

United States Senate

WASHINGTON, DC 20510 - 3505

July 13, 2018

Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I write to bring your attention to the application for a planning grant under the Better Utilizing Investment to Leverage Development (BUILD) Program submitted by the Stark Area Regional Transit Authority (SARTA) for the "Midwest States Alternative Fuel Corridor".

SARTA is working with a group of key stakeholders across multiple sectors, including Loves Travel Stops, the Ohio Fuel Cell Coalition, Cleveland State University, DriveOhio, and CALSTART, to plan the Midwest States Alternative Fuel Corridor. These partners are committed to creating an innovative series of alternative-fuel transportation corridors across Ohio and southern Michigan.

This project will plan for corridors that support a range of alternative-fuel transportation vehicles, including electric vehicles (EV), fuel cell electric vehicles (FCEV), and compressed natural gas (CNG) in order to facilitate effective local, regional and interregional travel utilizing alternative fuels. The project will also create an action plan that incorporates a number of intelligent transportation systems, including: sensor networks, autonomous vehicles, and vehicle platooning.

The Midwest States Alternative Fuel Corridor project seeks to create a consolidated replicable model that can drive widespread adoption of zero-emission and ITS technologies, including: electric vehicles, fuel cell electric vehicles, autonomous vehicles, vehicle platooning, and sensor networks.

Key to this proposal is SARTA's partnership with Love's Travel Stops, a privately-owned chain with hundreds of truck stops along rural and urban highways in 41 states. Love's will work with its subsidiary, Trillium CNG, to complete planning activities at approximately one dozen of Love's network truck stops for a mix of alternative fuel refueling and recharging technologies. This public-private partnership has the ability to drive adoption of these innovative technologies.

Specifically, the Midwest States Alternative Fuel Corridor project will support and encourage a mix of alternative refueling and recharging technologies. Other potential hosts will also participate in planning activities to assess feasibility at their own locations. This planning project would lay the groundwork for the potential of the swift and responsible, commercial implementation of these technologies.

By incorporating these alternative fuel technologies in the region and expanding the region's alternative fuel transportation infrastructure, this proposed planning project can accelerate the adoption of low- and zero-emissions vehicles. Ohio and southern Michigan have a rapidly growing clean transportation economy. Funding this project could help bolster alternative transportation and support economic development and job growth in these industries and improve the air quality of the region.

Please give the Midwest States Alternative Fuel Corridor BUILD planning grant application full and fair consideration. For additional questions, please contact Leah_Hill@brown.senate.gov in my office.

Sincerely,

A handwritten signature in blue ink that reads "Sherrod Brown". The signature is written in a cursive, flowing style.

Sherrod Brown
United States Senator

Congress of the United States
House of Representatives
Washington, DC 20515-3516

July 11, 2018

The Honorable Elaine Chao
Secretary of Transportation
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

I am writing to express my support to the Stark Area Regional Transit Authority (SARTA) in its application for funding which will assist with regional planning related to the Midwest States Alternative Fuel Corridor.

It is my understanding SARTA has assembled a project team that includes a broad range of stakeholders, including private businesses, transportation agencies, nonprofits, and universities. Prominent partners include Loves Travel Stops, the Ohio Fuel Cell Coalition, Cleveland State University, DriveOhio, and CALSTART—a member-supported organization of more than 190 firms, fleets, and agencies worldwide dedicated to supporting the growth of the high-tech, clean transportation industry.

When complete, this plan will provide an actionable roadmap to the creation of a series of alternative-fuel transportation corridors in Ohio and southern Michigan. These corridors will be capable of supporting local, regional, and interregional travel by electric vehicles (EV), fuel cell electric vehicles (FCEV), and compressed natural gas (CNG) automobiles, trucks, and buses.

At the backbone of this planning effort is participation by Love's Travel Stops, a privately-owned chain of more than 450 truck stop and convenience stores located along rural and urban highways in 41 states. During this project, Love's—with support from its family member company Trillium CNG, a renewable energy station design, construction engineering, and operational services firm—will finalize planning activities for approximately one dozen truck stops in its network where it intends to deploy—assuming commercial viability is demonstrated during planning—a mix of alternative fuel refueling and recharging technologies. Other potential hosts for such equipment will also participate in similar planning activities at their own locations.

Critically, the project will also support future opportunities to integrate a variety of intelligent transportation systems (ITS), including sensor networks, vehicle platooning, and autonomous vehicles.

