

I-270 NORTH GAP PROJECT: GREATER ACCESS TO PROSPERITY

Appendix B:

Support Letters

I-270 North Support Letters

The Honorable Roy Blunt, U.S. Senator (MO) (sent directly to FHWA)

The Honorable Tammy Duckworth, U.S. Senator (IL)

The Honorable Blaine Luetkemeyer, Member of Congress, 3rd District (MO)

In Alphabetical Order:

Alton Memorial Hospital

America's Central Port

City of Hazelwood, MO

Duke Realty

East-West Gateway Council of Governments

Illinois Department of Transportation

Leadership Council Southwestern Illinois

Madison County Community Development

Madison County Transit

Mid-America Freight Coalition

North County Inc. Regional Development Association

Regional Business Council

Riverbend Growth Association

SCF Marine

Slay Industries

St. Louis Zoo

St. Louis County

St. Charles County Chamber of Commerce

St. Louis Lambert International Airport

St. Louis Community College

St. Louis Economic Development Partnership

St. Louis Regional Chamber of Commerce

Straatmann Toyota

Terminal Railroad Association of St. Louis

Weekends Furniture and Mattress Only



United States Senate

February 21, 2020

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

Secretary Chao,

I write to express my support for the Missouri Department of Transportation's (MoDOT) application to the Infrastructure for Rebuilding America (INFRA) grant program offered by the Department of Transportation (DOT). Funding from this grant will allow MoDOT to complete major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri through a bi-state collaboration with the Illinois Department of Transportation (IDOT).

This corridor was built in the 1960s and is in need of significant repairs to improve safety, reduce congestion, increase the overall efficiency of the network and add to the region's economic vitality. Specifically, this funding request addresses a three-mile gap on the I-270 corridor. This gap improvement project would involve expanding approximately two miles of mainline from two to three lanes in each direction, resurfacing the existing lanes and shoulders and replacing and rehabilitating several bridges and culverts.

As a U.S. Senator and a ranking member of the Transportation and Safety subcommittee, I have made modernizing Illinois' transportation and infrastructure systems one of my top priorities. INFRA funding is critical in closing the gap, removing the potential for bottlenecks and ensuring the efficient movement of freight across the Midwest. This region has the second largest inland port, positioned at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports and significant pipelines.

Please accept this letter of support for Missouri Department of Transportation's (MoDOT) application to the Infrastructure for Rebuilding America (INFRA) grant program. In keeping with your existing rules and regulations, I urge you to give their application your full and fair consideration. If you have any questions, please contact my State Director, Cameron Joost, at (217) 528-6124.

Sincerely,



Tammy Duckworth
United States Senator

BLAINE LUETKEMEYER

MEMBER OF CONGRESS
3RD DISTRICT, MISSOURI

<http://luetkemeyer.house.gov/>
www.facebook.com/BlaineLuetkemeyer
www.twitter.com/RepBlaine
www.instagram.com/RepBlaine

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

COMMITTEE ON
FINANCIAL SERVICES
CONSUMER PROTECTION
AND FINANCIAL
INSTITUTIONS
RANKING MEMBER
HOUSING, COMMUNITY
DEVELOPMENT AND
INSURANCE

February 18, 2020

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

Dear Secretary Chao:

I am writing to express support for the Missouri Department of Transportation's (MoDOT) Infrastructure for Rebuilding America (INFRA) grant request. This project would develop major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. It will improve safety, reducing congestion, improving the overall efficiency, and is vital to the region's economic growth.

The project has been deemed the highest priority by the St. Louis Regional Freightway, which represent manufacturing, logistics, industrial real estate and all modes of transportation. Further support for this project comes from the Board of Directors of East-West Gateway Council of Governments, the St. Louis region's Metropolitan Planning Organization.

INFRA funding would close the gap between two \$500 million major infrastructure rebuild projects that are currently being completed. Thanks to bi-state collaboration between MoDOT and the Illinois Department of Transportation (IDOT). These funds will help replace the I-270 Bridge over the Mississippi River with two new bridges providing three lanes of travel, as opposed to two, in each direction. Furthermore, this grant will also be used to widen the I-270 mainline connection from two to three lanes, in each direction for approximately two miles. An INFRA grant is imperative to closing the financial gap and removing the potential for the dangers of bottlenecks.

This project would also enhance the area around the confluence (the point at which the Missouri and Mississippi rivers come together). Improving connections to the trails, parks and conservation areas will have a positive impact on tourism, and nature working as a win-win for the area. This region is the second largest inland port, located at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports and significant pipelines.

I would greatly appreciate your consideration for the support for the Missouri Department of Transportation's Infrastructure for Rebuilding America grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. Please contact my district office in Washington, MO with any questions at 636-239-2276.

Respectfully,



Blaine Luetkemeyer
Member of Congress

ALTON MEMORIAL HOSPITAL

 BJC HealthCare

February 17, 2020

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

**RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis)
Infrastructure for Rebuilding America Grant Proposal**

Dear Secretary Chao:

On behalf of Alton Memorial Hospital, we are writing to express support for the Missouri Department of Transportation's (MoDOT) Infrastructure for Rebuilding America (INFRA) grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

This project was selected as the St. Louis Regional Freightway's highest priority infrastructure project by members that represent manufacturing, logistics, industrial real estate and all modes of transportation, each year from 2016-2020. The Board of Directors of East-West Gateway Council of Governments, the St. Louis region's Metropolitan Planning Organization, unanimously supported this project as one of the region's highest priority projects. Both the State of Missouri and the State of Illinois have recognized the importance of this project.

Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. INFRA funding is vital to this project as it would close the gap between two \$500 million major infrastructure rebuild projects that are being completed thanks to unprecedented bi-state collaboration between MoDOT and the Illinois Department of Transportation (IDOT). In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. Through a joint partnership both IDOT and MoDOT announced funding for the replacement of the I-270 Bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be

The Honorable Elaine L. Chao, Secretary

February 17, 2020

Page 2

widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the second largest inland port, with positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river. The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,



Brad Goacher, FACHE
Chief Operating Officer
618-463-7268

Cc: Thomas.Blair@MoDOT.mo.gov
EJGlantz@TheFreightway.com



AMERICA'S CENTRAL PORT

February 11, 2020

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

RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis) Infrastructure for Rebuilding America Grant Proposal

Dear Secretary Chao:

On behalf of America's Central Port District, we are writing to express our strong support for the Missouri Department of Transportation's (MoDOT) Infrastructure For Rebuilding America (INFRA) grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. America's Central Port is located in Illinois, but strongly supports this Missouri project due to its significance and role in moving freight on both a regional and national level.

The Interstate 270 corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor today cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

This project was selected as the St. Louis Regional Freightway's highest priority infrastructure project by members that represent manufacturing, logistics, industrial real estate and all modes of transportation, each year from 2016-2020. The Board of Directors of East-West Gateway Council of Governments, the St. Louis region's Metropolitan Planning Organization, unanimously supported this project as one of the region's highest priority projects. Both the State of Missouri and the State of Illinois have recognized the importance of this project.



Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. INFRA funding is vital to this project as it would close the gap between two \$500 million major infrastructure rebuild projects that are being completed thanks to unprecedented bi-state collaboration between MoDOT and the Illinois Department of Transportation (IDOT). In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. Through a joint partnership both IDOT and MoDOT announced funding for the replacement of the I-270 Bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the second largest inland port, with positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river. The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri Rivers.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,

Dennis Wilmsmeyer
Executive Director



The City of Hazelwood

much more
than you imagine



February 20, 2020

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

**RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis)
Infrastructure for Rebuilding America Grant Proposal**

Dear Secretary Chao:

I am writing to express my full support for the Missouri Department of Transportation’s (MoDOT) INFRA grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region’s economic vitality.

Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. Without INFRA funding, this gap will remain after two other \$500 million major infrastructure rebuild projects are completed. In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. To the east, in Illinois, the Illinois Department of Transportation has funded replacing the I-270 bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the third largest inland port, with positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river, including a new Amazon Distribution Center. The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

City Hall & Public Works
t: 314.839.3700
f: 314.839.0249
415 Elm Grove Lane

City Maintenance
t: 731.8701
f: 731.4240
115 Ford Lane

Fire Department
t: 731.3424
f: 731.1976
6800 Howdershell Road

Municipal Court
t: 839.2212
f: 838.5169
415 Elm Grove Lane

Parks & Recreation
t: 731.0980
f: 731.0989
1186 Teson Road

Police Department
t: 839.3700
f: 838.5169
415 Elm Grove Lane

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Matt Zimmerman", with a long horizontal flourish extending to the right.

Matt Zimmerman
City Manager

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

February 14, 2020

**RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis)
Infrastructure for Rebuilding America Grant Proposal**

Dear Secretary Chao:

On behalf of Duke Realty Corporation, we are writing to express support for the Missouri Department of Transportation's (MoDOT) Infrastructure For Rebuilding America (INFRA) grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

This project was selected as the St. Louis Regional Freightway's highest priority infrastructure project by members that represent manufacturing, logistics, industrial real estate and all modes of transportation, each year from 2016-2020. The Board of Directors of East-West Gateway Council of Governments, the St. Louis region's Metropolitan Planning Organization, unanimously supported this project as one of the region's highest priority projects. Both the State of Missouri and the State of Illinois have recognized the importance of this project.

Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. INFRA funding is vital to this project as it would close the gap between two \$500 million major infrastructure rebuild projects that are being completed thanks to unprecedented bi-state collaboration between MoDOT and the Illinois Department of Transportation (IDOT). In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. Through a joint partnership both IDOT and MoDOT announced funding for the replacement of the I-270 Bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the second largest inland port, with

positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river. The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,

DUKE REALTY CORPORATION

A handwritten signature in black ink, appearing to read "Matthew C. Hrubes". The signature is fluid and cursive, with the first name "Matthew" being more prominent and the last name "Hrubes" following in a similar style.

