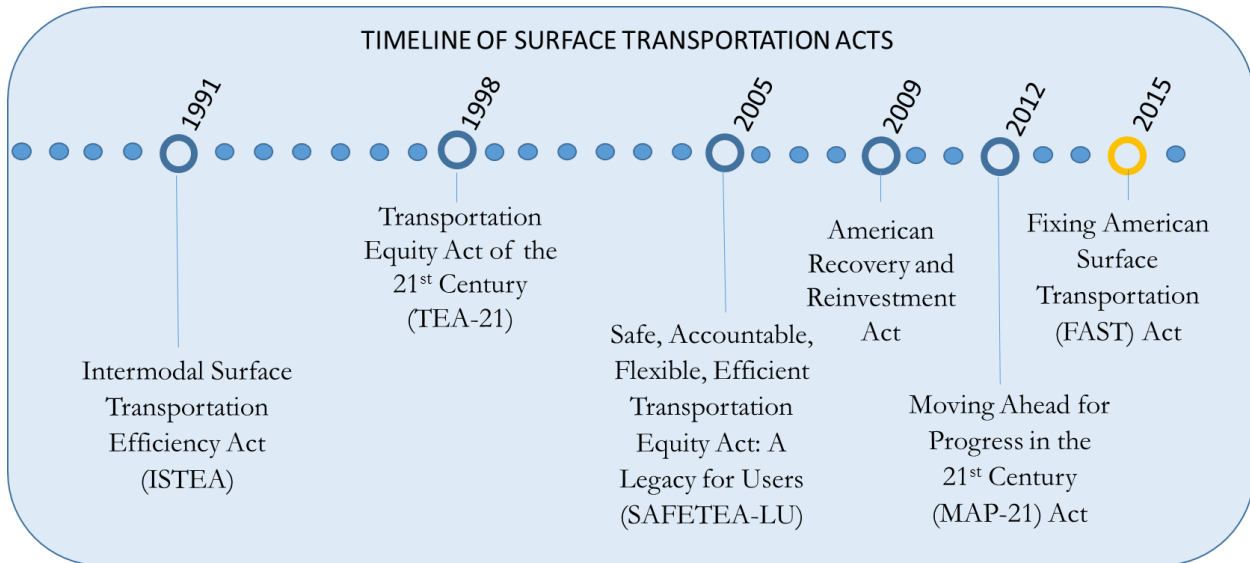




Alternative Fuel Provisions under the FAST Act

The [Fixing America’s Surface Transportation \(FAST\) Act](#), enacted in December 2015, authorizes congress to spend \$305 billion between 2016 and 2020 for highways and transit. It continues nearly all of the highway and transit formula programs in MAP-21. This factsheet summarizes the FAST Act’s provisions concerning alternate fuels.



Section 1413

U.S. Department of Transportation will designate national plug-in electric vehicle charging and hydrogen, propane, and natural gas fueling corridors in strategic locations along major highways. Designated corridors may expand truck stop electrification, propane fueling stations, natural gas dispensers, and electric vehicle supply equipment.

- **Timeline:** Corridors will be designated by December 2016. Update and re-designation is to occur every five years. FAST Act established an “aspirational goal” of creating the infrastructure by 2020.
- **Selection criteria:** perceived demand for the infrastructure, the strategic importance of a stretch of highway, and pre-existing charging and fueling infrastructure.

Electric Vehicle Supply Equipment for Federal Employees (Section 1413)

FAST Act authorizes U.S. General Services Administration or other federal agencies to install electric vehicle supply equipment that may be used by federal employees and certain others to charge their privately-owned vehicles. Employees must pay to reimburse the agencies for equipment procurement, installation, and maintenance.

HOV Lane Exemptions for Low Emission and Energy-Efficient Vehicles (Section 1411)

FAST Act extends the ability for public authorities to offer high-occupancy vehicle (HOV) access for low emission and energy-efficient vehicles, such as hybrid electric vehicles, through 2019, if the vehicles pay a



toll. Alternative fuel and plug-in electric vehicles may continue to be granted free or discounted access to HOV lanes through 2025.

