



The Great Lakes Zero Emission Corridor Memorandum of Understanding

This Memorandum of Understanding (MOU) for a Great Lakes Zero Emission Corridor, as hereinafter defined, is made and entered into by and among the Michigan Department of Transportation, Minnesota Department of Transportation, and Illinois Department of Transportation as Partners. In addition, the Indiana Department of Transportation and the Wisconsin Department of Transportation provide their separate letters of support for the MOU, (hereinafter referred to as "Partner" or "Partners"). The City of Detroit, MI, also provides a separate letter of support for the MOU as the first city partner.

WHEREAS, the economic growth, mobility, and environmental benefits of a robust, connected, and multimodal charging infrastructure will positively impact the citizens living along Interstate 94 in the States of Michigan, Indiana, Illinois, Wisconsin, and Minnesota; and

WHEREAS, agencies of the U.S. Department of Transportation and National Laboratories of the Department of Energy seek to advance the Nation's transportation system through regional efforts and the research opportunities they offer; and

WHEREAS, the U.S. Department of Transportation (U.S. DOT) will begin the process for the designation of a 1,000-mile Electric Vehicle Corridor under the provisions of Section 1413 of the Fixing America's Surface Transportation Act (FAST Act) that connects more than thirty (30) communities on Interstate 94 from Port Huron, MI, to Moorhead, MN, in response to the request of Michigan DOT and Minnesota DOT (the "Corridor"); and

WHEREAS, this designation encompasses and replaces two independent corridors designated by the Secretary of Transportation:

(1) the Detroit to Chicago Electric Vehicle Corridor designation, submitted by the City of Detroit and sponsored by the Michigan DOT; and

(2) the Port Huron, MI, to Moorhead, MN, Electric Vehicle Corridor designation, submitted by the Minnesota DOT and sponsored by the Michigan DOT, the Indiana DOT, the Illinois DOT, and the Wisconsin DOT; and

WHEREAS, the Partners may reference this Corridor, (U.S. DOT designated Electric Vehicle Corridor) as the "Great Lakes Zero Emission Corridor"; and

government, and academic resources may serve as a template to significantly advance the Nation's future transportation systems; and

WHEREAS, the five-state region and its stakeholders will benefit from the increased investment and quality of life resulting from an advanced, clean, and accessible transportation system; and

WHEREAS, the Corridor's broader regional extent can leverage stakeholder partnerships on electric transportation infrastructure, information, and operations throughout the length of the Corridor for new and larger economic and societal cost-savings that might otherwise be difficult for cities and other communities to achieve individually; and

WHEREAS, multi vehicle-type charging stations and a range of charging speeds to address different electric transportation uses and travel distances is preferred, where possible; and

WHEREAS, the 25- to 50-mile spacing of community hubs along the Corridor allows for increased multimodal electric transportation opportunities, helps address cold weather challenges, and can provide potential economic and transportation opportunities for smaller communities; and

WHEREAS, representatives from the Partners will coordinate the development of uniform, and highly visible, electric charging station signage for travelers that also reflects the characteristics and requirements of each state for travelers throughout the Corridor, and within the communities the Corridor connects; and,

NOW THEREFORE, as leaders of our state departments of transportation, cities, and other communities, the undersigned Partners hereby express their mutual understanding and cooperative relationship as follows:

1. **THAT** the purpose of this MOU is to foster partnerships, funding, investments, research, and other activities that can form the basis for a robust, multimodal, electric transportation infrastructure that benefits the five-state region and sets an example for the Nation,

2. **THAT** each Partner may appoint and maintain a point of contact for this effort, and these points of contact will coordinate, collaborate, or convene periodically to advance objectives of the Corridor. Each Partner may change its own appointee at any time, and the Partners may collectively decide to appoint a chair or lead point of contact on an annually rotating basis.

