



Appendix G – Letters of Support and Endorsement

Upper Midwest Transportation Hub Iowa Department of Transportation

Note:

Additional letters of support and endorsement are expected beyond the application date. An up-to-date listing can be found at

www.iowadot.gov/tiger14-freight

Letters of Support and Endorsement

Elected and government officials

- Senator Chuck Grassley, United States Senate
- Senator Tom Harkin, United States Senate
- Congressman Bruce Braley (1st District, Iowa) United States House of Representatives
- Congressman Steve King (4th District, Iowa) United States House of Representatives
- Congressman David Loebsack (2nd District, Iowa) United States House of Representatives
- Joint letter from Iowa Leaders:
 - Iowa Governor, Terry E. Branstad
 - Iowa Lt. Governor, Kim Reynolds
 - Iowa Department of Transportation Director, Paul Trombino III
 - Iowa Department of Agriculture & Land Stewardship Secretary, Bill Northey
 - Iowa Economic Development Authority Director, Debbi Durham
- Senator Amanda Ragan, Iowa Senate District 27
- Senator Mary Jo Wilhelm, Iowa Senate District 26
- Worth County Board of Supervisors
- Mayor Kevin Isaacson, City of Manly

Transportation

- Minnesota Department of Transportation Commissioner, Charles Zelle
- Iowa Motor Truck Association
- Union Pacific Railroad

Businesses

- 3M Distribution Center
- Sukup Manufacturing Company

Economic development organizations and other supporters

- Clear Lake Area Chamber of Commerce
- Iowa Falls Area Development Corporation
- North Iowa Area Community College
- North Iowa Corridor Economic Development Corp.
- Win-Worth-Betco (Winnebago-Worth Counties Betterment Council)

REPLY TO:

- 135 HART SENATE OFFICE BUILDING
WASHINGTON, DC 20510-1501
(202) 224-3744
e-mail: grassley.senate.gov/contact.cfm
- 721 FEDERAL BUILDING
210 WALNUT STREET
DES MOINES, IA 50309-2140
(515) 288-1145
- 111 7TH AVENUE, SE, BOX 13
SUITE 6800
CEDAR RAPIDS, IA 52401-2101
(319) 363-6832

United States Senate

CHARLES E. GRASSLEY

WASHINGTON, DC 20510-1501

April 11, 2014

REPLY TO:

- 103 FEDERAL COURTHOUSE BUILDING
320 6TH STREET
SIOUX CITY, IA 51101-1244
(712) 233-1860
- 210 WATERLOO BUILDING
531 COMMERCIAL STREET
WATERLOO, IA 50701-5497
(319) 232-6657
- 201 WEST 2ND STREET
SUITE 720
DAVENPORT, IA 52801-1817
(563) 322-4331
- 307 FEDERAL BUILDING
8 SOUTH 6TH STREET
COUNCIL BLUFFS, IA 51501-4204
(712) 322-7103

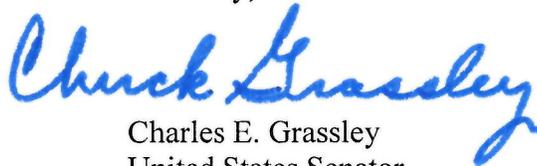
Paul Trombino III
Director
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

Dear Director Trombino:

I have contacted Secretary Foxx of the U.S. Department of Transportation regarding the TIGER application being submitted by the Iowa Department of Transportation for the Upper Midwest Transportation Hub. I asked that it be given all due consideration. When I receive a response from the U.S. Department of Transportation, I will relay the necessary information to you.

Thank you for allowing me to be of assistance to you. If you have any further questions regarding this, or any other federal matter, please do not hesitate to contact me again.

Sincerely,



Charles E. Grassley
United States Senator

CEG/sjk

Committee Assignments:

AGRICULTURE
BUDGET
FINANCE

RANKING MEMBER,
JUDICIARY

CO-CHAIRMAN,
INTERNATIONAL NARCOTICS
CONTROL CAUCUS

United States Senate

WASHINGTON, DC 20510-1502

April 28, 2014

COMMITTEES:
HEALTH, EDUCATION,
LABOR, AND PENSIONS, CHAIR
APPROPRIATIONS
AGRICULTURE
SMALL BUSINESS

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Foxx,

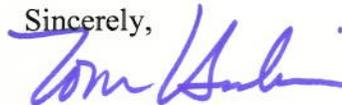
I write to express my support for an FY 2014 TIGER application being submitted by the Iowa Department of Transportation for the *Upper Midwest Transportation Hub* at Manly, Iowa. TIGER funds would assist in the further development of this major regional transportation facility, which would modernize a link in the nation's transportation system, bring economic development to the region and benefit the environment by reducing truck emissions.

