

Ford's Using Ann Arbor as Mobility Study City

Ford is looking at some of its latest mobility ideas close to home, in this case Ann Arbor.

"A bustling city's transportation system can often seem chaotic, especially with more than half of the world's population moving to urban areas and new mobility services jockeying for space," said Brett Wheatley, v.p., Mobility Marketing and Growth, Ford. "But as Ford CEO Jim Hackett outlined at last year's Consumer Electronics Show, our vehicles and other forms of mobility don't exist independently of each other. In fact, they have broad impact on our communities, cities and the world."

That's why Ford is working with cities to help transform people's lives in profound ways, Wheatley said. This includes exploring how autonomous technology can be part of an urban transportation network and weaving together different transit operations to create a better system for all. But it also means developing tools that help cities easily visualize and understand their entire transportation system so they can make better decisions for their communities.

"This was the intention behind our collaboration with the city of Ann Arbor to pilot our Ford City Insights Platform," Wheatley

said. "This suite of advanced software tools allows cities to explore and help solve a variety of mobility issues in a dynamic way not offered before. Today, following successful tests with Ann Ar-

bor, we are expanding the use of these tools to six more U.S. cities, including Austin, Texas; Indianapolis, Pittsburgh and Detroit."

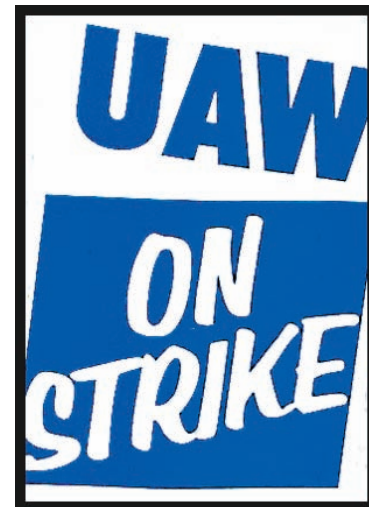
By leveraging parking, transit,

traffic, safety and census data, the City Insights Platform allows city planners to visualize their entire mobility ecosystem and

CONTINUED ON PAGE 2



Software tools allows cities like Ann Arbor to help solve mobility issues in ways not offered before.



UPDATE

Editor's note - the GM-UAW negotiations are an ongoing process. This is the latest information available at press time.

DETROIT (AP) - Zack Bazzi is not seeing workers from a nearby General Motors plant swing through the gas station where he works on Detroit's east side since they went on strike nearly a month ago.

Business is "slow," Bazzi said from behind the counter of the empty Marathon station within a short walk of the massive Detroit-Hamtramck assembly plant. "They come in usually in the morning and lunchtime. Now they're all on strike."

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NADA Head Urges Passing USMCA Trade Proposal

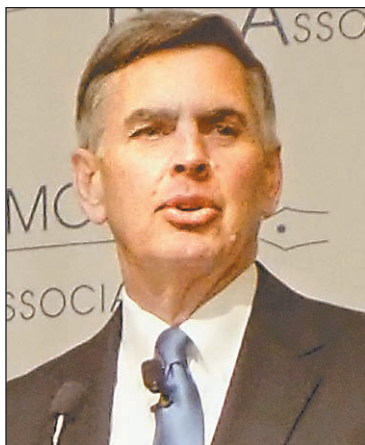
by Jim Stickford

National Automobile Dealers Association (NADA) 2019 Chairman Charlie Gilchrist announced the organization's support for the United States-Mexico-Canada Agreement (USMCA) at the Automotive Press Association luncheon in Detroit.

Gilchrist is the new chairman of NADA and owns and operates several new-car dealerships in Texas, including ones from Ford and General Motors.

"Congress should pass USMCA to preserve competition in the auto industry, and to enable dealers to continue providing affordable vehicles to millions of Americans without interruption - and they should do so expeditiously," said Gilchrist.

In urging passage of USMCA, Gilchrist said the global nature of



Charlie Gilchrist

auto manufacturing and the integrated supply chains that have arisen from favorable trading relationships between the U.S. and

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2020 Stingray Coming to NASCAR Tracks

The new 2020 Corvette Stingray, the first to feature a mid-engine design, is fast, and Chevrolet aims to prove that fact on the race track.

