

NAFCC - Corridor Council NOTES for May 19, 2022

REMEMBER - One of our main purposes with today's call is to lay out the agenda for next month's meeting WITH the DOTs.



MAIN PURPOSES OF THE COUNCIL:

1. Fully support DOT and FHWA Alternative Fuel Corridor objectives
2. Facilitate visually consistent DOT/FHWA Alternative Fuel Corridor Signage Programs across all our states, included for **both Identification (corridor) and Directional (wayfinding) Signage**
3. Establish regular calls and meetings with involved state DOT officials to develop criteria for developing effective Alternative Fuel signage programs

ATTENDANCE - See attendance sheet

MEETING NOTES

1. Welcome any new members into the group!
2. Review the fact that the name has changed; website updated; know the new acronym (as you may see it frequently) - **NAFCC**.

Marin and Tom are with the Greater New Orleans Coalition.

Rene Kelly is the new SC Coordinator.

Jason Willey is the new AR Coordinator.

Ryan with Triangle.

Background on corridor council for new people.

3. Round 6 submittals for FHWA - Who submitted for what additional corridors?
 - a. **AL** = I-22 and several secondary corridors (All EV)
 - b. **AR** = Nominated US-412 (secondary) for EV; otherwise held off on other, new nominations
 - c. **CA** = Big H2 efforts but also secondary corridors (turned over the CEC and CARB)
 - d. **FL** = major interstates were upgraded from 'pending' to 'ready' - US-441 , US-1 to GA border, US-27 to AL border; included secondary corridors (mostly EV focused)
 - e. **KY** = We nominated all interstates and parkways not previously nominated for EV. For Hydrogen we nominated I-64, I-65 and I-75. *Putting in three different H2 stations; have anchor fleet.*
 - f. **LA** = Worked w/coalitions and LADOT. LA is applying for H2 Hub funding. Applied for whole state for EV and hydrogen corridors; I-10 already nominated; applied for all interstates in the state; Hwy 90, Hwy 1 also under EV (port companies requested). US-90 designated as future I-49 extension. Designated all loops and spurs (mostly near New Orleans but also I-110 in Baton Rouge).
 - g. **MN** = EV only - Updated three corridors to "ready" (more additions in future!)
 - h. **NC** = evacuation routes on eastern coast; Triangle Clean Cities in North Carolina nominated a small portion of US-70 as EV-Ready to fill a gap between Raleigh and Durham and connect I-85 to I-40.

- i. **OK** = Submitted secondary corridors for EVs: I-40, I-35, I-44, US-412
 - j. **SC** = Had call w/Scarpino, Turchetta. Route in the low country for EVs evacuation (connector; Route 526) and some hydrogen; non secondaries
 - k. **TN** = *no submission; already have all major interstates (except for three loop interstates) designated as well as one secondary corridor (US 64)*
 - l. **TX** = TXDOT submitting all interstates for every fuel except hydrogen. *Sent Ann in LA nominations. I-30 to AR, US 69 to OK, Hydrogen for I-45, small portion of I-10. All of I-40 for hydrogen, I-10, I-20, I-30; I-69 pending for CNG*
 - m. **VA** = VDOT has hired an external consultant and is working with VACC to submit items for NEVI and Round 6. Focusing on electric, especially on I-77. *Planning, signage, deployment components. Chelsey Jenkins has been appointed to a high position in the state so the governor's office has a vested interest in making this work.*
 - n. **WV** = nominated all corridors in state for EV pending; small slice that is already EV ready. Kimley Horn is writing WV's NEVI plan. Nominated I-64 as a hydrogen pending corridor. Good cross-state cooperation.
4. Longer term NEVI planning
- a. Corridor considerations at state lines
 - b. Evacuation corridors (“Have you or are you working with your EMAs?”)
 - c. What becomes of the priority (for how the funding will be used) after a state has filled all its major interstate corridors with (for example) DCFers that meet the definition and that are no more than 50 miles apart?
5. Buy America now expanded - Review the new updates
6. MUTCD Update - do we know of or have any updates?
7. **What three things do you want to discuss on future calls?** *Remember that our purpose is to drive better communication and partnership between each of you and your state DOT calls WHILE we succeed in getting signage of both types installed and gaps filled.*
- a. The change for EV charger requirements was arbitrary. Logistically it's impossible at the requirements stated.
 - b. Jason Willey - *“Is there discussion of electricity delivery rate mitigation in the context of NEVI? (co-location of storage and/or production, new tariff rate classes, integration with site energy management, interaction with energy markets, etc.)”*
 - c. Tyler Hermann responded: *the NEVI guidance that came out in February does state that funds can be used on energy storage, onsite solar, etc. for the sake of cost reductions in areas where it makes sense. Justification needs to be provided, but that is an allowable expense, and the guidance specifically calls out rural areas as being likely places where these exceptions might be made.*
 - d. Kelly Bragg asked about how to keep politics out of siting/choosing signage. Minimum standards came out for the NEVI rules on the same day as the day the Round 6 were due. These standards have been delayed by a week (should see something Friday/Monday).