Currently, this region is at a disadvantage in attracting and maintaining businesses that need intermodal services. The Upper Midwest Transportation Hub offers a direct solution to this problem by providing much-needed intermodal service and truck/rail connectivity for the movement of freight within an estimated 150-mile radius. The Upper Midwest Transportation Hub would also reduce transportation costs for surrounding businesses through efficient handling and trans-loading of domestic and international shipping trailers and containers, unlocking the potential for economic growth.

Not only would the Upper Midwest Transportation Hub encourage economic development in the region, it would have a far-reaching impact on economic growth nationally. By facilitating increased exports in manufactured products and agricultural goods, the project would benefit the nation's competitiveness in the global marketplace. It would also have a positive environmental impact and reduce highway congestion by reducing trucking miles and encouraging more efficient rail miles. Finally, its location at an existing transportation hub, with some infrastructure already in place, makes it a particularly smart investment.

TIGER funds for the Upper Midwest Transportation Hub at Manly, Iowa will greatly enhance economic growth in the region as well provide environmental benefits. I encourage and appreciate your full consideration of funding for this worthwhile project.

Sincerely,



Tom Harkin
United States Senator

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

April 22, 2014

The Honorable Anthony Foxx, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

To Whom It May Concern:

I am writing this letter to provide my support of the proposal submitted by the Iowa Department of Transportation (DOT) to the Department of Transportation's "FY 2014 TIGER" grant. The Iowa DOT will develop the Upper Midwest Transportation Hub at Manly, Iowa as a full-service intermodal container facility for handling and trans-loading domestic and international shipping trailers and containers.

I support the efforts of the Iowa Department of Transportation in adopting the Upper Midwest Transportation Hub to provide much-needed intermodal service and truck or rail connectivity for the movement of freight within the estimated 150-mile radius. Their strategies for this project are a great asset to our community by reducing transportation cost for intermodal shipments, increasing profitability for our regional producers, and encouraging regional growth in both warehousing and distribution centers. By investing in the Upper Midwest Transportation Hub, this will help Iowa shippers to attract and keep business in the state of Iowa.

I have full confidence that the Iowa DOT will fulfill the mission and duties of the "FY 2014 TIGER" grant. Because of that confidence, I ask that they be given proper consideration for this grant. Please direct any correspondence regarding this matter to Tavis Hall in my grants office in Waterloo at 319-287-3233. Thank you for the opportunity to express my views and support of this grant.

Sincerely,



Bruce L. Braley
United States Congressman, 1st District of Iowa

Congress of the United States

House of Representatives

Washington, DC 20515-1504

April 23, 2014

The Honorable Anthony Foxx
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

AGRICULTURE
CHAIRMAN
SUBCOMMITTEE ON DEPARTMENT
OPERATIONS, OVERSIGHT, AND NUTRITION

JUDICIARY

POLICY

SMALL BUSINESS

Dear Secretary Foxx:

I am writing in support of the Iowa Department of Transportation's (DOT) TIGER grant application. Iowa DOT would use these grant funds to develop an Upper Midwest Transportation Hub in Manly, Iowa.

The Upper Midwest Transportation Hub would include an intermodal container facility for handling and trans-loading domestic and international shipping trailers and containers. This transportation hub would serve customers within a 150 mile radius in north central Iowa, as well as south central Minnesota. Since Iowa is small consumption state, there is an imbalance between the number of inbound versus outbound shipping containers. However, this imbalance could be addressed through the development of an Upper Midwest Transportation Hub because Minnesota has an abundance of inbound containers making this hub even more attractive from a regional perspective with greater benefits.

In addition to solving the container imbalance in the region, this transportation hub would lower transportation costs for intermodal shipments, mitigate an emerging trucking shortage crisis, reduce long haul trucking to intermodal centers outside of Iowa and reduce traffic congestion on highways. The Upper Midwest Transportation Hub would also encourage economic development by promoting profitability for producers and increasing the number of connections to other railroads and destinations, which will expand access to new markets.