More than 60 years of racing heritage helped set the stage for the most important debut in Corvette's racing history on Oct. 2, as Chevy's first mid-engine GTLM race car - the Corvette C8.R - made its surprise debut alongside the 2020 Chevrolet Corvette Stingray convertible at the Kennedy Space Center, said GM spokesman Stefan Cross.

The C8.R and Corvette Stingray represent a true technology transfer, taking lessons from the street straight to the track and vice versa.

"The C8.R is much more than just a race-tuned version of the 2020 Corvette Stingray. It's a culmination of many years of testing and development between GM Design, Propulsion, Engineering and the Corvette Racing team,"



The mid-engine 2020 Stingray design will be used for racing.

said Jim Campbell, Chevrolet U.S. vice president of Performance and Motorsports. "The collaboration between these teams has allowed us to take these vehicles' performance to the next level, both on the street and the track."

With its tremendous success on the track over the last 20 years, Corvette Racing has helped push the development, performance and popularity of

CONTINUED ON PAGE 3



These 2020 Ram trucks are using the Chassis Cab design, one of many Ram innovations in the past decade.

Ram Truck Celebrating 10 Years as Its Own Brand

What a difference a decade makes.

Ram Truck this month is celebrating a decade of innovation as a stand-alone brand with a full lineup of trucks and commercial vehicles. Since emerging as a stand-alone brand in October 2009, the Ram Truck brand has steadily become a leader in durability, technology, efficiency and convenience with features never before offered in a pickup truck, said Reid Bigland, head of Ram Brand.

"Since becoming a distinct

brand 10 years ago, Ram has had the benefit of being able to focus solely on trucks and commercial vehicles, allowing us to build the best vehicles possible for our customers," said Bigland. "We expect Ram's momentum to continue, and we feel optimistic that we're making the right moves, at the right time, to attract buyers."

Ram Truck has quickly developed a laundry list of exclusive features, including SiriusXM 360L with Personalized Stations by

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STRIKE UPDATE

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"You're losing customers," he added, saying the striking workers are holding onto what money they have "to pay their bills."

As the United Auto Workers strike against the automaker churns through a fourth week, experts say lost wages means less spending. The strike already has cost the state millions of dollars in tax revenue.

Nationally, 49,000 UAW members have walked off their jobs at GM. With nearly 18,000 of those in Michigan, Democratic Gov. Gretchen Whitmer last week raised concerns about the state's economy as the strike impact spreads to the automobile supply chain.

With all GM employees in Michigan on strike, state withholding taxes are anticipated to be down by \$1.5 million to \$2 million each week, Michigan Treasury Department spokesman Ron Leix said.

"If the strike lasts more than a couple weeks and employees are not compensated, the total withholding decline – direct, indirect and induced impacts – would be estimated to increase to \$3.5-\$4.6 million per week," Leix wrote in an email.

"The hit to the broader Michigan economy could dampen sales tax, but historically these strikes have not caused a noticeable impact in tax collections," Leix said.

Michigan's monthly target statewide total for withholding in October is about \$800 million.

The state's economy is not nearly as dependent on the auto industry as it once was, but it's still a significant sector. Last year, manufacturing jobs accounted for about 14 percent of Michigan's employment behind 15.4 percent in education and health services, and 15 percent in professional and business services sectors, according to the Bureau of Labor statistics.

Anderson Economic Group, an East Lansing-based consulting firm that works with auto dealers and manufacturers, says GM had lost an estimated \$660 million in profits through Oct. 6, while employees lost more than \$412 million in direct lost wages.

"As long as the strike continues, it will diminish the purchasing power of the striking and laid-off workers in Michigan by millions of dollars per day," said Charles Ballard, an economics professor at Michigan State University. "That's the most direct effect, but the indirect effects may ultimately be just as important. With diminished incomes, the affected workers will spend less. That means less money coming into local businesses."

Ford Makes Ann Arbor a Transportation Technology City

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helps them explore various solutions before implementing them in the real world.

"Weaving together all the data that's needed to make a platform like this possible isn't easy, which is why collaboration is so important," Wheatley said. "We teamed up with the Ann Arbor Area Transportation Authority, the Downtown Development Authority and Ann Arbor SPARK, as well as the Michigan Economic Development Corporation and the University of Michigan Transportation Research Institute to help determine the best way to not only synchronize the data, but also ensure privacy is maintained every step of the way."