At the end of the project, Love's and other site hosts will stand ready to move quickly out of the proposed planning activities and into actual implementation of the developed alternative fuel corridor plan. The goal? Putting steel into ground by the early 2020s—well in advance of the

September 30, 2025 deadline for expending FY2018 BUILD funds. In essence, this means that for the cost of a relatively affordable planning grant, DOT could see actual infrastructure in the ground on a timeline that is very competitive with applicants for capital grants under this solicitation.

By addressing one of the most significant barriers to the widespread use of low- and zero-emissions vehicles—range anxiety—the proposed corridors will also help accelerate the adoption of these vehicles. This, in turn, will support new jobs and economic development in the region's rapidly growing clean transportation economy, while providing significant air quality benefits, particularly in the many rural areas impacted by the corridors, which will crisscross Ohio and Michigan. Greater adoption will, in turn, support the region's growth into a dominant player in the zero-emissions industry, adding thousands of new high-paying jobs to the region over the next 15 years.

I believe in the proposed project and its potential to foster a safe transportation system, create long-term economic opportunities, reduce dependence on foreign oil, avoid adverse environmental impacts, and leverage private capital—all explicit DOT goals. I greatly appreciate every consideration in the review process.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Renacci", with a stylized flourish extending to the right.

Jim Renacci
Member of Congress

JR/hpm

United States Senate
WASHINGTON, DC 20510

July 11, 2018

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Madam Secretary,

I write to bring to your attention the competitive application submitted by the Stark Area Regional Transit Authority (SARTA) for funding in the FY18 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant program.

I understand that SARTA seeks funding for regional planning efforts related to the Midwest States Alternative Fuel Corridor, a series of alternative-fuel transportation corridors in Ohio and southern Michigan. These corridors will be capable of supporting local and interregional travel by electric vehicles, fuel cell electric vehicles, and compressed natural gas automobiles, trucks, and buses. Projects within this plan include adding service stations along the route with alternative fuel refueling and recharging technologies and integration of intelligent transportation systems including sensor networks, vehicle platooning, and autonomous vehicles. Assistance from your agency would help SARTA initiate planning and development for the corridor, with the ultimate goals of creating long-term economic opportunities for the region, reducing dependence on foreign oil, avoiding adverse environmental impacts, leveraging private capital, and fostering a safer transportation system.

Please give all due consideration to this request. If there are any questions, please contact my grant coordinator, Jason Knox, at (614) 469-6774. Thank you.

Sincerely,



Rob Portman
United States Senator

BOB GIBBS
7TH DISTRICT, OHIO

329 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-6265

110 COTTAGE STREET
ASHLAND, OH 44805
(419) 207-0650

Congress of the United States
House of Representatives
Washington, DC 20515-3507

TRANSPORTATION AND
INFRASTRUCTURE COMMITTEE
SUBCOMMITTEES
CHAIRMAN
WATER RESOURCES AND ENVIRONMENT
HIGHWAYS AND TRANSIT
RAILROAD, PIPELINES AND
HAZARDOUS MATERIALS
AGRICULTURE COMMITTEE
SUBCOMMITTEES
CONSERVATION, ENERGY AND FORESTRY
GENERAL FARM COMMODITIES AND
RISK MANAGEMENT
DEPARTMENT OPERATIONS,
OVERSIGHT, AND NUTRITION

July 10, 2018

Department of Transportation
Secretary Elaine L. Chao
1200 New Jersey Avenue, SE
Washington, D.C. 20590

RE: Support for SARTA's proposal for a Midwest States Alternative Fuel Corridor

Dear Secretary Chao,

As the Representative for Ohio's 7th Congressional District, I am pleased to support the Stark Area Regional Transit Authority (SARTA) in its application to the U.S. Department of Transportation (DOT) for funding to assist regional planning efforts related to the Midwest States Alternative Fuel Corridor.

To complete this project, SARTA has assembled a project team that includes: Love's Travel Stops, the Ohio Fuel Cell Coalition, Cleveland State University, and DriveOhio. As well as CALSTART, a member-supported organization of more than 190 firms, fleets, and agencies worldwide dedicated to supporting the growth of a high-tech, clean transportation industry.

When complete, this plan would establish an actionable roadmap to the creation of a series of alternative-fuel transportation corridors in Ohio and southern Michigan. These corridors will be capable of supporting local, regional, and interregional travel by electric vehicles, fuel cell electric vehicles, and compressed natural gas (CNG) automobiles, trucks, and buses.


