



Memorandum

Subject: **INFORMATION:** Request for
Nominations – Alternative Fuel Corridors
(Round 7/2023)

Date: May 18, 2023

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In Reply Refer To:
HEPN1

To: Division Administrators

The purpose of this memorandum and the attached document is to issue the Round 7/2023 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). 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 DOT establish a recurring process to regularly update and redesignate the corridors. In addition, title VIII of division J of BIL requires that the Secretary designate national EV charging corridors to support freight and goods movement.

The nomination/designation process of Alternative Fuel Corridors has grown in importance because it is now tied to funding provisions under BIL. The BIL established the National Electric Vehicle Infrastructure Formula Program and the Charging and Fueling Infrastructure Discretionary Grant Program, both of which provide eligibility based on Alternative Fuel Corridor designations.

Please note that corridor projects along Round 7 AFCs are not eligible for the current Notice of Funding Opportunity for the Charging and Fueling Infrastructure Discretionary Grant Program, which closes June 13, 2023.

If you have any questions, please contact Will Stein (william.stein@dot.gov) of the Office of Natural Environment.

Attachment

Designation of Alternative Fuel Corridors Round 7 (2023) 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 (AFC) (Title 23, United States Code (U.S.C.), Section 151). 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." This program 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 established the National Electric Vehicle Infrastructure (NEVI) Formula Program to provide funding to the States to strategically deploy EV charging infrastructure along designated EV alternative fuel corridors and to establish an interconnected network to facilitate data collection, access, and reliability. In addition, title VIII of division J of BIL requires that the Secretary designate national EV charging corridors to support freight and goods movement. 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 public EV chargers by 2030.

In accordance with 23 U.S.C. 151(a), corridor designations must identify near- and long-term needs for, and location of, EV charging, 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 improve 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 DOT 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.

Round 7 Request for Nominations

The Round 7 Request for Nominations (RFN) provides State and 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 designated corridors. 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.

The Round 7 RFN and AFC designation is tied to funding eligibility under the NEVI Formula Program and the Charging and Fueling Infrastructure Discretionary Grant Program. 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). When

considering Round 7 nominations, FHWA strongly encourages segments of Interstates that do not currently have an EV designation, particularly longer Interstate segments that provide important through connectivity to adjoining States.

Please note that corridor projects along Round 7 AFCs are not eligible for the current Notice of Funding Opportunity for the Charging and Fueling Infrastructure Discretionary Grant Program, which closes June 13, 2023.

Corridor Ready Definition

If designated as an AFC, FHWA will classify highway corridors as either “corridor ready” or “corridor pending.” Corridor-ready segments provide a sufficient number of fueling facilities to allow for corridor travel with the applicable alternative fuel. Corridors that do not have sufficient alternative fuel facilities to support alternative fuel vehicle travel are classified as corridor pending. **Table 1** summarizes the requirements for corridor ready classification by fuel type. One of the considerations of the Charging and Fueling Infrastructure Discretionary Grant Program is to improve the national network for alternative fueling by converting corridor-pending corridors to corridor-ready corridors.

Specific to EV corridors, the term corridor ready is one where any point along the corridor is connected via an AFC to a station in each logical direction such that the gap is no more than 50 miles. Stations are also no greater than 1 mile from the interchange exit or highway intersection serving the charging station. Exceptions to these distances may be requested following the process and criteria for exception requests in the NEVI Formula Program guidance but should not be submitted as part of the Round 7 RFN.

For all fuel types, the distance from interchanges should be the driving distance measured from the point where an exit ramp diverges from the freeway to the station location. For intersections, the driving distance should be from the intersection to the station location.

For corridors designated in Rounds 1 – 6, States should review the location and other data fields associated with any existing stations or add the data for any new stations. If any station corrections or additions are needed States should include a spreadsheet with the new station information and submit the new station addition at [Alternative Fuels Data Center: Alternative Fueling Station Locator \(energy.gov\)](https://www.energy.gov/alternative-fuels-data-center/alternative-fueling-station-locator). The spreadsheet can be requested at this website.

Table 1: Corridor-ready criteria by fuel/technology type. Corridors that do not meet these criteria are classified as corridor pending.