3. **THAT** the Partners may collaborate with the U.S. DOT to develop a symbolic and informational logo to be used at the Partners' discretion on signage, printed and online information, and any related materials,

4. **THAT** this MOU does not create any obligation for funding or development responsibilities of the Partners,

5. **THAT** each of the undersigned Partners as initial Partners (including any future added or new partners) enters into this MOU voluntarily as a state department of transportation, and city, (or other community or entity), and not as a principal, agent, or joint venturer, without any contractual obligations or third party benefits. Nothing herein shall be construed as consent by any of the Partners to be sued or take part in any suit in courts of any of the undersigned states, nor does this MOU grant a waiver of the Partners' individual sovereign immunity or rights under the Eleventh Amendment to the Constitution of the United States. This MOU does not grant any rights to any party arising out of any collaboration or the subject matter hereof. Nothing in this MOU shall be deemed to create any contractual obligation, or otherwise give rise to any right of action or any liability, to any third party claiming to have suffered a loss, loss of any benefit or contract, damage or injury arising from any alleged action taken under the terms of this MOU,

7. **THAT** new partners may join this MOU with majority consensus agreement from the Partners, including but not limited to states, cities, communities, or other supporting entities, provided there is no dissent from one or more of the existing initial Partners who signed this MOU as of the original signing,

8. **THAT** any change in this MOU, whether by modification or amendment, is only valid by a written agreement, signed by a duly authorized representative of each signatory state department of transportation within the designated Zero Emission Corridor area, and

9. **THAT** any Partner may withdraw from this MOU at any time by providing thirty (30) days written notice to each of the other respective signatory state departments of transportation with the exception of cities and other communities, which only need to submit such notice to the state department of transportation that serves their jurisdiction.

IN WITNESS WHEREOF, the undersigned Partners enter into this seven (7) page MOU, effective as of the last date as written below.

[End of MOU. Remainder of page intentionally left blank; signature pages follow.]

ILLINOIS DEPARTMENT OF TRANSPORTATION

Signature:  Date: _____
Secretary

[Remainder of page intentionally left blank; signature pages to follow.]

MICHIGAN DEPARTMENT OF TRANSPORTATION

Signature: _____ Date: 1/9/2017

For Director

1-9-17
jcd

[Remainder of page intentionally left blank; signature pages to follow.]

MINNESOTA DEPARTMENT OF TRANSPORTATION

Signature:  Date: 1-6-17
Director: COMMISSIONER

[Remainder of page intentionally left blank; signature pages to follow.]



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
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Indianapolis, Indiana 46204

PHONE: (317) 234-7911
FAX: (317) 232-1499

Michael R. Pence, Governor
Brandye L. Hendrickson,
Commissioner

January 6, 2017

Director Kirk Steudle
Michigan Department of Transportation
425 W. Ottawa St.
PO Box 30050
Lansing, MI 48909

Commissioner Charles Zelle
Minnesota Department of Transportation
395 John Ireland Blvd.
St. Paul, MN 55155

The Indiana Department of Transportation (INDOT) is pleased to provide this letter of support for the designation of the "Great Lakes Zero Emission Corridor" along I-94 from Port Huron, Michigan, to Moorhead, Minnesota.

INDOT understands this designation, made pursuant to FAST Act Section 1413, is intended to encompass and replace the formerly separate Detroit to Chicago Zero Emission Corridor designation submitted by the City of Detroit and sponsored by the Michigan Department of Transportation; and the Port Huron to Moorhead Zero Emission Corridor designation submitted by the Minnesota Department of Transportation and sponsored by INDOT, the Michigan Department of Transportation, the Illinois Department of Transportation and the Wisconsin Department of Transportation.

As noted in my letter to Secretary Foxx dated August 19, 2016, INDOT supports the designation of I-94 as a "Zero Emission" corridor to help increase use of electric and alternative fuel vehicles in the Upper Midwest. Combining the two designations along I-94 will serve to better focus regional efforts to secure the environmental and economic benefits anticipated from the implementation of FHWA's Zero Emission Corridors program.