At the core of this planning effort is participation by Love's Travel Stops, a privately-owned chain of more than 450 truck stop and convenience stores located along rural and urban highways in 41 states. During this project, Love's, with support from its family company Trillium CNG, a renewable energy station design, construction engineering, and operational services firm, will finalize planning activities for approximately one dozen truck stops in its network where Love's intends to deploy a mix of alternative fuel refueling and recharging technologies. Additionally, the project will also support future opportunities to integrate a variety of intelligent transportation systems (ITS), including sensor networks, vehicle platooning, and autonomous vehicles.

At the end of the project, Love's and other site hosts will stand ready to move quickly out of the proposed planning activities and into actual implementation of the developed alternative fuel corridor plan. With the goal of putting steel into the ground by the early 2020s, well in advance of the September 30, 2025 deadline for expending FY2018 BUILD funds.

By addressing one of the most significant barriers to the widespread use of low- and zero-emissions vehicles—range anxiety—the proposed corridors will also help accelerate the adoption of these vehicles.

This would support new jobs and economic development in the region's rapidly growing clean transportation economy, while providing significant air quality benefits. Particularly benefitting the many rural areas impacted by the corridors, which will span across Ohio and Michigan. Greater adoption would support the region's growth into a dominant player in the zero-emissions industry, potentially adding thousands of new high-paying jobs to the region over the next 15 years. Thank you for considering this application. If you have any questions, please contact Victoria VanBuskirk in my Canton, Ohio office at 330-737-1631.

Sincerely,

A handwritten signature in black ink, appearing to read "Bob Gibbs".

Bob Gibbs
Member of Congress



July 6, 2018

Office of the President

Department of Transportation
Attn: Secretary Elaine L. Chao
1200 New Jersey Ave., SE
Washington, DC 20590

RE: Support for SARTA's proposal for a Midwest States Alternative Fuel Corridor

Dear Secretary Chao,

Stark State College is pleased to support the Stark Area Regional Transit Authority (SARTA) in its application to the US Department of Transportation (DOT) for funding to assist with regional planning efforts related to the Midwest States Alternative Fuel Corridor.

To complete this high-profile project, SARTA has assembled a project team that includes a broad range of stakeholders, including private businesses, transportation agencies, nonprofits, and universities. Prominent partners include Loves Travel Stops, the Ohio Fuel Cell Coalition, Cleveland State University, DriveOhio, and CALSTART—a member-supported organization of more than 190 firms, fleets, and agencies worldwide dedicated to supporting the growth of the high-tech, clean transportation industry.

When complete, this plan will provide an actionable roadmap to the creation of a series of alternative-fuel transportation corridors in Ohio and southern Michigan. These corridors will be capable of supporting local, regional, and interregional travel by electric vehicles (EV), fuel cell electric vehicles (FCEV), and compressed natural gas (CNG) automobiles, trucks, and buses.

At the backbone of this planning effort is participation by Love's Travel Stops, a privately-owned chain of more than 450 truck stop and convenience stores located along rural and urban highways in 41 states. During this project, Love's—with support from its family member company Trillium CNG, a renewable energy station design, construction engineering, and operational services firm—will finalize planning activities for approximately one dozen truck stops in its network where it intends to deploy—assuming commercial viability is demonstrated during planning—a mix of alternative fuel refueling and recharging technologies. Other potential hosts for such equipment will also participate in similar planning activities at their own locations.

Critically, the project will also support future opportunities to integrate a variety of intelligent transportation systems (ITS), including sensor networks, vehicle platooning, and autonomous vehicles.

At the end of the project, Love's and other site hosts will stand ready to move quickly out of the proposed planning activities and into actual implementation of the developed alternative fuel corridor plan. The goal is to put steel into the ground by the early 2020s—well in advance of the September 30, 2025 deadline for expending FY2018 BUILD funds. In essence, this means that for the cost of a relatively affordable planning grant, DOT could see actual infrastructure in the ground on a timeline that is very competitive with applicants for capital grants under this solicitation.