One of the first things Ann Arbor wanted to analyze was its parking infrastructure, wheatley said. Home to a large hospital system, a prominent university, and a bustling downtown that city data shows is growing by 11 percent every year, Ann Arbor officials naturally wanted to know if there were enough parking spots to accommodate all the traffic flowing through the city.

With the Ford City Insights Platform, Ann Arbor planners were able to get a comprehensive view of all city parking – data that previously was not available in one place – including city- and university-owned parking structures, as well as street-side parking spaces. They were able to visualize traffic flow during an average 24-hour period and easily see how parking was utilized – whether people were interested in street parking, hunting for spots in various garages, or simply passing through downtown.

"Initially, it was thought the city needed more parking, but the analysis showed it would be better to find ways to inform drivers of openings and make access to parking easier – still a challenge to be solved, but a less expensive one to be sure," Wheatley said. "You can just imagine how cities considering these types of big-budget ques-

tions can improve their decision-making with this kind of analysis."

"Ann Arbor SPARK is pleased to have had the opportunity to bring together these partners to accomplish an incredible collaboration that broke down silos, set the foundation for future partnerships, and ultimately works to improve access and mobility in the city," said Komal Doshi, director, mobility programs, Ann Arbor Spark. "This initiative provides us with a systems-based approach to accessing data driven insights, simulating and deploying mobility initiatives that will improve access in our community."

The unique addition of connected vehicle data gives planners insight into driver behavior (aggregated and anonymized) such as where people are hitting the brakes harshly or accelerating unexpectedly – that could mark dangerous intersections or roads. Planners can use this additional insight to decide where to focus their efforts as they work to improve safety.

The City Insights Platform also can be used to help improve the efficiency of city services.

Ann Arbor officials tested this functionality by asking us to study their alleys, those secret pathways whose travelers can cause unintended consequences for the city. With delivery trucks, residents and pedestrians sharing the alleys with vehicles that provide city services, such as garbage trucks, it's easy to imagine accessibility becoming a problem.

If a garbage truck can't enter an alley as part of its normal route, that doesn't just create traffic. It costs the city money and hurts the quality of life for residents and businesses.

This is clearly an important issue to Ann Arbor. So, in addition to the Ford City Insights Platform, our internal research experts jumped in to equip some alleyways with sensors that identify how people and vehicles enter, and at what times.

Access to this type of data can help planners decide how best to regulate traffic, save money, and

keep people safe. After an initial test, Ford is now expanding this research to study more alleyways and understand how they can be better integrated in the city's transportation network.

"To really bring all this data to life for our partners, we developed the City Insights Studio – a digital model concept of Ann Arbor built across six LCD screens and complete with miniature, 3D-printed buildings," Wheatley said.

This interactive tabletop offers a dynamic way to visualize information that may not jump out at you from a spreadsheet, such as transit accessibility by neighborhood.

But it can also display analytical insights and run simulations from all the various tools discussed so far.

"By bringing all this data into a single physical space, we can offer local officials across departments a new way of looking at how their city moves. At Ford, we've been working hard to make cars safe and enjoyable for more than a century," Wheatley said.

MCC Gets Homeland Security Designation

You don't have to go far to learn about how to have cybersecurity.

The National Security Agency (NSA) and the Department of Homeland Security (DHS) designated Macomb Community College as a National Center of Academic Excellence in Cyber Defense 2-Year Education (CAE-CDE). Macomb is one of four Michigan community colleges that have earned the designation and among 100 institutions nationwide.

MCC's CAE-CDE designation is valid through June 2024, said Sean Patrick, manager of Media Relations at MCC. The NSA and the DHS jointly sponsor the National Centers of Academic Excellence in Cyber Defense program, which is designed to reduce vulnerability in the national information infrastructure by promot-

ing higher education, research in cyber defense, and developing professionals with cyber defense expertise, Patrick said.

"This designation recognizes Macomb Community College's highly focused cybersecurity program," said Dave Corba, dean, Business and Information Technology, Macomb Community College. "Because Macomb's program is aligned with the criteria of the National Center of Academic Excellence in Cyber Defense, our graduates are prepared with a robust understanding of cyber defense technology and practices, positioning them

in a career in this growing and important field."

The CAE-CDE program is open to regionally accredited two-year community colleges, technical schools, state or federally endorsed cybersecurity training centers or United States government cybersecurity training centers. Those institutions awarded the designation have met a set of rigorous criteria that ensures curriculum adheres to accepted and evolving practices in cybersecurity. With the CAE-CDE designation, MCC is eligible to apply for federal grants to grow and MCC's cybersecurity program.