I support the Iowa DOT's TIGER grant application to develop an Upper Midwest Transportation Hub in Manly, Iowa because I believe it will increase economic development in the region. If you have any questions regarding the Iowa DOT's application or my support of it, please contact my Policy Advisor, Casaday Loomis, at (712) 560-6997.

I appreciate your full and fair consideration of the Iowa DOT's grant application. I look forward to your decision.

Sincerely,



Steve King
Member of Congress

DAVID LOEBSACK
2ND DISTRICT, IOWA

COMMITTEES:
ARMED SERVICES
SUBCOMMITTEES:
MILITARY PERSONNEL
READINESS

EDUCATION AND THE WORKFORCE
SUBCOMMITTEES:
HEALTH, EMPLOYMENT, LABOR,
AND PENSIONS
HIGHER EDUCATION AND
WORKFORCE TRAINING

Congress of the United States
House of Representatives
Washington, DC 20515-1502

WASHINGTON OFFICE:
1527 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-6576

DISTRICT OFFICES:
125 SOUTH DUBUQUE STREET
IOWA CITY, IA 52240
(319) 351-0789

209 WEST 4TH STREET, #104
DAVENPORT, IA 52801
(563) 323-5988
1 (866) 914-IOWA

April 24, 2014

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx,

I write in support of the Iowa Department of Transportation's (IDOT) FY14 TIGER application for the Midwest Transportation Hub at Manly, Iowa. TIGER funding would help develop a full service intermodal container facility for domestic and international shipping. The prime location of this facility will allow industries to capitalize on other freight transportation systems in an economy increasingly reliant on container-based shipping.

As international – and even domestic – shipping modernizes and becomes even more standardized, it's more important than ever to ensure our domestic producers like those in Iowa continue to be able to compete globally and get their products to market. As transportation systems get more efficient, so must those in Iowa. With agricultural products representing one of the strongest areas of our country's trade and Iowa increasingly being considered for new manufacturing facilities or others returning from overseas, intermodal service is needed to stay competitive. Whether it's manufactured goods, warehousing, or grain shipped in sealed containers, the need is as great as ever to move products from Iowa to global markets.

This intermodal facility will be located in a prime area, capitalizing on other freight transportation systems. Iowa sits at the crossroads of major Interstate Highways 80 and 35, major freight rail lines including Union Pacific and BNSF, and major marine highways in the Mississippi and Missouri Rivers. Together, these transportation systems put Iowa in a unique position to attract new businesses and continue to grow our agricultural exports. The need to remain current and competitive is why the Midwest Transportation Hub is such an important project for Iowa and the region.

As our country looks to stay on top in an increasingly competitive global market, facilities like the Midwest Transportation Hub are critical to allowing us to continue to make things right here

in America. Thank you very much for your time, and I urge your full and fair consideration of the IDOT's application for the Midwest Transportation Hub.

Sincerely,

A handwritten signature in blue ink that reads "Dave Loebsock". The signature is written in a cursive, flowing style.

Dave Loebsock
Iowa's Second District



Terry E. Branstad
GOVERNOR

OFFICE OF THE GOVERNOR

Kim Reynolds
LT. GOVERNOR

April 25, 2014

The Honorable Anthony Foxx
Secretary, United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

We write to express our clear prioritization of the Upper Midwest Transportation Hub (UMTH) project as the State of Iowa's highest priority for the United States Department of Transportation's Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program and to convey our support for the five-state request for TIGER FY 2014 planning funds application for the *Upper Mississippi River Navigation System Planning Study*. Both projects underscore regional approaches to further state and national economic development, infrastructure improvement, and intermodal priorities.

Upper Midwest Transportation Hub (UMTH): The State of Iowa strongly supports the development of a regional, full-service intermodal facility in Manly, Iowa, at an established yard/terminal. The UMTH project meets the TIGER grant program's strategic goals and project readiness criterion, and its benefits extend beyond Iowa's borders to Minnesota and other Midwestern states. Moreover, multiple State agencies stand ready to quickly implement this public-private project.