- e. Jason: <https://www.adeg.state.ar.us/energy/opportunities/dcfc/>
- f. Soria is right, at the next meeting we'll have to discuss if leniency will be provided in concern about energy costs. Will also review site selection.

8. July 16 agenda items

- a. Soria - Round 6 station design – 4 x 150 kW = 600 kW. *“Will leniency be provided?” question from utility, worried about energy costs.*
Tyler - *there will be further guidance*
AH comment - *response to person in state w/Q about this.*
- b. Site selection - consider multiple criteria (e.g., safety, visibility), how well they fill the gap, etc.
> Jason - *have rcv'd their proposals for VW process; learning a lot for NEVI process (lessons learned); link shared: <https://www.adeg.state.ar.us/energy/opportunities/dcfc/>*
> Jonathan - *TCEQ release of funds*
- c. Item #3?

GROUP CHAT

00:16:50 Jason Willey: 

00:18:17 Soria Adibi, NCTCOG/DFWCC: I'm happy to be a back-up note taker, but I lost access to the Google drive I think

00:18:48 Marin Stephens (she/her): sorry mute button froze!

00:18:50 Marin Stephens (she/her): hi!

00:23:26 Lisa Thurstin-MN Clean Cities: MN has done pretty good on signage too! :)

00:28:27 Matthew Wade - VCC: <https://afdc.energy.gov/stations/#/corridors>

00:31:44 Ryan Eldridge, Triangle J Council of Governments: Wanted to add that Triangle Clean Cities in North Carolina nominated a small portion of US-70 as EV-Ready to fill a gap between Raleigh and Durham and connect I-85 to I-40.

00:40:46 Emily Carpenter: For Kentucky - We nominated all interstates and parkways not previously nominated for EV. For Hydrogen we nominated I-64, I-65 and I-75.

00:49:53 Alisha Lopez: very cool!

00:50:18 Carina Trustram Eve: I believe NC is also going after a hydrogen hub location, even though we don't have any hydrogen (that I'm aware of)

00:50:53 Emily Carpenter: Anchor fleet of Toyota. They are using TMMK to produce the fuel cell

00:51:21 Emily Carpenter: We are educating other fleets to get more on board with using the fuel.

00:51:31 Tim Taylor, Sacramento Clean Cities: We lost the info about the "Anchor Fleet" for hydrogen. Is that light-duty Toyota or Toyota Hino?

00:52:42 Emily Carpenter: We are working with TMMK.

00:54:07 Emily Carpenter: <https://pressroom.toyota.com/toyota-to-assemble-fuel-cell-modules-at-kentucky-plant-in-2023/>

00:54:27 Emily Carpenter: Sorry about the connection instability. Storms are a pain.

00:57:24 Jason Willey - AR Clean Cities - AEO: I sent you a message already, jasonwilleya@gmail.com

01:04:22 Jason Willey - AR Clean Cities - AEO: Do we know if Utah or Nevada asked about that in their JO meeting

01:06:43 Soria Adibi, NCTCOG/DFWCC: To put his question in his own words: Is there discussion of electricity delivery rate mitigation in the context of NEVI? (co-location of storage and/or production, new tariff rate classes, integration with site energy management, interaction with energy markets, etc..)

01:09:31 Tyler Herrmann: Hey Soria, the NEVI guidance that came out in February does state that funds can be used on energy storage, on-site solar, etc. for the sake of cost reductions in areas where it makes sense. Justification needs to be provided, but that is an allowable expense, and the guidance specifically calls out rural areas as being likely places where these exceptions might be made.

01:11:28 Soria Adibi, NCTCOG/DFWCC: I think even TCEQ would not recommend the first come first serve approach

01:15:10 Matthew Wade - VCC: i need to bounce to another meeting, great work on the corridor nominations!

01:16:01 Tyler Herrmann: I have to leave for another meeting, take care everyone!

01:17:10 Soria Adibi, NCTCOG/DFWCC: Thanks Tyler!

01:17:30 Jason Willey - AR Clean Cities - AEO: <https://www.adeg.state.ar.us/energy/opportunities/dcfc/>