Secretary Elaine Chao
July 6, 2018
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By addressing one of the most significant barriers to the widespread use of low- and zero-emissions vehicles—range anxiety—the proposed corridors also will help accelerate the adoption of these vehicles. This, in turn, will support new jobs and economic development in the region's rapidly growing clean transportation economy, while providing significant air quality benefits, particularly in the many rural areas impacted by the corridors, which will crisscross Ohio and Michigan. Greater adoption will, in turn, support the region's growth into a dominant player in the zero-emissions industry, adding thousands of new high-paying jobs to the region over the next 15 years.

Stark State College believes in the proposed project and its potential to foster a safe transportation system, create long-term economic opportunities, reduce dependence on foreign oil, avoid adverse environmental impacts, and leverage private capital—all explicit DOT goals. Please give it every consideration in the review process.

Sincerely,



Para M. Jones, Ph.D.
President
Stark State College
6200 Frank Ave. NW
North Canton, OH 44720
pjones@starkstate.edu



THE CITY OF
CANTON
THOMAS M. BERNABEI, MAYOR

July 11, 2018

Department of Transportation
Secretary Elaine L. Chao
1200 New Jersey Ave., SE
Washington, DC 20590

RE: Support for SARTA's proposal for a Midwest States Alternative Fuel Corridor

Dear Secretary Chao,

The City of Canton is pleased to support the Stark Area Regional Transit Authority (SARTA) in its application to the US Department of Transportation (DOT) for funding to assist with regional planning efforts related to the Midwest States Alternative Fuel Corridor.

To complete this high-profile project, SARTA has assembled a project team that includes a broad range of stakeholders, including private businesses, transportation agencies, nonprofits, and universities. Prominent partners include Loves Travel Stops, the Ohio Fuel Cell Coalition, Cleveland State University, DriveOhio, and CALSTART—a member-supported organization of more than 190 firms, fleets, and agencies worldwide dedicated to supporting the growth of the high-tech, clean transportation industry.

When complete, this plan will provide an actionable roadmap to the creation of a series of alternative-fuel transportation corridors in Ohio and southern Michigan. These corridors will be capable of supporting local, regional, and interregional travel by electric vehicles (EV), fuel cell electric vehicles (FCEV), and compressed natural gas (CNG) automobiles, trucks, and buses.

At the backbone of this planning effort is participation by Love's Travel Stops, a privately-owned chain of more than 450 truck stop and convenience stores located along rural and urban highways in 41 states. During this project, Love's—with support from its family member company Trillium CNG, a renewable energy station design, construction engineering, and operational services firm—will finalize planning activities for approximately one dozen truck stops in its network where it intends to deploy—assuming commercial viability is demonstrated during planning—a mix of alternative fuel refueling and recharging technologies. Other potential hosts for such equipment will also participate in similar planning activities at their own locations.

Critically, the project will also support future opportunities to integrate a variety of intelligent transportation systems (ITS), including sensor networks, vehicle platooning, and autonomous vehicles.

At the end of the project, Love's and other site hosts will stand ready to move quickly out of the proposed planning activities and into actual implementation of the developed alternative fuel corridor plan. The goal? Putting steel into ground by the early 2020s—well in advance of the September 30, 2025 deadline for expending FY2018 BUILD funds. In essence, this means that for the cost of a relatively affordable planning grant, DOT could see actual infrastructure in the ground on a timeline that is very competitive with applicants for capital grants under this solicitation.

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We strongly believe in the proposed project and its potential to foster a safe transportation system, create long-term economic opportunities, reduce dependence on foreign oil, avoid adverse environmental impacts, and leverage private capital—all explicit DOT goals. Please give it every consideration in the review process.

Thank you and please do not hesitate to contact my office at 330-438-4300 with any questions.

Sincerely,



Thomas M. Bernabei
Mayor



**STARK COUNTY
REGIONAL PLANNING
COMMISSION**

201 3RD ST. NE, STE. 201, CANTON, OH 44702-1211

www.rpc.starkcountyohio.gov

t 330 451 7389 f 330 451 7990

July 6, 2018

Department of Transportation
Attn: Secretary Elaine L. Chao
1200 New Jersey Ave., SE
Washington, DC 20590

RE: Support for SARTA's proposal for a Midwest States Alternative Fuel Corridor

Dear Secretary Chao,

The Stark County Regional Planning Commission (SCRPC) is pleased to support the Stark Area Regional Transit Authority (SARTA) in its application to the US Department of Transportation (DOT) for funding to assist with regional planning efforts related to the Midwest States Alternative Fuel Corridor.

