

Appendix B:

Support Letters

The Honorable Vicky Hartzler, Member of Congress, 4th District

Boone County

City of Boonville

Callaway County

Columbia Chamber of Commerce

City of Columbia Resolution

Commerce Bank

Cooper County

Quaker Oats

VICKY HARTZLER
4TH DISTRICT, MISSOURI

COMMITTEE ON ARMED SERVICES
CHAIRWOMAN, SUBCOMMITTEE ON
OVERSIGHT AND INVESTIGATIONS

COMMITTEE ON AGRICULTURE
WWW.HARTZLER.HOUSE.GOV



Congress of the United States
House of Representatives
Washington, DC 20515-2504

2235 RAYBURN BUILDING
WASHINGTON, D.C. 20515
(202) 225-2876

2415 CARTER LANE, SUITE 4
COLUMBIA, MO 65201
(573) 442-9311

1909 NORTH COMMERCIAL STREET
HARRISONVILLE, MO 64701
(816) 884-3411

219 NORTH ADAMS AVENUE
LEBANON, MO 65536
(417) 532-5582

February 26, 2019

The Honorable Elaine L. Chao, Secretary
US Department of Transportation
1200 New Jersey Ave., S.E.
Washington, DC 20590

Dear Secretary Chao,

It is my pleasure to endorse the Missouri Department of Transportation's (MoDOT) application for the INFRA grant. It is my understanding that the requested grant of \$179 million will assist funding the replacement of the Rocheport Bridge on Interstate 70 in rural central Missouri.

In addition, this grant would be the framework for a larger project which will include the use of competitive state matching funds to replace 250 bridges over the span of 15 years. According to MoDOT, all 250 of these bridges have been designated as segments of Critical Rural Freight Corridors. Should this grant be awarded it will comprise 30 percent of the total project cost with the State of Missouri offering a package of \$350 million of bond proceeds to fund completion of the statewide project.

The Rocheport Bridge on I-70 carries approximately 12.5 million vehicles every year. Of those vehicles, 3.6 million are trucks. Due to location and freight, this bridge is vitally important to Missouri communities, as it connects the cities of St. Louis and Kansas City. This builds a combined metropolitan population of 5 million, by way of Interstate 70.

Local communities would see the potential of this project for future generations. The City of Columbia, Missouri, which is the county seat of Boone County, is where the Rocheport Bridge is located. The City has already contributed \$2 million. There is a match in funds from Boone County and adjacent Cooper County, and its City of Booneville, Missouri pledge \$200,000 to the Rocheport Bridge project. In addition, Missouri intends to apply for a TIFIA loan for up to 49 percent of the cost of the Rocheport Bridge to take advantage of the reduced interest rate.

I strongly urge your office to consider approval of the grant funding to assist the Missouri Department of Transportation's project. As result, reap safety and successful travel in rural area communities.

Sincerely,

A handwritten signature in blue ink that reads "Vicky".

Vicky Hartzler
Member of Congress

Daniel K. Atwill, Presiding Commissioner
Fred J. Parry, District I Commissioner
Janet M. Thompson, District II Commissioner



Roger B. Wilson
Boone County Government Center
801 East Walnut, Room 333
Columbia, MO 65201-7732
573-886-4307 • FAX 573-886-4311

Boone County Commission

February 21, 2019

The Honorable Elaine L. Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Secretary Chao:

On behalf of the Boone County Commission we are writing to express our full support of the Missouri Department of Transportation's application for a federal INFRA Grant to replace the Interstate 70 Bridge over the Missouri River at Rocheport. The bridge is a critical facility on the I-70 corridor that is a vital part of the regional and national freight transportation system, carrying 12.5 million vehicles per year, including 3.6 million trucks. Interstate 70 is a critical east-west corridor in our nation's interstate highway system which facilitates significant economic activity as well as national security interests as was originally envisioned by President Eisenhower.

