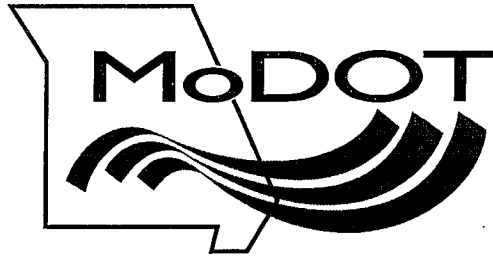


*Missouri  
Department  
of Transportation*



Pete K. Rahn, Director

105 West Capitol Avenue  
P.O. Box 270  
Jefferson City, MO 65102  
(573) 751-4622  
Fax (573) 522-2698  
[www.modot.org](http://www.modot.org)

September 9, 2009

The Honorable Ray LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave. SE  
Washington, D.C. 20590

Dear Secretary LaHood:

On behalf of the Missouri Highways and Transportation Commission, the Missouri Department of Transportation and the citizens of Missouri, thank you for the opportunity to submit this application for a TIGER Discretionary Grant to begin the statewide vision for Interstate 70 -- reconstruction of this critical corridor with the inclusion of dedicated truck lanes to improve safety, reduce congestion and to facilitate freight flow efficiencies that will enhance the nation's competitiveness in the global economy.

Back in 1956, the nation's first interstate project was a section of I-70 outside of St. Louis. Over the next nine years the corridor was completed across the state. It had a design-life of 20 years and was envisioned to carry 12,000-18,000 vehicles per day. Trucks then were not the 80,000-pound behemoths that are out there today. And most of I-70 was designed with only a 40-foot median, a space that does not provide enough room to simply add lanes down the middle.

MoDOT realized more than 10 years ago that the condition and capacity of I-70 needed to be addressed. Since that time we have carefully analyzed the options, conducting a feasibility study, a "tiered" Environmental Impact Statement (2000-06) and, most recently, a Supplemental EIS as part of the "Corridors of the Future" program to look at dedicated truck lanes.

Our conclusion is that the dedicated truck lanes concept is the best improvement alternative for the 200 miles of I-70 that connect Kansas City and St. Louis. As the four-state "Corridors of the Future" effort moves forward, it could ultimately extend over 800 miles, and eventually could be the model for all heavy-freight corridors in the U.S.

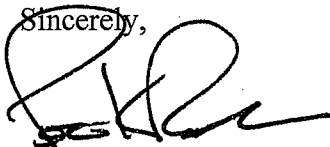
MoDOT's challenge has been finding funding to get a major overhaul of I-70 underway. MoDOT's efforts have maintained the highway's vitality for beyond its expected life, but with each passing year -- as traffic continues to mount -- resurfacing treatments have shorter and shorter life spans. We've added median guard cable that has greatly reduced the number of crossover accidents, but we have been unable to add any capacity to I-70. Even in the most rural sections of I-70 in Missouri, it is carrying nearly double the traffic for which it was designed.

And with truck traffic accounting for 30 percent of the traffic and growing at twice the rate of other vehicles, I-70 is becoming increasingly congested and the public tells us every day that they are uncomfortable driving in such close proximity with long-haul semis. This will become an even greater issue as more fuel-efficient cars get smaller while the trend mounts for larger trucks to more efficiently move freight.

The \$200 million for which MoDOT is applying, matched by \$40 million in state funds, would enable us get this project started. It would demonstrate just how effective this strategy can be, build momentum for the completion of the entire 200-mile corridor in Missouri and serve as a test model for future projects across the United States.

Reconstructing I-70 is one of MoDOT's five highest priorities for the future, and it is MoDOT's number-one priority for TIGER Discretionary Grant consideration. Should we be successful in this effort, MoDOT stands ready to get to work.

Sincerely,

A handwritten signature in black ink, appearing to read 'Pete K. Rahn', written over the word 'Sincerely,'.

Pete K. Rahn  
Director