[Financing Assistance \(Section 9001\)](#)

Establishes a new National Surface Transportation and Innovative Finance Bureau within the Department of Transportation to serve as a one-stop shop for state and local governments to receive federal funding, financing, or technical assistance. The Bureau will also develop and promote best practices for public-private partnerships, provide advice to state and local governments, and require project sponsors to undergo a value-for-money analysis and make it publicly available. The Bureau can be used as a mechanism to finance alternative fuel vehicle infrastructure deployment through public-private partnerships.

[State Infrastructure Banks \(Section 2001\)](#)

Allows states to use up to 10 percent of their allocated federal highway funds to fund a state infrastructure bank through 2020. Restores provision from SAFETEA-LU allowing states to capitalize state infrastructure banks with Federal-aid Highway formula dollars. Clarifies that a state infrastructure bank may make loans from funds deposited in the highway, transit, or rail accounts or with funds deposited into the rural projects fund. Loans from the highway, transit, or rail accounts may cover 100 percent of project costs (whereas loans made from the rural projects fund may only cover 80 percent of project costs). State infrastructure banks can be used as a mechanism to finance alternative fuel vehicle infrastructure deployment.

[Congestion Mitigation and Air Quality Improvement \(CMAQ\) Program \(Section 1114\)](#)

The FAST Act continues CMAQ eligibility for electric vehicle recharging and natural gas vehicle refueling infrastructure at any locations in the State and adds priority for infrastructure located on the corridors designated under 23 U.S.C. 151.

[Weight Exemption for Natural Gas Vehicles on Federal Roads \(Section 1410\)](#)

Provides that vehicles powered primarily by natural gas may exceed federal weight limits up to a maximum of 82,000 pounds based on additional weight of natural gas fueling systems and tanks.

[Fuel Economy Credits for Natural Gas Vehicles \(Section 24341\)](#)

Current law requires calculating fuel economy of bi-fuel natural gas-gasoline vehicles by assuming the vehicles operate 50 percent of the time on gasoline and 50 percent on natural gas. The final mile-per-gallon estimate, therefore, can misrepresent the greenhouse gas benefits of bi-fuel vehicles. The new regulations allow automakers to use a higher factor for natural gas operation when calculating fuel economy beginning in 2016 (previously scheduled to start on 2019). This provision does not apply to propane vehicles.

[Other Provisions Continued Under the FAST Act](#)

- States can use funds for any Federal-aid highway project to install electric vehicle charging stations and natural gas vehicle refueling stations. ([Section 142 of Title 23, United States Code](#))
- States can use CMAQ funds for electric vehicle charging stations and natural gas vehicle refueling stations, except for stations where commercial establishments serving motor vehicle users are prohibited by [Section 111 of Title 23, United States Code](#). ([Section 149 of Title 23, United States Code](#))



- States can use fringe and corridor parking facilities funds to install electric vehicle charging stations and natural gas vehicle refueling stations. ([Section 137 of Title 23, United States Code](#))
- States can use forest development roads and trails funds for fringe and corridor parking facilities to install electric vehicle charging stations and natural gas vehicle refueling stations. ([Section 205 of Title 23, United States Code](#))

[Links to More Information on the FAST Act](#)

[U.S. Department of Transportation FAST Act Summary](#)

[Federal Highway Administration FAST Act Summary](#)

[Federal Transit Administration FAST Act Summary](#)

[AASHTO, Summary of new Surface Transportation Bill](#)

This factsheet was developed as part of the Deployment of Alternative Vehicle and Fuel Technologies initiative, a joint project of Oregon Department of Transportation and other state DOTs, along with the U.S. Department of Transportation's Federal Highway Administration. The initiative is being supported by The Cadmus Group, Atlas Public Policy, and Vermont Energy Investment Corporation. Visit www.altfueltoolkit.org for more information.