Fuel/ Technology	Corridor-Ready Alternative Fuel Corridor
EV Charging ^a	<ul style="list-style-type: none"> ▪ Publicly available. ▪ Any point along the corridor must be connected via an AFC to a station in each logical direction such that the gap is no more than 50 miles. ▪ No more than 1 mile from the nearest interchange exit or highway intersection along the corridor. ▪ Power level: minimum of 150 kW per port, that can be delivered simultaneously to four ports (600 kW minimum power per station). ▪ Number of ports: minimum of four. ▪ Connector type: Combined Charging System (CCS) Type 1 connector available at each port.
Hydrogen^b	<ul style="list-style-type: none"> ▪ Publicly available. ▪ Any point along the corridor must be connected via an AFC to a station in each logical direction such that the gap is no more than 150 miles. ▪ No more than 5 miles from the nearest interchange exit or highway intersection along the corridor.
Propane^c	<ul style="list-style-type: none"> ▪ Publicly available. ▪ Any point along the corridor must be connected via an AFC to a station in each logical direction such that the gap is no more than 150 miles. ▪ No more than 5 miles from the nearest interchange exit or highway intersection along the corridor. ▪ Additionally, consistent with the funding requirements in the BIL, propane fueling infrastructure should be limited to infrastructure for medium- and heavy-duty vehicles.
CNG	<ul style="list-style-type: none"> ▪ Publicly available. ▪ Fast fill, 3600 psi. ▪ Any point along the corridor must be connected via an AFC to a station in each logical direction such that the gap is no more than 150 miles. ▪ No more than 5 miles from the nearest interchange exit or highway intersection along the corridor.
LNG	<ul style="list-style-type: none"> ▪ Publicly available. ▪ Any point along the corridor must be connected via an AFC to a station in each logical direction such that the gap is no more than 200 miles. ▪ No more than 5 miles from the nearest interchange exit or highway intersection along the corridor.

- a. Corridor-ready criteria for EV charging was different for Rounds 1 through 5. These previously designated corridors are classified based on the criteria in place at the time of designation.
- b. 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.

- c. 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 from the AFDC: [About the Alternative Fueling Station Data](#).

Fully Built Out Certification (EV)

In a State’s EV Infrastructure Deployment Plan, a State may request certification that the entirety of their designated EV corridors in that State are fully built out. The request should not be submitted as part of the Round 7 RFN as more information will be issued on the fully built out determination.

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 particularly interested in the nomination of EV and hydrogen corridors along Interstates.
- 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 engagement with these communities.
- 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.
- 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 ports, intermodal centers, and warehousing locations.
- Since corridors extend beyond State boundaries, nominations that take into consideration the next fueling site over State or international borders are encouraged. Coordination between neighboring States is highly encouraged.
- States are encouraged to coordinate nominations with the State’s EV Infrastructure Deployment Plan and other related planning work such as State Freight Plans and Long Range Transportation Plans.
- States are encouraged to coordinate with communities located along the corridors.

Information to be Included in Nominations:

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 or other highway on the

NHS. Corridors within a single State and multi-state 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 provide the information in **Table 2**.

Table 2: Information required for nomination to designate new AFCs (including extensions of existing AFCs). Nominated corridors must be on NHS.

Information Element	Information to include
Name of State or local agency nominating the corridor.	<ul style="list-style-type: none"> ▪ Contact name. ▪ Title. ▪ Email address. ▪ Phone number.
Approval of agency with jurisdiction of the highway (if different than agency above).	<ul style="list-style-type: none"> ▪ Brief letter stating that the agency with jurisdiction supports the nomination.
Corridor(s) being proposed for a new designation (including extensions of existing AFCs).	<ul style="list-style-type: none"> ▪ Official name (route number) of the NHS segment. ▪ Beginning point (include one of the following: intersection, interchange, or State border). ▪ End point (include one of the following: intersection, interchange, or State border).
Type of alternative fuel corridor.	<ul style="list-style-type: none"> ▪ EV Charging. ▪ Hydrogen. ▪ Propane. ▪ CNG. ▪ LNG.
Current station locations.	<ul style="list-style-type: none"> ▪ Address of station. ▪ Alternative fuel(s) provided. ▪ For EV charging stations include 1) power level by port; 2) number of ports; 3) connector type(s) by port.
Corridor ready vs. corridor pending.	<ul style="list-style-type: none"> ▪ Based on criteria in Table 1, identify if the nominated route is corridor ready or corridor pending.
A map of each corridor nominated.	<ul style="list-style-type: none"> ▪ Current station locations (include fuel type). ▪ Distance between station locations (along the corridor). ▪ Distance off corridor (from the nearest interchange exit or highway intersection serving the station).

<p>GIS Shapefile or ESRI file geodatabase.</p>	<p>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:</p> <ul style="list-style-type: none"> ▪ Primary Corridor Route Name: such as I-10 or HI-3 (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
<p>Equity Information</p>	<ul style="list-style-type: none"> ▪ Written explanation of how the nominated corridor would contribute to an equitable charging and fueling network. Explanation should note if the corridor being nominated is in a rural area or serves disadvantaged communities.