We are aware that MoDOT has an \$18 million rehabilitation project planned for the bridge in 2020, but that is only a ten-year fix on the rapidly deteriorating span that was built in 1960. It would reduce the bridge to one lane in each direction for seven months causing intolerable regional consequences, especially on our county. It is estimated that backups of 8-25 miles in each direction would cause traffic delays of up to eight hours. Avoiding the bridge would mean taking a 100-mile detour that would greatly increase road user costs and cause significant freight disruption. Local road systems would experience increased traffic congestion and damage from the higher traffic levels.

Replacing the bridge – at a cost of approximately \$235 million – with a new, parallel structure along a new alignment would avoid the pain that is certain to come with the rehabilitation project, and would ensure critical mobility through central Missouri for the next 100 years. Given the \$238 million cost to replace the Rocheport Bridge, this investment in the nation's highway system will be the single largest construction project in central Missouri in our lifetime.

We therefore urge the Department and OST staff to give this project full consideration as a project of national significance. To demonstrate Boone County's commitment to the success of this endeavor the County Commission of Boone County is committed to appropriating a sum of up to \$2,000,000.00 of local tax dollars in FY2020 toward this project to fund an intergovernmental cooperative agreement between Boone County and MoDOT to replace the I-70 Bridge over the Missouri River near Rocheport, Missouri. It is the County's intent to match the local tax dollar pledge from the City of Columbia toward this project, up to Two Million Dollars (\$2,000,000.00), in a strong showing of local support and County/City cooperation for this state project. The project to replace this crucial transportation asset will assure the continuity of freight mobility on this highly traveled Interstate corridor.

Missouri's strategic location at the transportation crossroads of the entire nation puts it within 500 miles of 43 percent of the U.S. population, 44 percent of all U.S. manufacturing plants and seven of the top 25 international cargo hubs in the U.S. Missouri is also home to the country's 2nd and 3rd largest freight rail hubs in Kansas City and St. Louis, respectively. Maintaining the direct connectivity of Missouri's two largest cities via I-70 across the heart of the state will benefit not only Missouri and the Midwest region, but the entire nation by enhancing the safety, capacity and reliability of this critical facility.

Given the many public benefits associated with this project, we urge you to support this grant and stand ready to contribute significant, local tax dollars to this project as well. Thank you for your consideration.

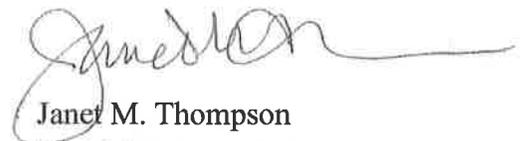
Sincerely,



Daniel K. Atwill
Presiding Commissioner



Fred J. Parry
District I Commissioner



Janet M. Thompson
District II Commissioner



Feb. 28, 2019

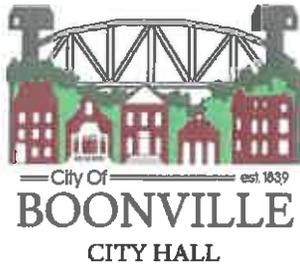
The Honorable Elaine L. Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Secretary Chao:

I am writing to express the City's full support of the Missouri Department of Transportation application for a federal INFRA Grant to replace the Interstate 70 Bridge over the Missouri River at Rocheport, Mo. The bridge is a critical linchpin on the I-70 corridor that is a vital part of the regional and national freight transportation system, carrying 12.5 million vehicles per year, including 3.6 million trucks.

We understand that MoDOT has an \$18 million rehabilitation project planned for the bridge in 2020 and while this is a viable option; it is not the best option for the long-term future of Missouri and our community. Boonville is a small community of 6500 individuals and the effects on our community would be significant. First, it would reduce the bridge to one lane in each direction for seven months, which would have significant consequences for our citizens. We have approximately 15% of our population commuting to Columbia for work daily; the planned rehabilitation project will add hours to their commute time making it challenging for them throughout the project life. Additionally, the alternative route during this project is Highway 40 which runs through our Main Street. When there is an accident or maintenance on I-70, the traffic through our town is significantly increased. While for several hours the increased traffic is merely a nuisance, the damage to our roads and the difficulty for local travel (including 3 schools that are located on/near Highway 40 and I-70) for 7 months is a significant concern. Finally, the bridge rehabilitation project is only a 10-year fix and therefore, we will be in a similar position before we know it.