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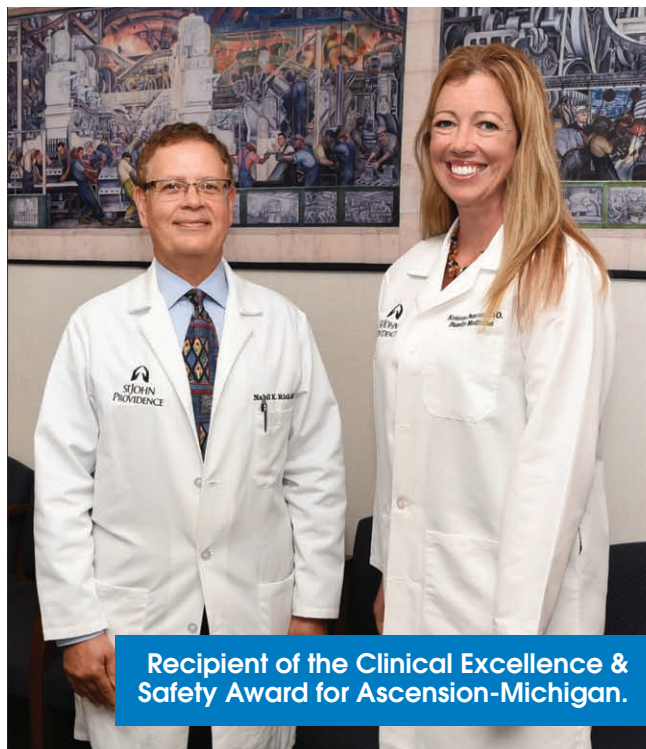
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2020 Stingray Hardtop Makes For Quieter Ride

The 2020 Corvette Stingray continues to be a car of firsts – it's the first mid-engined Stingray – and it's also the first hardtop convertible.

Open-air driving has always been a part of the Chevrolet Corvette's heritage, said GM spokesman Kevin Kelly. In fact, when the Corvette debuted in 1953, it was available only as a convertible. The 2020 Chevrolet Corvette Stingray convertible builds off that heritage as the first hardtop and mid-engine convertible in Corvette history.

"We put the world on notice when we introduced the first mid-engine Chevrolet Corvette a few months ago, and now we're raising the bar with the first-ever hardtop Corvette convertible," said Brian Sweeney, Chevrolet U.S. vice president. "And the convertible will be priced only \$7,500 more than entry 1LT Stingray coupe."

The mid-engine 2020 Corvette Stingray was engineered first and foremost as a convertible, Sweeney said.

The convertible maintains the tunnel-dominant structure and use of high-integrity die-cast parts found in the Stingray coupe, Sweeney said.

The team engineered the hardtop to stow seamlessly into the body, maintaining the Stingray's ability to store two sets of golf clubs in the trunk even with the top down. The convertible also keeps the coupe's front storage compartment, which can fit an airline-spec carry-on and a lap-top bag.

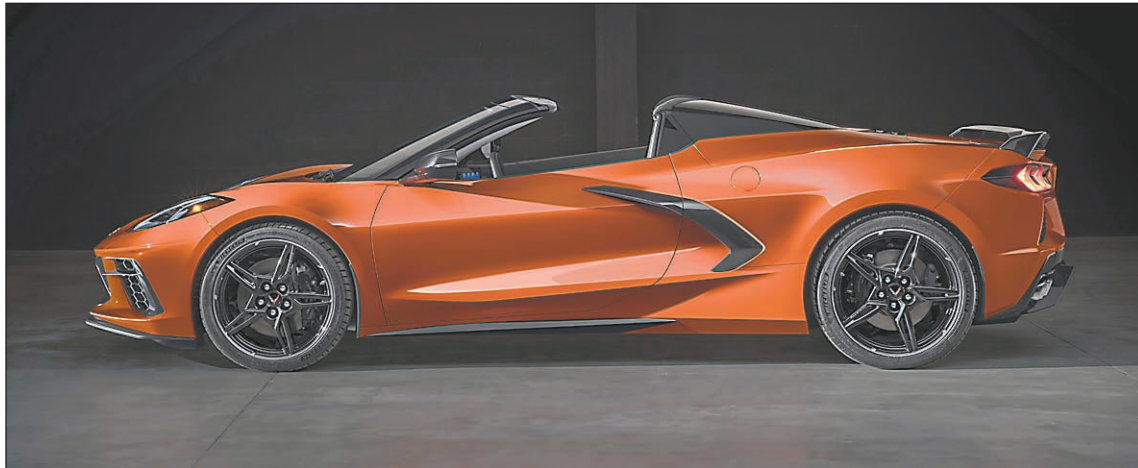
The hardtop provides a quieter cabin, increased security and a cleaner look compared to the previous softtop designs.