Matthew C. Hrubes, CCIM
Vice President- St. Louis



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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Steve Ehlmann
County Executive
St. Charles County

Vice Chair

Kurt Prenzler
Chairman
Madison County Board

2nd Vice Chair

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Mayor, City of St. Louis

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Chairman, St. Clair County Board

Dr. Sam Page
County Executive, St. Louis County

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Municipal League of Metro St. Louis

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President, Southwestern Illinois
Council of Mayors

Cheryl Maguire
Vice President, Southwestern Illinois
Council of Mayors

Robert Marquart
Alderman, City of Union
Franklin County

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City of St. Louis

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President, Southwestern Illinois
Metropolitan & Regional
Planning Commission

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Regional Citizens

Barbara Geisman

C. William Grogan

John A. Laker

Ron Williams

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Holly Bieneman
Illinois Department of Transportation

Vacant
Illinois Department of Commerce
and Economic Opportunity

Patrick McKenna
Missouri Department of Transportation

Taulby Roach
Bi-State Development

Aaron Willard
Missouri Office of Administration

Executive Director

James M. Wild

February 19, 2020

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

RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis) Infrastructure for Rebuilding America Grant Proposal

Dear Secretary Chao:

I am writing to express my full support for the Missouri Department of Transportation’s (MoDOT) INFRA grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region’s economic vitality.

Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. Without INFRA funding, this gap will remain after two other \$500 million major infrastructure rebuild projects are completed. In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. To the east, in Illinois, the Illinois Department of Transportation has funded replacing the I-270 bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the third largest inland port, with positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river, including a new Amazon Distribution Center.

Gateway Tower
One Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

314-421-4220
618-274-2750
Fax 314-231-6120

webmaster@ewgateway.org
www.ewgateway.org

The Honorable Elaine L. Chao, Secretary
February 19, 2020
Page 2

The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

Although this project is not identified in the region's current Transportation Improvement Program (TIP), the East-West Gateway Council of Governments (Council), the Metropolitan Planning Organization for the St. Louis region, will amend the TIP if the application is selected to receive funding through the INFRA grant program.

The Council recognizes the importance of local priorities and the need to implement them. Given the present level of federal and state transportation funds available to the St. Louis region, it is unlikely that implementation of such an important project will proceed without an infusion of funds dedicated specifically to the project.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,

A handwritten signature in black ink that reads "James M. Wild". The signature is written in a cursive, slightly stylized font.

James M. Wild
Executive Director



Illinois Department of Transportation

Office of Highways Project Implementation / Region 5 / District 8
1102 Eastport Plaza Drive / Collinsville, Illinois 62234-6198

February 6, 2020

Missouri Department of Transportation: I-270 North Gap Closure Project
(St. Louis)
Infrastructure for Rebuilding America Grant Proposal

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 for the Missouri Department of Transportation's (MoDOT) INFRA grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. Without INFRA funding, this gap will remain after two other \$500 million major infrastructure rebuild projects are completed. In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. To the east, in Illinois, the Illinois Department of Transportation has funded replacing the I-270 bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the third largest inland port, with positioning at the crossroads of six Class I

Honorable Elaine L. Chao
Page 2
February 6, 2020

railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river, including a new Amazon Distribution Center. The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,



Keith Roberts, P.E.
Acting Region Five Engineer



104 Magnolia Drive, Suite B
Glen Carbon, IL 62034
Tel: (618) 692-9745
www.leadershipcouncilswil.com

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

February 11, 2020

RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis) Infrastructure for Rebuilding America Grant Proposal

Dear Secretary Chao:

On behalf of the Leadership Council Southwestern Illinois we are writing to express support for the Missouri Department of Transportation's (MoDOT) Infrastructure for Rebuilding America (INFRA) grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

This project was selected as the St. Louis Regional Freightway's highest priority infrastructure project by members that represent manufacturing, logistics, industrial real estate and all modes of transportation, each year from 2016-2020. The Board of Directors of East-West Gateway Council of Governments, the St. Louis region's Metropolitan Planning Organization, unanimously supported this project as one of the region's highest priority projects. Both the State of Missouri and the State of Illinois have recognized the importance of this project.

Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. INFRA funding is vital to this project as it would close the gap between two \$500 million major infrastructure rebuild projects that are being completed thanks to unprecedented bi-state collaboration between MoDOT and the Illinois Department of Transportation (IDOT). In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. Through a joint partnership both IDOT and MoDOT announced funding for the replacement of the I-270 Bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

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104 Magnolia Drive, Suite B
Glen Carbon, IL 62034
Tel: (618) 692-9745
www.leadershipcouncilswil.com

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,

Ronda Sauget, D.MGMT, MBA
Executive Director and CEO
Leadership Council Southwestern Illinois
618-692-9745 (work)
618-410-6422 (cell)
ronda@leadershipcouncilswil.com



Madison County Community Development

130 Hillsboro Ave • Edwardsville, IL 62025-1636
Phone (618) 692-8940 • Fax (618) 692-7022

*Kurt Prenzler, CPA
County Board Chairman*

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

February 10, 2020

RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis) Infrastructure for Rebuilding America Grant Proposal

Dear Secretary Chao:

On behalf of Madison County Community Development, we are writing to express support for the Missouri Department of Transportation's (MoDOT) Infrastructure For Rebuilding America (INFRA) grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

This project was selected as the St. Louis Regional Freightway's highest priority infrastructure project by members that represent manufacturing, logistics, industrial real estate and all modes of transportation, each year from 2016-2020. The Board of Directors of East-West Gateway Council of Governments, the St. Louis region's Metropolitan Planning Organization, unanimously supported this project as one of the region's highest priority projects. Both the State of Missouri and the State of Illinois have recognized the importance of this project.

Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. INFRA funding is vital to this project as it would close the gap between two \$500 million major infrastructure rebuild projects that are being completed thanks to unprecedented bi-state collaboration between MoDOT and the Illinois Department of Transportation (IDOT). In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. Through a joint partnership both IDOT and MoDOT announced funding for the replacement of the I-270 Bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be

widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the second largest inland port, with positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river. The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Trudy Bodenbach", with a long, sweeping horizontal flourish extending to the right.

Trudy Bodenbach
Administrator



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

February 10, 2020

**RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis)
Infrastructure for Rebuilding America Grant Proposal**

Dear Secretary Chao:

On behalf of the Madison County Mass Transit District (MCT), we are writing to express support for the Missouri Department of Transportation's (MoDOT) Infrastructure For Rebuilding America (INFRA) grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

This project was selected as the St. Louis Regional Freightway's highest priority infrastructure project by members that represent manufacturing, logistics, industrial real estate and all modes of transportation, each year from 2016-2020. The Board of Directors of East-West Gateway Council of Governments, the St. Louis region's Metropolitan Planning Organization, unanimously supported this project as one of the region's highest priority projects. Both the State of Missouri and the State of Illinois have recognized the importance of this project.

Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. INFRA funding is vital to this project as it would close the gap between two \$500 million major infrastructure rebuild projects that are being completed thanks to unprecedented bi-state collaboration between MoDOT and the Illinois Department of Transportation (IDOT). In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. Through a joint partnership both IDOT and MoDOT announced funding for the replacement of the I-270 Bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the second largest inland port, with positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river. The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "SJ Morrison", with a long horizontal flourish extending to the right.

SJ Morrison
Interim Managing Director



DEPARTMENT OF
**Civil and
Environmental Engineering**
UNIVERSITY OF WISCONSIN-MADISON

February 21, 2020

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

RE: Missouri Department of Transportation: I-270 North GAP Project, Greater Access to Prosperity (St. Louis). Infrastructure for Rebuilding America Grant Proposal

Dear Secretary Chao:

I am writing to express my support for the Missouri Department of Transportation's (MoDOT) Infrastructure for Rebuilding America (INFRA) grant request for major system improvements to a three-mile portion of the Interstate 270 corridor in northeastern St. Louis County, Missouri. The I-270 corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Improvements have and currently are being made to the corridor, however, a three-mile gap in improvements exists where no additional funding has been identified.

Although MoDOT has funded approximately \$250 million in improvements to widen 15 miles of the I-270 corridor, its outer roads, and interchanges, and the Illinois Department of Transportation has funded replacing the I-270 bridge over the Mississippi River and additional lanes for I-270 east of the bridge, funding has not been available to complete all necessary improvements to ensure the ability of this corridor to meet current traffic demands. The INFRA grant is critical to providing the needed funding to close the project improvement gap.

Funding for this three-mile gap would make significant improvements to approximately two miles of the mainline by expanding from two to three lanes in each direction; existing lanes and shoulders will be resurfaced, and several bridges and culverts will be replaced and rehabilitated. Completing the improvements within the gap is critical for the efficient movement of freight across Missouri and the Midwest and will provide profound benefits to the local, regional and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network and add to the region's economic vitality.

St. Louis, Missouri is home to the third largest inland port and is at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports and significant pipelines. Other major facilities that would benefit from the I-270 corridor improvements include several large industrial and warehousing facilities. The project would also

enhance connections to a vast and growing network of trails, parks and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

Your serious consideration of this application would be greatly appreciated.

Sincerely,



Soyoung Ahn
Executive Director Mid-America Freight Coalition
Professor of Civil and Environmental Engineering
College of Engineering
University of Wisconsin-Madison
1415 Engineering Dr.
Madison, WI 53706
Email: sue.ahn@wisc.edu
Phone: (608) 265-9067



NORTH COUNTY INC.
Regional Development Assoc.

Connecting People, Ideas & Resources

February 12, 2020

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

**RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis)
Infrastructure for Rebuilding America Grant Proposal**

Dear Secretary Chao:

I am writing to express my full support for the Missouri Department of Transportation's (MoDOT) INFRA grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. Without INFRA funding, this gap will remain after two other \$500 million major infrastructure rebuild projects are completed. In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. To the east, in Illinois, the Illinois Department of Transportation has funded replacing the I-270 bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.



NORTH COUNTY INC.
Regional Development Assoc.

Connecting People, Ideas & Resources

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the third largest inland port, with positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river, including a new Amazon Distribution Center. The project would also enhance connections to a vast and growing network of trails, parks, our new St. Louis Zoo North Campus, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Established in 1977, North County Inc. is a not-for-profit regional development organization, which acts as a catalyst to define and advocate community and economic development for North St. Louis County. The Board and membership of NCI actively work on quality of life influencers impacting our businesses and residents in the North County area. We focus on economic development, education, healthcare, infrastructure issues, and building partnerships to work on regional matters to create an overall more sustainable community.