Replacing the bridge – at a cost of \$235 million – a parallel structure with a new alignment would avoid most of the traffic congestion about which we are concerned; as well as create a long term solution to Missouri's transportation infrastructure for the next 100 years. This investment will help not only central Missouri but the entire state and country as I-70 is essential to the efficient movement of goods and people.



We therefore urge the Department and OST staff to give this project full consideration as a project of national significance. To demonstrate the City of Boonville's commitment to the success of this endeavor, our Council is expected to vote "yes" for a commitment of \$100,000 to MoDOT for this project.

Given the many public benefits associated with this project, I urge you to support this grant. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ned Beach", is written over the word "Sincerely,".

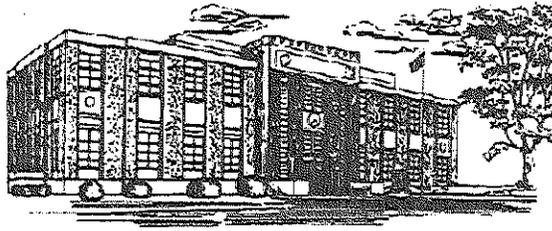
Ned Beach
Mayor, City of Boonville

CALLAWAY COUNTY COMMISSION

10. East 5th St.
Fulton, MO 65251

Roger Fischer
Western Associate
Commissioner

Randall Kleindienst
Eastern Associate Commissioner



Phone: 573-642-0737
642-0738
Fax: 642-1032

Gary Jungermann
Presiding Commissioner

Myra Winters
Deputy to Commission

March 1, 2019

The Honorable Elaine L. Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Secretary Chao:

We are writing to strongly express our support of the Missouri Department of Transportation's application for a federal INFRA Grant to replace the Interstate 70 Bridge over the Missouri River at Rocheport.

Missouri has one of the largest highway systems in the country, and since it sits at the nexus of east and west, this system receives a great deal of strain. The Rocheport I-70 Bridge is a perfect example of that, spanning the Missouri River in the very center of the state. The bridge is a critical linchpin on the I-70 corridor that is a vital part of the regional and national freight transportation system that is over 2000 miles long, carrying 12.5 million vehicles per year, including 3.6 million trucks.

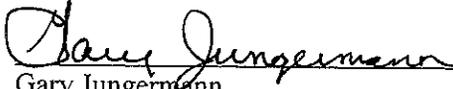
MoDOT has done an excellent job maintaining Missouri's network of roads and bridges—many intended to carry freight volumes of national significance—using one of the lowest levels of funding in the country, but Missouri cannot accomplish this task alone. This project presents a unique opportunity for collaboration with the Federal Highway Administration and the U.S. Department of Transportation in creating a new bridge that will last 100 years, while also averting the negative traffic impacts associated with a rehabilitation that would require nine to 12 months of lane closures. A replacement of the bridge, using the credit enhancement tools of the Build America Bureau, such as the Rural Project Initiative, would present a much stronger investment for the State of Missouri and the Interstate Highway System's national network.

If rehabilitated instead of rebuilt this coming year, the Rocheport work zones will cause backups of 8-25 miles in each direction, and traffic delays of up to eight hours, paralyzing Central Missouri and nationwide freight shipments.

Missouri's strategic location at the transportation crossroads of the United States puts our highways within 500 miles of 43 percent of the U.S. population, 44 percent of all U.S. manufacturing plants, and seven of the top 25 international cargo hubs in the U.S. Missouri is also home to the country's second and third largest freight rail hubs in Kansas City and St. Louis, respectively. Maintaining the direct connectivity of Missouri's two largest cities via I-70 across the heart of the state will benefit not only Missouri and the Midwest region, but the entire nation by enhancing the safety, capacity and reliability of this critical freight corridor. A new parallel structure on new alignment—made possible only through this requested INFRA grant—would avoid the disruption that's certain to come with the rehabilitation project, and would ensure freight mobility through central Missouri for the next 100 years.

Given the many public benefits associated with this project, we urge you to support this grant. Thank you for your consideration, and we look forward to working with you on this and other opportunities to solve transportation needs across Missouri.

