s Alternative Fuel Data Center (AFDC) at <https://www.afdc.energy.gov/corridors>. These datasets are organized by State and fuel type with filters applied to meet the infrastructure coverage criteria. This site also provides a mapping tool to explore potential corridors by fuel.
2. The Alternative Fueling Station Locator contains a Corridor Measurement Tool that can be used to measure the driving distance along Interstate Highways between stations that meet the specific distance criteria for each fuel (<https://afdc.energy.gov/stations/#/corridors>).
3. The above requested GIS shapefile information should be available from your State DOT or MPOs. To determine whether a route is on the NHS, please refer to the official FHWA NHS maps at:

https://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/ or interactive NHS map viewer at <https://hepgis.fhwa.dot.gov/fhwagis/#> .

4. The applicant may utilize the FHWA NHS shapefile as a base layer, and extract out the line segments needed to create a corridor specific GIS shapefile. The applicant can download the NHS shapefile at <https://hepgis.fhwa.dot.gov/fhwagis/#> (by clicking on “Download Data” shown on the second toolbar row of the menu on the top of the Webpage and then selecting the NHS zip file).
5. The applicant can also download the existing Alternative Fuel Corridor GIS Shapefile (including Rounds 1-5) to familiarize applicants with the attributes included in the FHWA Alternative Fuel corridor shapefile at <https://hepgis.fhwa.dot.gov/fhwagis/#> (by clicking on “Downloads” shown on the second toolbar row of the menu on the top of the Webpage and then selecting the Alt Fuel Corridors zip file).

Points of Contact

For questions regarding the **information contained in this request**, please contact:

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For questions regarding **GIS/shapefile information**, please contact:

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Submittal Information

To submit your **nominations** and **shapefiles**, please email Sara Secunda at Sara.Secunda@dot.gov and instructions will be provided on how to upload these files.

Timeline

The deadline for this solicitation is **COB May 13, 2022**. If possible, FHWA encourages nominations to be submitted earlier than the due date.