Please feel free to contact me with any questions regarding NCI's support of this critical infrastructure investment for our community.

Sincerely,

Rebecca Zoll

President/CEO

BCC: Tom Blair, MoDOT

February 7, 2020



REGIONAL
BUSINESS
COUNCIL

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 Regional Business Council, we are writing to express support for the Missouri Department of Transportation's (MoDOT) Infrastructure For Rebuilding America (INFRA) grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

This project was selected as the St. Louis Regional Freightway's highest priority infrastructure project by members that represent manufacturing, logistics, industrial real estate and all modes of transportation, each year from 2016-2020. The Board of Directors of East-West Gateway Council of Governments, the St. Louis region's Metropolitan Planning Organization, unanimously supported this project as one of the region's highest priority projects. Both the State of Missouri and the State of Illinois have recognized the importance of this project.

Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. INFRA funding is vital to this project as it would close the gap between two \$500 million major infrastructure rebuild projects that are being completed thanks to unprecedented bi-state collaboration between MoDOT and the Illinois Department of Transportation (IDOT). In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. Through a joint partnership both IDOT and MoDOT announced funding for the replacement of the I-270 Bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

7701 FORSYTH BLVD.
SUITE 205
SAINT LOUIS,
MISSOURI 63105

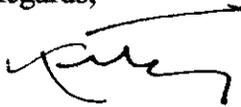
tel 314.225.2100
fax 314.225.2109

WWW.STLRBC.ORG

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the second largest inland port, with positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river. The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Regards,

A handwritten signature in black ink, appearing to read 'Kathy Osborn', with a long horizontal stroke extending to the right.

Kathy Osborn
President and CEO
Regional Business Council



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

February 18, 2020

**RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis)
Infrastructure for Rebuilding America Grant Proposal**

Dear Secretary Chao:

On behalf of RiverBend Growth Association, we are writing to express support for the Missouri Department of Transportation's (MoDOT) Infrastructure For Rebuilding America (INFRA) grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

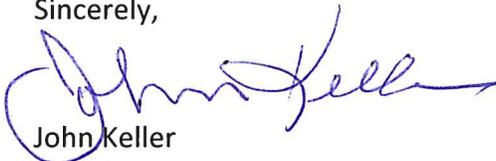
This project was selected as the St. Louis Regional Freightway's highest priority infrastructure project by members that represent manufacturing, logistics, industrial real estate and all modes of transportation, each year from 2016-2020. The Board of Directors of East-West Gateway Council of Governments, the St. Louis region's Metropolitan Planning Organization, unanimously supported this project as one of the region's highest priority projects. Both the State of Missouri and the State of Illinois have recognized the importance of this project.

Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. INFRA funding is vital to this project as it would close the gap between two \$500 million major infrastructure rebuild projects that are being completed thanks to unprecedented bi-state collaboration between MoDOT and the Illinois Department of Transportation (IDOT). In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. Through a joint partnership both IDOT and MoDOT announced funding for the replacement of the I-270 Bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the second largest inland port, with positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river. The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,

A handwritten signature in blue ink that reads "John Keller". The signature is fluid and cursive, with a large initial "J" and a long horizontal stroke at the end.

John Keller
President

RiverBend Growth Association



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

February 10, 2020

**RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis)
Infrastructure for Rebuilding America Grant Proposal**

Dear Secretary Chao:

On behalf of SCF Marine, we are writing to express support for the Missouri Department of Transportation's (MoDOT) Infrastructure For Rebuilding America (INFRA) grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

This project was selected as the St. Louis Regional Freightway's highest priority infrastructure project by members that represent manufacturing, logistics, industrial real estate and all modes of transportation, each year from 2016-2020. The Board of Directors of East-West Gateway Council of Governments, the St. Louis region's Metropolitan Planning Organization, unanimously supported this project as one of the region's highest priority projects. Both the State of Missouri and the State of Illinois have recognized the importance of this project.

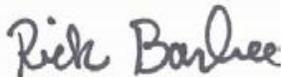
Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. INFRA funding is vital to this project as it would close the gap between two \$500 million major infrastructure rebuild projects that are being completed thanks to unprecedented bi-state collaboration between MoDOT and the Illinois Department of Transportation (IDOT). In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. Through a joint partnership both IDOT and MoDOT announced funding for the replacement of the I-270 Bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will

also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the second largest inland port, with positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river. The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,

A handwritten signature in black ink that reads "Rick Barbee". The signature is written in a cursive, slightly slanted style.

Rick Barbee
Vice President, Marketing
SCF Marine
727 North First Street, Suite 600
St. Louis, MO 63102



SLAY INDUSTRIES

1441 HAMPTON AVENUE • ST. LOUIS, MISSOURI 63139 • (314) 647-7529

February 17, 2020

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

**RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis)
Infrastructure for Rebuilding America Grant Proposal**

Dear Secretary Chao:

On behalf of Slay Industries, we are writing to express support for the Missouri Department of Transportation's (MoDOT) Infrastructure For Rebuilding America (INFRA) grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

This project was selected as the St. Louis Regional Freightway's highest priority infrastructure project by members that represent manufacturing, logistics, industrial real estate and all modes of transportation, each year from 2016-2020. The Board of Directors of East-West Gateway Council of Governments, the St. Louis region's Metropolitan Planning Organization, unanimously supported this project as one of the region's highest priority projects. Both the State of Missouri and the State of Illinois have recognized the importance of this project.