We appreciate FHWA's work to facilitate one, combined Great Lakes Zero Emission Corridor designation. For inquiries related to this effort specific to INDOT, please do not hesitate to contact me at (317) 234-7911.

Sincerely,

Katherine England
Director of Multimodal Planning and Programming
Indiana Department of Transportation



Wisconsin Department of Transportation

www.dot.wisconsin.gov

Scott Walker
Governor

Mark Gottlieb, P.E.
Secretary

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January 6, 2017

Commissioner Charles Zelle
Minnesota Department of Transportation
395 John Ireland Blvd
St. Paul, MN 55155

Director Kirk Steudle
Michigan Department of Transportation
425 W. Ottawa St
PO Box 30050
Lansing, MI 48909

RE: Letter in Support of Great Lakes Zero Emissions Corridor Designation
Fixing America's Surface Transportation (FAST) Act, Sec. 1413

Commissioner Zelle and Director Steudle:

The Wisconsin Department of Transportation (WisDOT) is pleased to provide this letter of support for the designation of the "Great Lakes Zero Emissions Corridor" along I-94 from Port Huron, Michigan, to Moorhead, Minnesota.

WisDOT understands this designation, made pursuant to FAST Act Section 1413, is intended to encompass and replace the formerly separate Detroit to Chicago Zero Emission Corridor designation submitted by the City of Detroit and sponsored by the Michigan Department of Transportation; and the Port Huron to Moorhead Zero Emission Corridor designation submitted by the Minnesota Department of Transportation and sponsored by the Michigan Department of Transportation, the Indiana Department of Transportation, the Illinois Department of Transportation, and WisDOT.

As noted in my letter dated August 19, 2016, WisDOT supports the designation of I-94 as a "Zero Emission" corridor to help increase use of electric and alternative fuel vehicles in the Upper Midwest. Combining the two designations along I-94 will serve to better focus regional efforts to secure the environmental and economic benefits anticipated from the implementation of FHWA's Zero Emission Corridors program.

We appreciate FHWA's work to facilitate one, combined Great Lakes Zero Emissions Corridor designation. For inquiries related to this effort specific to WisDOT, please do not hesitate to contact Aileen Switzer, Administrator for the Division of Transportation Investment Management, at (608) 266-5791.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Gottlieb".

Mark Gottlieb, P.E.
Secretary



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January 9, 2017

Director Kirk Steudle
Michigan Department of Transportation
425 W. Ottawa Street
PO Box 30050
Lansing, Michigan 48909

Commissioner Charles Zelle
Minnesota Department of Transportation
395 Ireland Boulevard
St. Paul, Minnesota 55155

The City of Detroit (the City) is pleased to provide this letter of support for the designation of the "Great Lakes Zero Emission Corridor" along I-94 from Port Huron, Michigan to Moorhead, Minnesota.

The City understands this designation, made pursuant to FAST Act Section 1413, is intended to encompass and replaced the formerly separate Detroit to Chicago Zero Emission Corridor designation submitted by the City of Detroit and sponsored by the Michigan Department of Transportation; and the Port Huron to Moorhead Zero Emission Corridor designation submitted by the Minnesota Department of Transportation and sponsored by INDOT, the Michigan Department of Transportation, the Illinois Department of Transportation, and the Wisconsin Department of Transportation.

The City of Detroit supports the designation of I-94" as a "Zero Emission" corridor to help increase the use of electric and alternative fuel vehicles in the Upper Midwest. Combining the two designation along I-94 will serve to better focus regional efforts to secure the environmental and economic benefits anticipated from the implementation of FHWA's Zero Emission Corridors program.

We appreciate FHWA's work to facilitate one, combined Great Lakes Zero Emission Corridor designation. For inquiries related to this effort specific to the City of Detroit, please do not hesitate to contact myself at 313.224.3905.

Sincerely,



Ron Brundidge
Director of Public Works