"Our goal from the beginning was to make sure customers didn't have to sacrifice any functionality, performance or comfort when choosing the hardtop convertible," said Josh Holder, Corvette program engineering manager. "We managed to keep the same design theme as the coupe, as well as the exceptional storage capacity and track capability."

Like the coupe, the Stingray convertible's design was inspired by fighter jets, Sweeney said. The tonneau cover features aerodynamically shaped nacelles influenced by the housing used for jet engines.

The nacelles, which were also used as inspiration on the Chevrolet Engineering Research Vehicle (CERV) I and II, as well as the Corvette SS and SR2 concepts, help reduce air recirculation into the cabin and provide a remarkably exotic profile with the top up or down.

The tonneau also provides a



In addition to being a mid-engine vehicle, the new Corvette Stingray sports a hard-top convertible design.

rear power-adjustable window and a vent for mid-engine cooling.

The two-piece top can be activated at speeds up to 30 mph and retract in as few as 16 seconds. It is powered by six electric motors – a Corvette first – and uses encoders for precise control, Sweeney said. Switching to electric motors from hydraulic systems helps increase reliability. A body-colored roof is standard, while Carbon Flash metallic-painted nacelles and roof are optional.

Careful attention was paid to make sure the engine could breathe when stored underneath the tonneau cover. The sheet-molded composite top stows in a compartment made from lightweight composite panels and heat shields to manage heat from the engine.

A divider glass window in the middle of the vehicle can be power adjusted with the top up or down.

The glass has been optimized to reduce air recirculation and wind noise in the cabin for improved quietness.

The car's roof system design, combined with the same rear spoiler used on the Stingray coupe's Z51 Performance Package, results in identical drag between the coupe and convertible with the top up.

Engineers tweaked the chassis for the convertible, with springs and dampers tuned specifically to provide nearly the same performance as the coupe.

Like the Stingray coupe, the convertible is powered by the next-generation 6.2L Small Block V8 LT2 engine, the only naturally aspirated V8 in the segment. It will produce 495 horsepower and 470 lb-ft of torque when equipped with performance exhaust.

When combined, the advanced propulsion system, revised chassis tuning and retractable hardtop make the 2020 Stingray the most no-compromise Corvette

convertible in history, Sweeney said.

Interested Stingray shoppers can now build and price their own Corvette coupe or convertible on the 2020 Corvette visualizer at Chevrolet.com.

The 2020 Chevrolet Corvette

Stingray coupe goes into production at GM's Bowling Green Assembly in late 2019, with the convertible following in late first-quarter 2020. A right-hand drive version of the convertible will be available in select international markets at a later date.

2020 Corvette Stingray Hits NASCAR

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Corvette's top-line performance cars on race tracks across the world, Campbell said.

Since 1999, Corvette Racing has won 107 races – the most of any professional sports car team in North America – including 13 Team championships and 12 Driver and Manufacturer titles.

In 2015, Corvette Racing became the first sports car team in 15 years win endurance racing's Triple Crown – victories at Rolex 24 at Daytona, Twelve Hours of Sebring and 24 Hours of Le Mans – in the same season.

The C8.R No. 4 car donned a new silver livery, inspired by the color of Corvette concepts such as the 1973 Chevrolet Aerovette and the 1959 Corvette Stingray Racer, Cross said. The C8.R makes its racing debut at Rolex 24 at Daytona in January 2020.

Ram Truck Celebrating 10 Years as Its Own Brand

CONTINUED FROM PAGE 1

Pandora, reclining rear seats, multi-link coil spring rear suspension, active-level four-corner air suspension, active air dam, mild-hybrid eTorque engine options, thermal axle technology, RamBox cargo management system and multifunction tailgate, to name a few, Bigland said.