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. EV Charging Justice 40 map tool. [Electric Vehicle Charging Equity Considerations | Argonne National Laboratory \(anl.gov\)](#).
2. U.S. DOT Disadvantaged Census Tracts tool. [Transportation Disadvantaged Census Tracts \(arcgis.com\)](#).
3. 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 [Alternative Fuels Data Center: Station Data for Alternative Fuel Corridors \(energy.gov\)](#). 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.
4. 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. See [Alternative Fuels Data Center: Alternative Fueling Station Locator \(energy.gov\)](#).
5. The 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: [NHS Maps - National Highway System - Planning - FHWA \(dot.gov\)](#) or interactive NHS map viewer at [National Highway System - FHWA HEPGIS Maps \(dot.gov\)](#).
6. 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 [National Highway System - FHWA HEPGIS Maps \(dot.gov\)](#) by clicking on “Download Data” shown on the second toolbar row of the menu at the top of the webpage and then selecting the NHS zip file.
7. The applicant can also download the existing Alternative Fuel Corridor GIS Shapefile (including Rounds 1 – 6) to become familiar with the attributes included in the FHWA Alternative Fuel corridor shapefile at [National Highway System - FHWA HEPGIS Maps \(dot.gov\)](#). Click on

“Downloads” shown on the second toolbar row of the menu at the top of the webpage and then select the Alt Fuel Corridors zip file.

Designation of Freight Electric Vehicle (EV) Corridors

Paragraph (2) under the Highway Infrastructure Program heading in title VIII of division J of the Bipartisan Infrastructure Law (BIL) requires that the Secretary designate national EV charging corridors that identify the near- and long-term need for, and the location of, EV charging infrastructure to support freight and goods movement at strategic locations along major national highways, the National Highway Freight Network (NHFN), and goods movement locations including ports, intermodal centers, and warehousing locations. For an interactive map of the NFHN, see [National Highway Freight Network - FHWA HEPGIS Maps \(dot.gov\)](#).

The FHWA is proposing the following for Freight EV Corridors:

Use the NHFN as the preliminary designation. The NHFN was established as required by the FAST Act under 23 U.S.C. 167(c) and includes the following subsystems of roadways with an estimated total of 59,079 centerline miles:

- **Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. The network consists of about 41,799 centerline miles, including 38,014 centerline miles of Interstate and 3,785 centerline miles of non-Interstate roads. An update to the PHFS is required every 5 years per 23 U.S.C. 167(d) and the latest update was in 2022.
- **Other Interstate portions not on the PHFS:** These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. These portions amount to an estimated 9,234 centerline miles of Interstate, nationwide, and will fluctuate with additions and deletions to the Interstate Highway System.
- **Critical Rural Freight Corridors (CRFCs):** These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities. Nationwide, there are about 5,390 centerline miles of CRFCs, designated by the States.
- **Critical Urban Freight Corridors (CUFCs):** These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities. Nationwide, there are about 2,656 centerline miles of CUFCs, designated by States and Metropolitan Planning Organizations.

The FHWA is requesting input to this proposed designation as part of the Round 7 RFN. This is optional and only needed if changes are recommended to use of the NHFN for freight EV corridor designation, as proposed above. The FHWA will review any recommended changes and modify the proposed Freight EV Corridors as appropriate. Note that these optional changes apply to the Freight EV designation only, not other designations associated with the NHFN.

When considering recommended changes, FHWA recommends that States pay special attention to highway segments and corridors that are 1) in close proximity to disadvantaged communities; 2) air quality non-attainment areas; 3) adjacent to communities with health indicators related to poor air quality.

Table 3: Optional input to proposed Freight EV Corridors.

Information Element	Information to include
Name of State or local agency with recommended changes.	<ul style="list-style-type: none"> ▪ Contact name. ▪ Title. ▪ Email address. ▪ Phone number.
Approval of agency with jurisdiction of the highway (if different than agency above).	<ul style="list-style-type: none"> ▪ Brief letter stating that the agency with jurisdiction supports the recommended changes.
Corridor(s) on the NHFN recommended for exclusion.	<ul style="list-style-type: none"> ▪ Official name (route number) of the NHFN corridor. ▪ Beginning point (include one of the following: intersection, interchange, or State border). ▪ End point (include one of the following: intersection, interchange, or State border). ▪ A map of each corridor.
Corridor(s) not on the NHFN recommended for inclusion. Must be on NHS.	<ul style="list-style-type: none"> ▪ Official name (route number) of the NHS segment. ▪ Beginning point (include one of the following: intersection, interchange, or State border). ▪ End point (include one of the following: intersection, interchange, or State border). ▪ A map of each corridor.

Points of Contact

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

Will Stein
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 952-913-3443 or william.stein@dot.gov

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

Sara Secunda
 U.S. Department of Transportation
 Volpe Center
 617-494-3601 or sara.secunda@dot.gov

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 June 21, 2023**. **If possible, FHWA encourages nominations to be submitted earlier than the due date.**