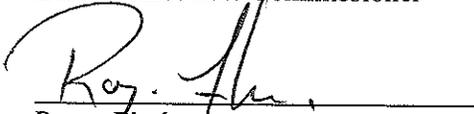
Sincerely,



Gary Jungermann
Presiding Commissioner



Randall Kleindienst
Eastern Associate Commissioner



Roger Fischer
Western Associate Commissioner



February 22, 2019

The Honorable Elaine L. Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Chao,

On behalf of the Columbia Chamber of Commerce I am writing to express our full support of the Missouri Department of Transportation's application for a federal INFRA Grant to replace the Interstate 70 Bridge over the Missouri River at Rocheport. The bridge is a critical linchpin on the I-70 corridor that is a vital part of the regional and national freight transportation system, carrying 12.5 million vehicles per year including 3.6 million trucks. Interstate 70 is a critical east-west corridor in our nation's interstate highway system that facilitates significant economic activity as well as substantial freedom of movement.

We are aware that MODOt has an \$18 million rehabilitation project planned for the bridge in 2020, but that is only a ten-year fix on the rapidly deteriorating connection that was built in 1960. It would reduce the bridge to one lane in each direction for seven months causing intolerable regional consequences, especially on our thriving community. It's estimated that backups of 8-25 miles in each direction would cause traffic delays of up to eight hours. Avoiding the bridge would mean taking a 100-mile detour that would greatly increase road use costs and cause significant economic disruption. Local road systems would experience increased traffic congestion, leading to considerable damage from the higher traffic levels they were not built to handle. The economic impact from detours would far outlive the rehabilitation project that would cause them.

Replacing the bridge – at a cost of approximately \$235 million – with a new parallel structure on a new alignment would avoid the pain that's certain to come with the rehabilitation project, and would ensure vital mobility through central Missouri and across the country for the next 100 years. Missouri's strategic location at the transportation crossroads of the entire nation puts it within 500 miles of 43 percent of the U.S. population, 44 percent of all U.S. manufacturing plants and seven of the top 25 international cargo hubs in the U.S. Missouri is also home to the country's 2nd and 3rd largest freight rail hubs in Kansas City and St. Louis, respectively. Maintaining the direct connectivity of Missouri's two largest cities via I-70 across the heart of the state will benefit not only Missouri and the Midwest region, but the entire nation by enhancing the long-term safety, capacity and reliability of this critical national highway corridor.

The Chamber of Commerce supports this application due to the profound negative impact a repair rather than replacement project would have on mid-Missouri's booming business community and high quality of life. Given the many public benefits associated with this project, we urge you to support this grant and thank you for your consideration.

Sincerely,

Susan Hart

Chair of the Board of Directors
Columbia Chamber of Commerce

Permanent Record
Filed in Clerk's Office

Introduced by Treese Council Bill No. R 29-19

A RESOLUTION

expressing support for the Missouri Department of Transportation's application for federal grant funds for the replacement of the I-70 Missouri River Bridge at Rocheport; supporting a financial commitment of participation.

WHEREAS, I-70 is a major east-west interstate highway leading generally from Cove Fort, Utah to Baltimore, Maryland across the central portion of the United States of America; and

WHEREAS, the I-70 Missouri River Bridge at Rocheport is in need of significant repair or replacement; and

WHEREAS, repair of the bridge could last seven to nine months with severe congestion resulting in hours of delay impacting motorists and supply chain providers which rely on the interstate system; and

WHEREAS, repair of the bridge is a relatively short-term solution with a life span of eight to ten years, at which time total bridge replacement will be required; and

WHEREAS, the City Council finds and declares the replacement of the I-70 Missouri River Bridge at Rocheport to be the highest priority and desires to express its support of the bridge replacement project with a \$2,000,000.00 commitment to such project.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS FOLLOWS:

SECTION 1. The City of Columbia hereby supports the Missouri Department of Transportation's application for federal grant funds for the replacement of the I-70 Missouri River Bridge at Rocheport.