Here are some milestones:

2009 – Redefining the American Truck. In 2009, Ram Truck introduced a feature that would become a stalwart in the brand's portfolio: the RamBox cargo management system. RamBox's side bins create storage along each side of the pickup bed, space previously left untouched because of wheel-well intrusion. RamBox bins fit the length of the pickup bed and incorporate the space over each wheel well to secure cargo within a lit, lockable and drainable container. Lids include swing hinges with intermediate and full-open positions that lift the lid 90 degrees perpendicular to each side.

2010 – "New Crew" of Ram Heavy Duty Pickups. The 2010 Ram Heavy Duty trucks provided customers with first-time innovations and features, along with new standards of strength, utility and driveability, building on Ram's leadership in the heavy-duty pickup segment. The 2010 Ram Heavy Duty trucks were available for the first time as a crew cab mode.

2011 – Chassis Cab Joins the Lineup. Ram began offering a chassis cab for the 2011 model year and brought best-in-class standard horsepower and torque, brake life, standard gross vehicle weight rating, powertrain warranty and a class-exclusive manual transmission.

2012 – A new Tradesman Heavy Duty joined the lineup for the 2012 model year and brought with it class-leading towing, payload and gross combined weight rating.

A new six-speed automatic transmission, available on the 4.7-liter and 5.7-liter Hemi V8 engines, and new steering wheel with cruise control buttons also debuted for 2012.

2013 – Reinventing the Segment, Again. The 2013 Ram 1500 featured new exterior design cues, including an all-new grille and front fascia, improved quad projection headlamps and LED front turn signals and taillamps.

2014 – 3.0-liter V6 EcoDiesel Engine Introduced. The Ram 1500 was the first modern half-ton, full-size pickup to offer durable, efficient diesel technology. Ram Commercial is Formed. In 2014, Ram Truck launched a new division to focus on commercial truck development, sales and support in a growing market.

2015 – The 2015 Ram 1500 Rebel's introduction of a one-of-a-kind design that brought strong off-road capability, enabling the brand to reach even more consumers.

2016 – Ram Rebel TRX Concept – 100-mph Off-road Pickup. Ram Truck cemented its position as America's off-road truck leader with the introduction of the 2016 Ram Rebel TRX concept at the State Fair of Texas.

2017 – New Standard Features. For 2017, the 1500 received new standard features, including remote start and security alarm. Other standard features include the Uconnect 8.4 and media hub, automatic dual-zone temperature control, anti-spin differential, rear backup camera and Rear Park Assist.

2018 – A few special-edition trucks joined the lineup for 2018, including the Harvest lineup, 1500 Limited Tungsten, Laramie Longhorn Southfork and Heavy Duty Lone Star Silver editions.

2019 – Ram 1500 Leading in Durability, Technology and Efficiency. The fifth-generation Ram 1500 burst onto the scene and instantly became the benchmark for durability, technology,

FCA Supports Black MBA Contest

FCA puts its money where it's mouth is when it comes to developing new business talent.

Talented MBA candidates from 36 of the nation's leading business schools competed for \$50,000 in scholarships in the 2019 National Black MBA Association (NBMBA) Graduate Student Case Competition, sponsored by FCA US LLC, said FCA spokesman Mike Palese.

The NBMBA/FCA US National Graduate Student Case Competition is an annual event that gives high-potential students an opportunity to demonstrate their knowledge and problem-solving skills in a formal competition.

The competition is held each year as part of the NBMBA's annual conference and exposition, which was held in Houston Sept. 24-28. Winning teams were announced at the NBMBA's Impact Awards Gala on Sept. 27, Palese said.

"FCA US is proud to continue its several decades-long support of the National Black MBA Association and the Graduate Student Case Competition," said Alisa Nagle, head – Human Resources, FCA – North America. "The competition is a showcase event for diversity, leadership and student achievement that enables our Company to demonstrate our commitment to identifying, recruiting and developing diverse talent and future business leaders."

FCA US has been an active supporter of the NBMBA for more than 30 years and the exclusive sponsor of the Graduate Student Case Competition since 1995. Over that time, more than 2,500

graduate students have participated in the competition.

Teams are given a business case from which they develop business solutions. Each student team then prepares and presents its case to a panel of experienced business executives. Teams are judged on their analysis of the case, the feasibility of their recommendations and the quality of their presentations.

The 2019 business case required teams to develop strategies for a vehicle subscription alternative, Palese said.