To complete this high-profile project, SARTA has assembled a project team that includes a broad range of stakeholders, including private businesses, transportation agencies, nonprofits, and universities. Prominent partners include Loves Travel Stops, the Ohio Fuel Cell Coalition, Cleveland State University, DriveOhio, and CALSTART—a member-supported organization of more than 190 firms, fleets, and agencies worldwide dedicated to supporting the growth of the high-tech, clean transportation industry.

When complete, this plan will provide an actionable roadmap to the creation of a series of alternative-fuel transportation corridors in Ohio and southern Michigan. These corridors will be capable of supporting local, regional, and interregional travel by electric vehicles (EV), fuel cell electric vehicles (FCEV), and compressed natural gas (CNG) automobiles, trucks, and buses.

At the backbone of this planning effort is participation by Love's Travel Stops, a privately-owned chain of more than 450 truck stop and convenience stores located along rural and urban highways in 41 states. During this project, Love's—with support from its family member company Trillium CNG, a renewable energy station design, construction engineering, and operational services firm—will finalize planning activities for approximately one dozen truck stops in its network where it intends to deploy—assuming commercial viability is demonstrated during planning—a mix of alternative fuel refueling and recharging technologies. Other potential hosts for such equipment will also participate in similar planning activities at their own locations.

Critically, the project will also support future opportunities to integrate a variety of intelligent transportation systems (ITS), including sensor networks, vehicle platooning, and autonomous vehicles.

At the end of the project, Love's and other site hosts will stand ready to move quickly out of the proposed planning activities and into actual implementation of the developed alternative fuel corridor plan. The goal? Putting steel in the ground by the early 2020s—well in advance of the September 30, 2025 deadline for expending FY2018 BUILD funds. In essence, this means that for the cost of a relatively affordable

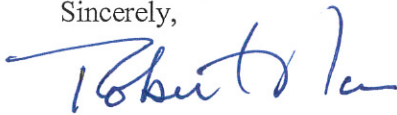
Department of Transportation
Secretary Elaine L. Chao
Page 2

planning grant, DOT could see actual infrastructure in the ground on a timeline that is very competitive with applicants for capital grants under this solicitation.

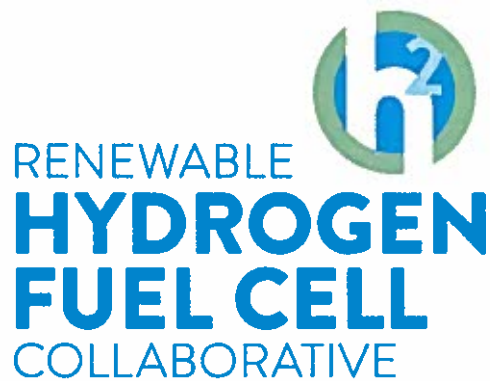
By addressing one of the most significant barriers to the widespread use of low- and zero-emissions vehicles—range anxiety—the proposed corridors will also help accelerate the adoption of these vehicles. This, in turn, will support new jobs and economic development in the region's rapidly growing clean transportation economy, while providing significant air quality benefits, particularly in the many rural areas impacted by the corridors, which will crisscross Ohio and Michigan. Greater adoption will, in turn, support the region's growth into a dominant player in the zero-emissions industry, adding thousands of new high-paying jobs to the region over the next 15 years.

We strongly believe in the proposed project and its potential to foster a safe transportation system, create long-term economic opportunities, reduce dependence on foreign oil, avoid adverse environmental impacts, and leverage private capital—all explicit DOT goals. Please give it every consideration in the review process.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert A. Nau".

Robert A. Nau
Executive Director
Stark County Regional Planning Commission
201 3rd Street, NE, Suite 201
Canton, OH 44702
ranau@starkcountyohio.gov



July 6, 2018

Department of Transportation
Attn: Secretary Elaine L. Chao
1200 New Jersey Ave., SE
Washington, DC 20590

RE: Support for SARTA's proposal for a Midwest States Alternative Fuel Corridor

Dear Secretary Chao,

The Renewable Hydrogen Fuel Cell Collaborate (RHFCC) and the Midwest Hydrogen Center of Excellence (MHCoE) are pleased to support the Stark Area Regional Transit Authority (SARTA) in its application to the US Department of Transportation (DOT) for funding to assist with regional planning efforts related to the Midwest States Alternative Fuel Corridor.