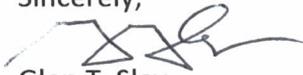
Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. INFRA funding is vital to this project as it would close the gap between two \$500 million major infrastructure rebuild projects that are being completed thanks to unprecedented bi-state collaboration between MoDOT and the Illinois Department of Transportation (IDOT). In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. Through a joint partnership both IDOT and MoDOT announced funding for the replacement of the I-270 Bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be

widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the second largest inland port, with positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river. The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Glen T. Slay", with a stylized flourish extending to the right.

Glen T. Slay

Executive Vice President



February 21, 2020

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

**RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis)
Infrastructure for Rebuilding America Grant Proposal**

Dear Secretary Chao,

I am writing to express my full support for the Missouri Department of Transportation's (MoDOT) INFRA grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

This project is important. Currently, the Saint Louis Zoo is planning the development of approximately 425 acres just a few miles from the 270 Corridor. This complex, which is currently referred to as the Saint Louis Zoo North Campus, will be home to our Conservation and Animal Science Center and a Wildlife Adventure Park. This place will help the Zoo grow its conservation efforts while also expand its educational programs for children and offer new and exciting public attractions for local audiences and tourists. The Zoo looks forward to benefiting the region through developing and operating a unique wildlife experience that few cities in the world can boast.

Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. Without INFRA funding, this gap will remain after two other \$500 million major infrastructure rebuild projects are completed. In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. To the east, in Illinois, the Illinois Department of Transportation has funded replacing the I-270 bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the third largest inland port, with positioning at the



crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river, including a new Amazon Distribution Center. The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "JPB", with a long horizontal flourish extending to the right.

Jeffrey P. Bonner, Ph.D.
Dana Brown President & CEO
Saint Louis Zoo



OFFICE OF THE COUNTY EXECUTIVE
SAINT LOUIS COUNTY
41 SOUTH CENTRAL AVENUE
SAINT LOUIS, MISSOURI 63105

SAM PAGE
COUNTY EXECUTIVE

(314) 615-7016

February 10, 2020

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

**RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis)
Infrastructure for Rebuilding America Grant Proposal**

Dear Secretary Chao:

I am writing to express my full support for the Missouri Department of Transportation's (MoDOT) INFRA grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri.

MoDOT has been working diligently to address the needs of I-270 in our northland. Currently, however, there is an unfunded three-mile gap on the corridor. Within this gap, MoDOT needs to expand approximately two miles of the mainline from two to three lanes in each direction, resurface existing lanes and shoulders, and replace and rehabilitate several bridges and culverts. Without INFRA funding, this gap will remain undone despite completing (between MoDOT and IDOT) two other \$500 million major infrastructure rebuild projects. In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. To the east, in Illinois, the Illinois Department of Transportation has funded replacing the I-270 bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles.

Completing the gap along I-270 North is important and receiving INFRA grant funds to do it is essential!

I-270 North is an integral part of St. Louis County's roadway network and necessary not only for goods movement across Missouri and within the Midwest, but to meet the overall mobility needs of thousands of our residents and visitors to and from job centers, social centers, and healthcare every day. In its current configuration, I-270 North is prone to safety and capacity issues that degrade the region's ability to serve local and regional needs and economic growth demands. We applaud and support MoDOT's efforts to improve I-270 North to improve safety, reduce congestion, and contribute to personal and economic wellbeing.

When we speak of goods movement it is imperative to understand that our region is home to the third largest inland port, with positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. We believe strongly that the area's Amazon's Distribution Center as well as other large industrial and warehousing facilities on both sides of the river would benefit from these improvements.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,

A handwritten signature in black ink that reads "Sam Page". The signature is written in a cursive style with a large, prominent "S" and "P".

Sam Page
County Executive



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

February 20, 2020

**RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis)
Infrastructure for Rebuilding America Grant Proposal**

Dear Secretary Chao:

On behalf of Greater St. Charles County Chamber of Commerce, we are writing to express support for the Missouri Department of Transportation's (MoDOT) Infrastructure For Rebuilding America (INFRA) grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

This project was selected as the St. Louis Regional Freightway's highest priority infrastructure project by members that represent manufacturing, logistics, industrial real estate and all modes of transportation, each year from 2016-2020. The Board of Directors of East-West Gateway Council of Governments, the St. Louis region's Metropolitan Planning Organization, unanimously supported this project as one of the region's highest priority projects. Both the State of Missouri and the State of Illinois have recognized the importance of this project.

Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. INFRA funding is vital to this project as it would close the gap between two \$500 million major infrastructure rebuild projects that are being completed thanks to unprecedented bi-state collaboration between MoDOT and the Illinois Department of Transportation (IDOT). In Missouri, MoDOT has funded approximately \$250 million in

improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. Through a joint partnership both IDOT and MoDOT announced funding for the replacement of the I-270 Bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the second largest inland port, with positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river. The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Scott Tate".