This year, the students from the Ohio State University took home the first place trophy as national champions and \$25,000 in scholarships.

The winning team members were Bria Booker, Rabia Usmani and Kate Morales, all current MBA students at the university.

The second and third place teams represented Georgia State University and Georgia Institute of Technology, earning \$15,000 and \$10,000 in scholarships, respectively.

The NBMBA has grown from a two-day conference to one of the country's largest professional, minority organizations with: 9,000+ members, 45 professional chapters, 35 Leaders of Tomorrow (LOT) programs, and more than 300 corporate partners, Palese said.

The organization is dedicated to developing partnerships that create intellectual and economic wealth in the Black community through its five channels of engagement: career, education, entrepreneurship, leadership and lifestyle.



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DTE, GM Work Together to Place Additional Charging Stations in Detroit

The energy at Detroit's Beacon Park became even more electric when Project Kinetic, a unique collaboration between the public, private and philanthropic sectors, launched ChargeD in downtown Detroit.

The four ChargePoint DC fast charger stations, the first-of-their-kind were deployed in the city in late September. They enable people to fast-charge their electric vehicles (EVs) while enjoying the park and learning about the benefits of EVs and mobility technologies, said project spokeswoman Dayana Rodriguez.

The project, led by DTE Energy with support from the City of Detroit, PlanetM, General Motors and Blue Energy, places downtown Detroit on the roadmap for EV technology and infrastructure deployment while continuing to position Michigan at the forefront of future mobility solutions, Rodriguez said.

DTE Energy and Blue Energy led the installation of the project, and General Motors brought four Chevrolet Bolts to demonstrate the company's commitment to an all-electric future. Two more chargers will be installed at Capitol Park, a public space programmed and managed by the Downtown Detroit Partnership.

As manager and facilitator of the ChargeD project, DTE Energy was responsible for providing the electrical infrastructure and upgrades for the fast chargers.

"DTE's accelerated path toward a clean energy future is well underway. We are excited to join our customers, partners and community stakeholders as we work together to reduce carbon emissions," said Camilo Serna, v.p. of Corporate Strategy, DTE Energy. "We are thrilled to lead the partnership effort to bring DC fast charging to the city of De-

troit and we look forward to further deployment of EV charger infrastructure and bringing the benefits of EVs to our customers."

Blue Energy, a Corrigan Company that works with technology partner ChargePoint, is the owner/operator of the chargers, Rodriguez said. Blue Energy and DTE Energy will collect and analyze data for all four chargers.

"We're excited to expand our footprint in downtown Detroit with such an extraordinary group of companies and to work in collaboration with our partners to implement this project," said Mike Corrigan, president of Blue Energy.

The ChargeD initiative furthers the City of Detroit's downtown accessibility priority of improving traffic conditions and parking offerings for Detroit residents and visitors.

"Project Kinetic helped build a set of pilots for the City of Detroit that were informed by both Detroiters and the private sector. ChargeD will allow residents, employees and users to have access to fast charging technology, create an opportunity to educate the community about electric vehicles and understand what it will take to scale this program across Detroit. It also helps achieve goals concerning clean air, mobility, and the climate crisis, outlined in the recently released Detroit Sustainability Action Agenda," said Joel Howrani Heeres, director, Office of Sustainability, City of Detroit.

General Motors has a long-standing working relationship with the City of Detroit and sees the ChargeD initiative as an important step in providing fast, easy charging while educating the public about the benefits of EV ownership.

"General Motors is committed



This EV charging station was recently placed in the downtown neighborhood of Beacon Park in Detroit.

to an all-electric future with zero emissions and cleaner air for all. The ChargeD initiative is a positive step forward to increasing the education and awareness of EVs and advancing EV infrastructure in Detroit. The new fast chargers in Beacon Park will help make owning a Chevrolet Bolt EV and other EVs more convenient than ever for people across Detroit," said Jordan Catrine, EV Charging & Infrastructure manager, General Motors.

PlanetM, the mobility-focused brand and business development program of the Michigan Economic Development Corporation, also played an instrumental role in the deployment of ChargeD.

"The ChargeD initiative showcases the opportunities that public-private collaborations bring to our communities," said Jeff Mason, CEO of the Michigan Economic Development Corpora-

tion. "By coming together, we're able to successfully identify, create and deploy mobility solutions that address transportation challenges statewide, strengthening Michigan's nationwide leadership in mobility."