SECTION 2. The City Council hereby expresses its willingness to participate in the bridge replacement project through a financial commitment in an amount not to exceed \$2,000,000.00, subject to appropriation of funds for such purpose.

ADOPTED this 18th day of February, 2019.

ATTEST:



City Clerk



Mayor and Presiding Officer

APPROVED AS TO FORM:



City Counselor



8000 Forsyth Boulevard
St. Louis, Missouri 63105-1797
(314) 726-2255
commercebank.com

JOHN W. KEMPER
President and Chief Executive Officer

February 25, 2019

The Honorable Elaine L. Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Chao,

On behalf of Commerce Bank, the largest bank based in the State of Missouri, I am writing to express our full support of the Missouri Department of Transportation's application for a federal INFRA Grant to replace the Interstate 70 Bridge over the Missouri River at Rocheport. The bridge is a critical linchpin on the I-70 corridor that is a vital part of the regional and national freight transportation system, carrying 12.5 million vehicles per year including 3.6 million trucks. Interstate 70 is a critical east-west corridor in our nation's interstate highway system that facilitates significant economic activity as well as substantial freedom of movement.

We are aware that MODOt has an \$18 million rehabilitation project planned for the bridge in 2020, but that is only a ten-year fix on the rapidly deteriorating connection that was built in 1960. It would reduce the bridge to one lane in each direction for seven months causing intolerable regional consequences, especially on our thriving community. It's estimated that backups of 8-25 miles in each direction would cause traffic delays of up to eight hours. Avoiding the bridge would mean taking a 100-mile detour that would greatly increase road use costs and cause significant economic disruption. This would negatively affect businesses both in the state and across the nation, including some of our own customers – creating costly delays and lost opportunities. The economic impact from detours would far outlive the rehabilitation project that would cause them.

Replacing the bridge – at a cost of approximately \$235 million – with a new parallel structure on a new alignment would provide both short-term and long-term benefits. It would avoid the pain that's certain to come with the rehabilitation project and would ensure vital mobility through central Missouri and across the country for the next 100 years. Missouri's strategic location at the transportation crossroads of the entire nation puts it within 500 miles of 43 percent of the U.S. population, 44 percent of all U.S.

manufacturing plants and seven of the top 25 international cargo hubs in the U.S. Missouri is also home to the country's 2nd and 3rd largest freight rail hubs in Kansas City and St. Louis, respectively. Maintaining the direct connectivity of Missouri's two largest cities via I-70 across the heart of the state will benefit not only Missouri and the Midwest region, but the entire nation by enhancing the long-term safety, capacity and reliability of this critical national highway corridor.

Commerce Bank supports this application due to the profound negative short-term impact a repair rather than replacement project would have on mid-Missouri's booming business community and the positive long-term affect this investment would bring to the future of our state and country's transportation infrastructure. Given the many public benefits associated with this project, we urge you to support this grant and thank you for your consideration.

Sincerely,



John W. Kemper
President and Chief Executive Officer
Commerce Bancshares, Inc.

COOPER COUNTY COMMISSION

Commission Phone: 660/882-2228
200 Main St., Room 24
BOONVILLE, MISSOURI 65233-1276

CHARLIE MELKERSMAN
Eastern District Commissioner
20770 Clarks Fork Rd, Boonville, MO 65233
660/537-2082
charlie.melkersman@coopercountymo.gov

DON BARAGARY
Presiding Commissioner
15789 Sunrise Valley Drive, Boonville, MO 65233
660/888-0169
don.baragary@coopercountymo.gov

DAVID BOOKER
Western District Commissioner
12387 Highway 135, Pilot Grove, MO 65276
660/834-3136
david.booker@coopercountymo.gov

Feb. 28, 2019

The Honorable Elaine L. Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Secretary Chao:

I am writing to express my full support of the Missouri Department of Transportation application for a federal INFRA Grant to replace the Interstate 70 Bridge over the Missouri River at Rocheport, Mo. The bridge is a critical linchpin on the I-70 corridor that is a vital part of the regional and national freight transportation system, carrying 12.5 million vehicles per year, including 3.6 million trucks.