Scott Tate
President & CEO



Rhonda Hamm-Niebruegge
DIRECTOR

February 6, 2020

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

RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis)
Infrastructure for Rebuilding America Grant Proposal

Dear Secretary Chao:

I am writing to express my full support for the Missouri Department of Transportation's (MoDOT) INFRA grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. Without INFRA funding, this gap will remain after two other \$500 million major infrastructure rebuild projects are completed. In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. To the east, in Illinois, the Illinois Department of Transportation has funded replacing the I-270 bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the third largest inland port, with positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that

would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river, including a new Amazon Distribution Center. The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,

A handwritten signature in cursive script that reads "Rhonda Hamm-Niebruegge".

Rhonda Hamm-Niebruegge
Director of Airports

February 19, 2020

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

RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis) Infrastructure for Rebuilding America Grant Proposal

Dear Secretary Chao:

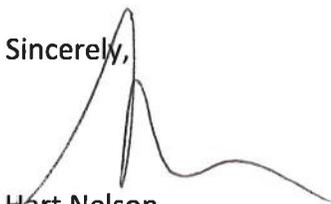
I am writing on behalf of St. Louis Community College (STLCC) to express support for the Missouri Department of Transportation's (MoDOT) Infrastructure For Rebuilding America (INFRA) grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri.

STLCC is the largest higher educational institution in the region with four main campuses and several off campus training locations serving an area of approximately 700 square miles that includes St. Louis City, St. Louis County and portions of Jefferson and Franklin counties. Three of the four main campuses are located along interstates in St. Louis City and County. The STLCC-Florissant Valley campus is located along I-270 North in northeastern St. Louis County. Improving traffic flow and access is vital for many of our students who travel on Interstate 270 to attend their classes. These improvements will also improve safety, reduce congestion and shorten commute times for our students and faculty.

Our St. Louis region supports the second largest inland port, crossroads of six Class I railroads, strategic access to national interstates, international passenger and cargo airports and significant pipelines. Completing this interstate project with INFRA funding will close the gap between two \$500 million major infrastructure rebuild projects that are being completed with the bi-state collaboration of MoDOT and the Illinois Department of Transportation (IDOT). When completed, this new roadway system will increase the efficient movement of freight across Missouri and the Midwest.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,



Hart Nelson
Associate Vice Chancellor, Workforce Solutions Group
St. Louis Community College

7733 Forsyth Blvd,
Suite 2200
Saint Louis, MO 63105

120 S Central Ave,
Suite 1200
Saint Louis, MO 63105

314-615-7663
STLpartnership.com
@STLpartnership

February 18, 2020

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

RE: Missouri Department of Transportation:
I-270 North Gap Closure Project (St. Louis)
Infrastructure for Rebuilding America Grant Proposal

Dear Secretary Chao:

I am writing to express my full support for the Missouri Department of Transportation's (MoDOT) INFRA grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated.

Without INFRA funding, this gap will remain after two other \$500 million major infrastructure rebuild projects are completed. In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. To the east, in Illinois, the Illinois Department of Transportation has funded replacing the I-270 bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the third largest inland port, with positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines.

Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river, including a new Amazon Distribution Center. The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

**ST LOUIS
ECONOMIC
DEVELOPMENT
PARTNERSHIP**

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Rodney Crim', with a large, stylized flourish at the end.

Rodney Crim
CEO & President
St. Louis Economic Development Partnership



One Metropolitan Square
211 North Broadway
Suite 1300
St. Louis, MO 63102

Phone • 314.231.5555
Fax • 314.444.1122
stregionalchamber.com

February 17, 2020

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

**RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis)
Infrastructure for Rebuilding America Grant Proposal**

Dear Secretary Chao:

I am writing to express my full support for the Missouri Department of Transportation's (MoDOT) INFRA grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. Without INFRA funding, this gap will remain after two other \$500 million major infrastructure rebuild projects are completed. In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. To the east, in Illinois, the Illinois Department of Transportation has funded replacing the I-270 bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the third largest inland port, with positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river, including a new Amazon Distribution Center. The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.





One Metropolitan Square
211 North Broadway
Suite 1300
St. Louis, MO 63102

Phone • 314.231.5555
Fax • 314.444.1122
stregionalchamber.com

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,

A handwritten signature in black ink that reads "Tom Chulick".

Tom Chulick
President & CEO
St. Louis Regional Chamber





TOYOTA
STRAATMANN COMPANIES, INC
dba STRAATMANN TOYOTA

215 George Hildner Dr. / Hwy 100 East
P.O. Box 1849
Washington, MO 63090
(636) 239-4775
stoyota.com

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

February 14, 2020

**RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis)
Infrastructure for Rebuilding America Grant Proposal**

Dear Secretary Chao:

On behalf of Straatmann Toyota, we are writing to express support for the Missouri Department of Transportation's (MoDOT) Infrastructure For Rebuilding America (INFRA) grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

This project was selected as the St. Louis Regional Freightway's highest priority infrastructure project by members that represent manufacturing, logistics, industrial real estate and all modes of transportation, each year from 2016-2020. The Board of Directors of East-West Gateway Council of Governments, the St. Louis region's Metropolitan Planning Organization, unanimously supported this project as one of the region's highest priority projects. Both the State of Missouri and the State of Illinois have recognized the importance of this project.

Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. INFRA funding is vital to this project as it would close the gap between two \$500 million major infrastructure rebuild projects that are being completed thanks to unprecedented bi-state collaboration between MoDOT and the Illinois Department of

Transportation (IDOT). In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. Through a joint partnership both IDOT and MoDOT announced funding for the replacement of the I-270 Bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the second largest inland port, with positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river. The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,

William L. Straatmann

Director, St. Louis Regional Freightway
P: 636-239-4775
E: bill.straatmann@gmail.com

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS

Michael A. McCarthy
President



1017 Olive Street, 5th Floor
St. Louis, Missouri 63101
PHONE (314) 539-4704
mmccarthy@terminalrailroad.com

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

February 10, 2020

RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis) Infrastructure for Rebuilding America Grant Proposal

Dear Secretary Chao:

On behalf of Terminal Railroad Association of St. Louis, we are writing to express support for the Missouri Department of Transportation's (MoDOT) Infrastructure For Rebuilding America (INFRA) grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality.

This project was selected as the St. Louis Regional Freightway's highest priority infrastructure project by members that represent manufacturing, logistics, industrial real estate and all modes of transportation, each year from 2016-2020. The Board of Directors of East-West Gateway Council of Governments, the St. Louis region's Metropolitan Planning Organization, unanimously supported this project as one of the region's highest priority projects. Both the State of Missouri and the State of Illinois have recognized the importance of this project.

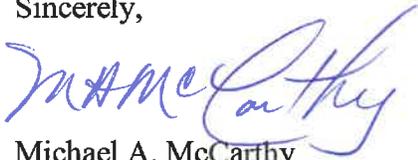
Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. INFRA funding is vital to this project as it would close the gap between two \$500 million major infrastructure rebuild projects that are being completed thanks to unprecedented bi-state collaboration between MoDOT and the Illinois Department of Transportation (IDOT). In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. Through a joint partnership both IDOT and MoDOT

announced funding for the replacement of the I-270 Bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the second largest inland port, with positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river. The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,



Michael A. McCarthy

Terminal Railroad Association of St. Louis



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

10 February 2020

**RE: Missouri Department of Transportation: I-270 North Gap Closure Project (St. Louis)
Infrastructure for Rebuilding America Grant Proposal**

Dear Secretary Chao:

On behalf of Weekends Only, Inc. I am writing to express support for the Missouri Department of Transportation's (MoDOT) Infrastructure For Rebuilding America (INFRA) grant request for major system improvements on the Interstate 270 Corridor (I-270 North) in northeastern St. Louis County, Missouri. The corridor was built in the 1960s and is comprised of two-way outer roads and interchanges that are critical to the national and regional transportation network for moving goods and people. Simply stated – the corridor cannot support the demand. The project improves safety, reduces congestion, improves the overall efficiency of the network, and adds to the region's economic vitality. This corridor is essential to my company's ability to supply our retail stores and customers in the Midwest safely and efficiently.

This project was selected as the St. Louis Regional Freightway's highest priority infrastructure project by members that represent manufacturing, logistics, industrial real estate and all modes of transportation, each year from 2016-2020. The Board of Directors of East-West Gateway Council of Governments, the St. Louis region's Metropolitan Planning Organization, unanimously supported this project as one of the region's highest priority projects. Both the State of Missouri and the State of Illinois have recognized the importance of this project.

Funding for this project would make significant improvements to an unfunded three-mile gap on the corridor. Within this gap, approximately two miles of the mainline would be expanded from two to three lanes, in each direction; existing lanes and shoulders resurfaced; and several bridges and culverts replaced and rehabilitated. INFRA funding is vital to this project as it would close the gap between two \$500 million major infrastructure rebuild projects that are being completed thanks to unprecedented bi-state collaboration between MoDOT and the Illinois Department of Transportation (IDOT). In Missouri, MoDOT has funded approximately \$250 million in improvements to rebuild and widen approximately 15 miles of the I-270 mainline, the outer roads system, and numerous interchanges. Through a joint partnership both IDOT and MoDOT announced funding for the replacement of the I-270 Bridge over the Mississippi River with two new bridges carrying three lanes in each direction. The I-270 mainline connection will also be widened from two to three lanes, in each direction for approximately two miles. Consequently, an INFRA grant is critical to closing the gap and removing the potential for bottlenecks.

Completing the improvements within the gap is also critical for the efficient movement of freight across Missouri and the Midwest. Our region is home to the second largest inland port, with positioning at the crossroads of six Class I railroads and strategic access to national interstates, international passenger and cargo airports, and significant pipelines. Other major facilities that would benefit from these improvements include several large industrial and warehousing facilities on both sides of the river. The project would also enhance connections to a vast and growing network of trails, parks, and conservation areas that surround the confluence of the Mississippi and Missouri rivers.

Because of the profound benefits to the local, regional, and national transportation system and the project's ability to improve safety, reduce congestion, improve the overall efficiency of the network, and add to the region's economic vitality, we encourage you to give the application favorable consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Dionne Dumitru". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Dionne Dumitru
Chief Technology Officer
Weekends Only, Inc.