ChargePoint worked closely with DTE on the initiative and collaborated with Blue Energy to deploy the right technology for ChargeD. Leveraging the company's fast-charge and software solutions, Blue Energy owns and will operate the ChargePoint Express 250 fast chargers in Downtown Detroit as part of the project.

NextEnergy and the Downtown Detroit Partnership have also teamed up to develop strategy and planning for educating consumers, businesses and communities about the benefits of EVs via multi-year programming. Support for the ongoing education and programming at Capitol Park is provided by grants from the Michi-

gan Department of Environment, Great Lakes, and Energy (EGLE) and the Michigan Economic Development Corporation/PlanetM.

Formed in January 2018, Project Kinetic is a unique collaboration between the public (City of Detroit, Michigan Economic Development Corporation/PlanetM), private (General Motors, Lear, DTE Energy, Quicken Loans Community Fund, Bedrock Detroit, Boston Consulting Group) and philanthropy sectors with a common goal of identifying and deploying innovative solutions for the toughest mobility challenges facing Detroit, Rodriguez said.

ChargeD is one of five Project Kinetic pilot programs, and the second to launch in the city. The first, Car4You, which provides low-cost vehicle access by the hour in Detroit's Osborne neighborhood, launched in August 2019, Rodriguez said.

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NADA Head Urges Passing USMCA Trade Proposal

CONTINUED FROM PAGE 1

its partners in international trade.

NAFTA has greatly enhanced the global competitiveness of the U.S. auto industry, and this edge in competitiveness has allowed dealers to offer our customers more choices at better prices," Gilchrist said.

"We cannot escape, nor should we try to undo, the reality that the U.S. auto industry is built on a favorable trading relationship with our two biggest trading partners - Canada and Mexico."

If the USMCA is implemented, it will solidify a favorable trading relationship with Canada and Mexico, Gilchrist said.

This will help ensure the continuation of tariff-free exchanges of vehicles and auto parts across North America, the largest source of vehicles sold by U.S. dealers.

"The U.S.-Mexico-Canada Agreement that the President has negotiated will maintain auto production and distribution in North America. It will preserve the global competitiveness of the U.S. automotive industry. And it will enable dealers to continue providing affordable vehicle options for American consumers," Gilchrist said.

And he stressed that approval of USMCA will also reduce the threat of any future tariffs on vehicles and parts by exempting two of the largest sources of vehicle and parts sold by franchised dealers in the U.S.

When asked why getting a new trade agreement for the auto industry was important, Gilchrist said it was time.

NAFTA was negotiated a quarter of a century ago, Gilchrist

said. A lot has changed since that time.

Things like how companies actually do their business on a day-to-day basis with new technology like emails, and the nature of auto industry. It's a good idea to have a trade agreement that reflects modern times and not the 1990s.

He added that the current auto trade agreement with China was negotiated at a time when the Chinese economy was in a very different state than today. Having a trade agreement that is based on today's economic realities just makes good sense.

Additionally, Congress passing USMCA gives OEMs and their suppliers must be confident in market stability in order to invest in new technology and new infrastructure.

Investing for five years or longer down the line can only happen when the rules are known, Gilchrist said.

Today's automotive supply chain is not national, it's international, and any modern economic policy should reflect that fundamental reality in order to be effective, Gilchrist said.

A 25 percent tariff on parts would be extremely disruptive. NADA estimates such a tariff would eliminate 117,000 jobs at dealerships and make cars more expensive for the buying public, Gilchrist said.

By having USMCA in place, he said OEMs and suppliers will know the rules, and they will have the stability needed for automakers to make vehicles in this country.

"We need to take advantage of the USMCA agreement. The USMCA is win for us. Let's make it happen," Gilchrist said.

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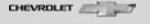
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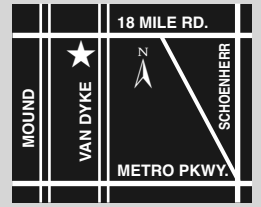
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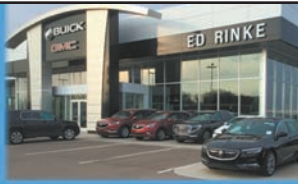
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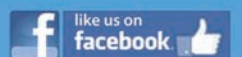
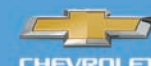
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