

# Alternative Fuel Vehicle Signage Update

3/6/2018

## Questions from Webinar Participants with Panelist Responses:

1. To confirm, The FHWA workshops will be focused in areas/states where no corridors were designated?
  - a. That is one criteria FHWA will be using to select locations for the workshops, but they will be doing additional exploration before finalizing this.
2. Will any of the FHWA regional convenings be located in CA, OR or WA?
  - a. Not sure at this point, but will be providing notification as venues are determined.
3. Diane, can you say how many new and approved corridors seem to target heavy duty vehicles as opposed to passenger cars?
  - a. Quite a few nominations for CNG in this round, which are more oriented toward heavy duty vehicles. The corridor announcements are expected soon and will provide more detail.
4. Diane, How does the AFV corridor effort coordinate with the truck parking initiatives? It would be good to ID areas that need truck parking and can be EV charging to meet that need.
  - a. FHWA hasn't made this connection yet, but they recognize it is an important issue
5. Question for Minnesota and South Carolina presenters: Do your respective State DOTs have policies against signing conventional fuel stations within urban areas and if so, how did this impact the location of your Alternative Fuel Corridor signage?
  - a. MN - no formal policy, but don't typically do this in urban areas; mostly in rural
  - b. SC - not sure of policy in SC. Would need to check with SCDOT.
6. For Diane...2018 due date for corridor recommendations? Are guidelines/requirements the same or similar?
  - a. FHWA does expect there will be a 2018 nomination call with similar timing in the fall. If FHWA can provide more time they will do that. After nominations in late fall expect announcements in spring.
7. Can DOE share these presentations to the Clean Cities sharepoint site?
  - a. Yes, a PDF will be provided following the webinar and can be distributed as needed.
8. Will the Goodwill Industries w/EV-Charging plaque then apply for the logo's program under the fuel category?
  - a. Yes, that is how it would work.

9. What specific service category would the Goodwill Industries fall under - "Gas/Fuels"?
  - a. Supplemental messaging will specify charging, so yes it will fall under the gas/fuels category.
10. Did SC use State funds for the signs or Federal funds?
  - a. Mix of both state and federal funds through the energy office.
11. Can SC review again how exactly they chose the exact locations for corridor signage?
  - a. Locations were determined relative to proximity to other signs around the area; not specific to mile markers or exit signage.
12. How do state DOTs plan to roll out directional signage and track impact on station utilization?
  - a. RI - No directional signage for RI at this point.
  - b. SC - looking at pilot in SC; potentially looking at specific exits;
  - c. N - wayfinding is more complicated, not at a traditional fuel
13. Julia, what vehicles are expected to be served initially by the hydrogen station in Providence?
  - a. Meeting with Toyota recently. More hydrogen stations coming in MA, CT and RI. Possibly working with automakers to showcase Hydrogen fuel vehicles. Mirai and Hyundai SUV for RI DOT maintenance and construction staff that need larger vehicles.
14. Has there been any thought given to differentiating between Level 2 and DCFC on the signage? A long-distance traveler in need of DCFC that follows signage to an L2 site will be rather disappointed. Similarly, there will, in the future, be an extremely important distinction between high speed DCFC (150kW+) and comparatively slow speed DCFC (24kw to 50kw). Likewise, what about distinguishing between CCS, CHAdeMO and Tesla?
  - a. CA - Fast is at least 20kWh in 30 minutes, which would be at least 40 kW charging power. Could also include battery switching too.
    - i. Aware that some states are identifying Tesla stations
    - ii. Not currently considering signage to different plug-types or power beyond the FAST plaque
15. Julia, can you talk about the different types of expertise the RI collaborators have brought to the alt fuel corridor effort, and how they complement each other?
  - a. Small state allows for some collaboration - Wendy Lucht from Ocean State Clean Cities. Ryan Cote from Office of Energy Resources who works on the Charge Up program; Allison Callahan from Dept of Env Management;
    - i. All come with different skill sets to contribute

16. Why is no state considering adding the Biodiesel slide to the corridors?
  - a. FHWA - As the federal coordinator, Biodiesel wasn't included in the law establishing the AFV corridor designations, so they didn't have the authority to include this.
  
17. Do the states participating on the call utilize the "Last in Corridor" sign when only one type of alternative fuel is offered within the corridor?
  - a. Not in SC
  - b. Not in RI
  - c. CA yet to establish overall statewide policy