MEMORANDUM OF UNDERSTANDING
I-81 REGIONAL COMMERCE CORRIDOR

MARYLAND DEPARTMENT
OF TRANSPORTATION

AND
NEW YORK DEPARTMENT
OF TRANSPORTATION

AND
PENNSYLVANIA DEPARTMENT
OF TRANSPORTATION

AND
TENNESSEE DEPARTMENT
OF TRANSPORTATION

AND
VIRGINIA SECRETARY
OF TRANSPORTATION

AND
WEST VIRGINIA DEPARTMENT
OF TRANSPORTATION

For the purpose of establishing a seamless, freight and passenger network, this Memorandum of Understanding (MOU) for the I-81 REGIONAL COMMERCE CORRIDOR is made and entered into on the last date executed below, by and between the MARYLAND DEPARTMENT OF TRANSPORTATION, an agency of the State of Maryland, hereinafter referred to as the MDOT, the NEW YORK DEPARTMENT OF TRANSPORTATION, an agency of the State of New York, hereinafter referred to as the NYDOT, the PENNSYLVANIA DEPARTMENT OF TRANSPORTATION, an agency of the Commonwealth of Pennsylvania, hereinafter referred to as the PennDOT, the TENNESSEE DEPARTMENT OF TRANSPORTATION, an agency of the State of Tennessee, hereinafter referred to as the TDOT, the VIRGINIA SECRETARY OF TRANSPORTATION, hereinafter referred to as the VSOT, the WEST VIRGINIA DEPARTMENT OF TRANSPORTATION,

an agency of the State of West Virginia, hereinafter referred to as the WVDOT, and with each agent collectively known as the "Signatory States ".

W I T N E S S E T H:

WHEREAS, the I-81 REGIONAL COMMERCE CORRIDOR is comprised of I-81 and highways intersecting with or running parallel to I-81 and the rail network serving the Corridor, and is an important national artery for the movement of people and goods and has become a key component in the economic development and vitality of the Eastern States of the United States of America; and,

WHEREAS, the safety of the traveling public and commercial drivers on I-81 REGIONAL COMMERCE CORRIDOR is a significant priority, and,

WHEREAS, rail in the Corridor is an important component of the transportation network and has the potential to absorb an increased volume of freight traffic if improvements are made consistently throughout the region, and,

WHEREAS, there is increasing interest in coordinating and improving safety and performance of the Corridor,

NOW, THEREFORE, in consideration of the foregoing recitals, the mutual agreements set forth below are hereby acknowledged by the Signatory States and agreed to as follows:

GENERAL AGREEMENTS:

1. The Signatory States enter into this Memorandum of Understanding for the public good.
2. This Memorandum of Understanding becomes effective, when signed by agents from all six states.
3. The Signatory States respect the excellent work of the I-95 Corridor Coalition and this effort is intended to be coordinated with and complement the efforts of the I-95 corridor coalition.

4. The Signatory States recognize the importance of the I-81 REGIONAL COMMERCE CORRIDOR to the health, well-being, and economic vitality of the nation, and agree that improvements in the Corridor must be made to maintain those elements in a viable manner.
5. Each state agrees to share and coordinate I-81 region freight truck and rail study planning, assumptions, and technical analyses to foster a consistent approach to the I-81 REGIONAL COMMERCE CORRIDOR.
6. The states will review and coordinate the operating and capital plans and studies for the corridor of each Signatory State, make recommendations regarding corridor-wide improvements and may initiate joint efforts to address corridor – wide needs.
7. The Signatory States agree to convene a Steering Committee composed of representatives from each state to provide guidance for the studies and to coordinate plans. A third party may be identified by the Steering Committee to review and integrate the current studies for highway and rail in the Corridor.
8. The Signatory States, with the assigned steering committee, agree to a series of discussions to address the capacity and performance needs of the Corridor.
9. This agreement can be amended at any time, for any reason, by written acceptance of each of the six states. Any state wishing not to participate in the joint effort, shall so advise the Steering Committee in writing.
10. The Signatory States, with the assigned steering committee, will make recommendations that include highway and rail facility and technological improvements, and identify public and private benefits of the improvements and costs.
11. The Signatory States, with the assigned steering committee, will consider developing a joint work plan to identify and prioritize long term funding needs and options in the Corridor, including a joint federal authorization strategy.
12. The results of the effort by the steering committee will be reported back to the six Signatory States.

This Agreement has been executed, in sextuplet, the last day and year heretofore set out, either on the original documents by the MDOT, NYDOT, PennDOT, TDOT, VSOT, and WVDOT by authority duly or via multiple counterparts, which, when taken together, shall constitute one and the same instrument.

MARYLAND DEPARTMENT OF TRANSPORTATION

BY: _____

TITLE: Secretary

DATE: 10/1/08

NEW YORK DEPARTMENT OF TRANSPORTATION

BY: _____

TITLE: Commissioner

DATE: 10/21/08

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

BY: Allen D. Biehler

TITLE: Secretary

DATE: 10/22/08

TENNESSEE DEPARTMENT OF TRANSPORTATION

BY: _____

TITLE: Commissioner

DATE: OCT 2 - 2008

VIRGINIA SECRETARY OF TRANSPORTATION

BY: Pierce R. Homer

TITLE: Secretary of Transportation

DATE: 9/23/08

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

BY: Paul A. Mattox, J

TITLE: Secretary of Transportation

DATE: 10/27/08