To complete this high-profile project, SARTA has assembled a project team that includes a broad range of stakeholders, including private businesses, transportation agencies, nonprofits, and universities. Prominent partners include Loves Travel Stops, the Ohio Fuel Cell Coalition, Cleveland State University, DriveOhio, and CALSTART—a member-supported organization of more than 190 firms, fleets, and agencies worldwide dedicated to supporting the growth of the high-tech, clean transportation industry.

When complete, this plan will provide an actionable roadmap to the creation of a series of alternative-fuel transportation corridors in Ohio and southern Michigan. These corridors will be capable of supporting local, regional, and interregional travel by electric vehicles (EV), fuel cell electric vehicles (FCEV), and compressed natural gas (CNG) automobiles, trucks, and buses.

At the backbone of this planning effort is participation by Love's Travel Stops, a privately-owned chain of more than 450 truck stop and convenience stores located along rural and urban highways in 41 states. During this project, Love's—with support from its family member company Trillium CNG, a renewable energy station design, construction engineering, and operational services firm—will finalize planning activities for approximately one dozen truck stops in its network where it intends to deploy—assuming commercial viability is demonstrated during planning—a mix of alternative fuel refueling and recharging technologies. Other potential hosts for such equipment will also participate in similar planning activities at their own locations.

Critically, the project will also support future opportunities to integrate a variety of intelligent transportation systems (ITS), including sensor networks, vehicle platooning, and autonomous vehicles.

At the end of the project, Love's and other site hosts will stand ready to move quickly out of the proposed planning activities and into actual implementation of the developed alternative fuel corridor plan. The goal? Putting steel into ground by the early 2020s—well in advance of the September 30, 2025 deadline for expending FY2018 BUILD funds. In essence, this means that for the cost of a relatively affordable

planning grant, DOT could see actual infrastructure in the ground on a timeline that is very competitive with applicants for capital grants under this solicitation.

By addressing one of the most significant barriers to the widespread use of low- and zero-emissions vehicles—range anxiety—the proposed corridors will also help accelerate the adoption of these vehicles. This, in turn, will support new jobs and economic development in the region's rapidly growing clean transportation economy, while providing significant air quality benefits, particularly in the many rural areas impacted by the corridors, which will crisscross Ohio and Michigan. Greater adoption will, in turn, support the region's growth into a dominant player in the zero-emissions industry, adding thousands of new high-paying jobs to the region over the next 15 years.

We strongly believe in the proposed project and its potential to foster a safe transportation system, create long-term economic opportunities, reduce dependence on foreign oil, avoid adverse environmental impacts, and leverage private capital—all explicit DOT goals. Please give it every consideration in the review process.

Sincerely,

A handwritten signature in dark ink, appearing to read "Andrew R. Thomas". The signature is fluid and cursive, with a large initial "A" and a stylized "T" at the end.

Andrew R. Thomas
Director
Renewable Hydrogen Fuel Cell Collaborative
Midwest Hydrogen Center of Excellence
2121 Euclid Avenue
UR 132
Cleveland, Ohio 44115
a.r.thomas99@csuohio.edu

Air Products and Chemicals, Inc.
7201 Hamilton Boulevard, Allentown, PA 18195-1501
Hydrogen Energy Systems
T 610-481-4911 F 610-481-5900
www.airproducts.com
Edward F. Kiczek
Global Business Director
kiczekef@airproducts.com



July 11, 2018

Department of Transportation
Attn: Secretary Elaine L. Chao
1200 New Jersey Ave., SE
Washington, DC 20590

RE: Support for SARTA's proposal for a Midwest States Alternative Fuel Corridor

Dear Secretary Chao,

Air Products is pleased to provide this letter of interest to the Stark Area Regional Transit Authority (SARTA) in its application to the US Department of Transportation (DOT) for funding to assist with regional planning efforts related to the Midwest States Alternative Fuel Corridor.

To complete this high-profile project, SARTA has assembled a project team that includes a broad range of stakeholders, including private businesses, transportation agencies, nonprofits, and universities. Prominent partners include Loves Travel Stops, the Ohio Fuel Cell Coalition, Cleveland State University, Drive Ohio, and CALSTART.

When complete, this plan will provide an actionable roadmap to the creation of a series of alternative-fuel transportation corridors in Ohio and southern Michigan. These corridors will be capable of supporting local, regional, and interregional travel by electric vehicles (EV), fuel cell electric vehicles (FCEV), and compressed natural gas (CNG) automobiles, trucks, and buses.