I understand that MoDOT has an \$18 million rehabilitation project planned for the bridge in 2020, but that is only a 10-year fix on the rapidly deteriorating span that was built in 1960. It would reduce the bridge to one lane in each direction for seven months causing intolerable regional consequences. It's estimated that backups of 8-25 miles in each direction would cause traffic delays of up to eight hours. Avoiding the bridge would mean taking a 100-mile detour that would greatly increase road user costs and cause significant freight disruption. Local road systems would experience increased traffic congestion.

Replacing the bridge – at a cost of \$235 million – with a new parallel structure on new alignment would avoid the pain that's certain to come with the rehab project, and would ensure mobility through central Missouri for the next 100 years. It would provide a considerable boost to Missouri's concrete, asphalt and steel suppliers and contractors.

Missouri's strategic location at the transportation crossroads of the entire nation puts it within 500 miles of 43 percent of the U.S. population, 44 percent of all U.S. manufacturing plants and seven of the top 25 international cargo hubs in the U.S. Missouri is also home to the country's 2nd and 3rd largest freight rail hubs in Kansas City and St. Louis, respectively. Maintaining the direct connectivity of Missouri's two largest cities via I-70 across the heart of the state will benefit not only Missouri and the Midwest region, but the entire nation by enhancing the safety, capacity and reliability of this critical national freight highway corridor.

Given the many public benefits associated with this project the Cooper County Commission has pledged \$100,000 to MoDOT. I urge you to support this grant. Thank you for your consideration, and I look forward to working with you on this and other opportunities to solve transportation needs across Missouri.

Sincerely,

A handwritten signature in dark ink, appearing to read "Don Baragary", written in a cursive style.

Don Baragary
Presiding Commissioner
Cooper County



February 27th, 2019

The Honorable Elaine L. Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Chao,

Representing Quaker Oats, I am writing to confirm my utmost support of the Missouri Department of Transportation's application for a federal INFRA Grant to replace the Interstate 70 Bridge over the Missouri River at Rocheport. This bridge has proven critical to the support of not only Quaker Oats, but PepsiCo as a whole. Our company (Frito Lay, Pepsi, Quaker Oats, Gatorade, Tropicana, etc) has continued to move towards direct shipments to customers over the past several years and are setting plans for a growing need of on-the-road transportation methods in the future. Having our inbounds and outbounds delayed due to a bridge upgrade will be difficult to offset otherwise.

This interstate is one of the major arteries across the United States, spanning from Maryland to Utah right down the middle of our nation. When the bridge in St. Louis was replaced in 2013, it was a proven success for the logistics needs of the local community and the larger I-70 users. The "Stan Span" in St. Louis has supported an unforeseen 25% increase in traffic, reaching over 50,000 vehicles per day. The portion of I-70 throughout Missouri can also see that magnitude of traffic in a single day, thus stressing the need to move forward with a plan that satisfies two obvious issues: the bridge cannot continue to be repaired as a long-term plan, and the growing rate of traffic calls for a solution that will not interfere with the potential 50,000 vehicles per day.

Replacing the bridge – at a cost of approximately \$235 million – with a new parallel structure on a new alignment would avoid the pain that's certain to come with the rehabilitation project, and would ensure vital mobility through central Missouri and across the country for the next 100 years. Missouri's strategic location at the transportation crossroads of the entire nation puts it within 500 miles of 43 percent of the U.S. population, 44 percent of all U.S. manufacturing plants and seven of the top 25 international cargo hubs in the U.S. Missouri is also home to the country's 2nd and 3rd largest freight rail hubs in Kansas City and St. Louis, respectively. Maintaining the direct connectivity of Missouri's two largest cities via I-70 across the heart of the state will benefit not only Missouri and the Midwest region, but the entire nation by enhancing the long-term safety, capacity and reliability of this critical national highway corridor.

Quaker Oats supports this application due to the profound negative impact a repair would have on mid-Missouri's booming business community and high quality of life, rather than replacement project. Given the many public benefits associated with this project, we urge you to support this grant and thank you for your consideration.

Sincerely,

Cole Knudsen
Plant Director
Quaker Oats of Columbia, MO