At the backbone of this planning effort is participation by Love's Travel Stops, a privately-owned chain of more than 450 truck stop and convenience stores located along rural and urban highways in 41 states. During this project, Love's will finalize planning activities for approximately one dozen truck stops in its network where it intends to deploy a mix of alternative fuel refueling technologies. Other potential hosts for such equipment will also participate in similar planning activities at their own locations.

At the end of the project, Love's and other site hosts will stand ready to move quickly out of the proposed planning activities and into actual implementation of the developed alternative fuel corridor plan starting by the early 2020s. This, in turn, will add thousands of new high-paying jobs to the region over the next 15 years and economic development in the region's rapidly growing clean transportation economy, while providing significant air quality benefits which will crisscross Ohio and Michigan.

We believe in the proposed project has potential to foster an advanced transportation system, create long-term economic opportunities, reduce dependence on foreign oil, avoid adverse environmental impacts, and leverage private capital consistent with DOT goals. Please give it consideration in the review process.

Sincerely,

A handwritten signature in blue ink that reads "Edward F. Kiczek".

Edward F. Kiczek
Global Business Director -Hydrogen Energy System
7201 Hamilton Blvd Allentown, PA 18195
610-481-4705
kiczekef@airproducts.com



July 16, 2018

Department of Transportation
Attn: Secretary Elaine L. Chao
1200 New Jersey Ave., SE
Washington, DC 20590

RE: Support for SARTA's proposal for a Midwest States Alternative Fuel Corridor

Dear Secretary Chao,

The Ohio Oil & Gas Association is pleased to support the Stark Area Regional Transit Authority (SARTA) in its application to the US Department of Transportation (DOT) for funding to assist with regional planning efforts related to the Midwest States Alternative Fuel Corridor.

To complete this high-profile project, SARTA has assembled a project team that includes a broad range of stakeholders, including private businesses, transportation agencies, nonprofits, and universities. Prominent partners include Loves Travel Stops, the Ohio Fuel Cell Coalition, Cleveland State University, DriveOhio, and CALSTART—a member-supported organization of more than 190 firms, fleets, and agencies worldwide dedicated to supporting the growth of the high-tech, clean transportation industry.

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At the backbone of this planning effort is participation by Love's Travel Stops, a privately-owned chain of more than 450 truck stop and convenience stores located along rural and urban highways in 41 states. During this project, Love's—with support from its family member company Trillium CNG, a renewable energy station design, construction engineering, and operational services firm—will finalize planning activities for approximately one dozen truck stops in its network where it intends to deploy—assuming commercial viability is demonstrated during planning—a mix of alternative fuel refueling and recharging technologies. Other potential hosts for such equipment will also participate in similar planning activities at their own locations.



Critically, the project will also support future opportunities to integrate a variety of intelligent transportation systems (ITS), including sensor networks, vehicle platooning, and autonomous vehicles.

At the end of the project, Love's and other site hosts will stand ready to move quickly out of the proposed planning activities and into actual implementation of the developed alternative fuel corridor plan. The goal? Putting steel into ground by the early 2020s—well in advance of the September 30, 2025 deadline for expending FY2018 BUILD funds. In essence, this means that for the cost of a relatively affordable planning grant, DOT could see actual infrastructure in the ground on a timeline that is very competitive with applicants for capital grants under this solicitation.

By addressing one of the most significant barriers to the widespread use of low- and zero-emissions vehicles—range anxiety—the proposed corridors will also help accelerate the adoption of these vehicles. This, in turn, will support new jobs and economic development in the region's rapidly growing clean transportation economy, while providing significant air quality benefits, particularly in the many rural areas impacted by the corridors, which will crisscross Ohio and Michigan. Greater adoption will, in turn, support the region's growth into a dominant player in the zero-emissions industry, adding thousands of new high-paying jobs to the region over the next 15 years.

We strongly believe in the proposed project and its potential to foster a safe transportation system, create long-term economic opportunities, reduce dependence on foreign oil, avoid adverse environmental impacts, and leverage private capital—all explicit DOT goals. Please give it every consideration in the review process.

Sincerely,

Matthew Hammond
Executive Vice President
Ohio Oil & Gas Association
88 East Broad Street, Suite 1400
Columbus, Ohio 43215
614-824-3901
hammond@ooga.org