We believe the UMTH project provides an innovative approach to invest in an intermodal project that will help:

- Lower transportation costs for intermodal shipments for Midwestern producers and consumers. Specifically, transportation costs would be lowered through the --
 - Improved condition of existing transportation facilities and systems;
 - Improved shipping container balance and availability for Midwestern products;
 - Increased transportation options and destinations for Midwestern products, and thus, more competitive transportation pricing;
 - Growth in warehousing and distribution centers in the region where intermodal service is critical; and,
 - Reduced "long haul" trucking to intermodal centers outside of Iowa and reduced rail congestion in the Chicago area.
- Facilitate the growth of Midwestern exports in manufactured and agricultural products, including value added products that help create jobs and increase family incomes.
- Reduce the use of fossil fuels and shrink emissions due to less truck miles and more efficient rail miles.
- Improve the competitiveness of Iowa's wind energy manufacturing facilities and biofuel products in the global marketplace.

- Improve transportation safety by reducing reliance on road transportation.
- Drive Federal, State, local, and private sector collaboration to improve the efficiency of the national freight network.

Additionally, the project will help achieve critical national objectives, including:

- Advance the President's goals to increase exports and improve America's competitiveness in a global economy.
- Support the core functions of the White House Rural Council and advance our nation's bioeconomy.
- Support the President's goals to reduce transportation-related air emissions and to diversify America's energy portfolio by improving the competitiveness of alternative fuels, including biofuels.

Upper Mississippi River Navigation System Planning Study: The State of Iowa has served as the lead for the jointly submitted application from five states -- Illinois, Iowa, Minnesota, Missouri, and Wisconsin. This regional coalition understands the importance of this vital and unique trade corridor. Last year, State of Iowa leaders hosted a panel discussion in Davenport, Iowa, to discuss and highlight the importance of freight movement on the Upper Mississippi River. Iowa shippers, carriers, farmers, business owners, the US Army Corps of Engineers (Corps), Iowa state agencies, and citizens of multiple states attended the forum to reiterate the importance of the Mississippi River to the movement of goods and assert the need to find a long-term, sustainable solution to the current infrastructure deficiencies. That forum began a series of conversations that underscored:

- The crucial competitive advantage of barge transportation that lowers shipping costs for bulk commodities (exports and key economic inputs), while also benefiting other transportation modes.
- The efficiency benefits of barge movements that also yield lower emissions than other modes of transportation. Lock delays increase costs to consumers and companies, and result in higher emissions and energy use for freight movement.
- The concerns about the reliability of locks and dams more than 20 years beyond their design life and in dire need of repair and improvement due to inadequate federal investment.

We are already moving forward with state and regional solutions, including a preliminary reconnaissance study on inland waterway modernization completed in April 2013, and also an application submitted in February 2014 for designation of the Upper Mississippi River as Marine Highway M-35. TIGER FY 2014 planning funds would advance the next step, the *Upper Mississippi River Navigation Study*. With input from the Corps, river transportation providers, economic development groups, regional and metropolitan jurisdictions and other stakeholders, the study will closely examine existing infrastructure and evaluate options for its modernization.

The Upper Mississippi River is a thoroughfare for trade and progress in this region. Today, it helps the nation compete in the global economy, with 78 percent of US exports of corn and soybeans flowing to the world market via the Mississippi River. We fully support the FY 2014 TIGER application for a planning study to help identify a long-term, economically sustainable way to manage the Upper Mississippi River and bring its infrastructure into the 21st century. We would be glad to provide you with further information as needed.

Although other Iowa TIGER grant applications may compete well with other submissions from across the country, the UMTB and *Upper Mississippi River Navigation System Planning Study* applications are the

State of Iowa's top priorities as they have the most significant and far reaching positive economic impacts. We appreciate your consideration of the UMTH and *Upper Mississippi River Navigation System Planning Study* TIGER grant applications.

Sincerely,



Terry E. Branstad
Governor of Iowa



Kim Reynolds
Lt. Governor of Iowa



Paul Trombino III
Director,
Iowa Department of Transportation



Bill Northey
Secretary,
Iowa Department of Agriculture & Land Stewardship



Debi V. Durham
Director,
Iowa Economic Development Authority

AMANDA RAGAN

STATE SENATOR

Twenty-seventh District

Cerro Gordo, Butler and

Franklin Counties

Statehouse: (515) 281-3371

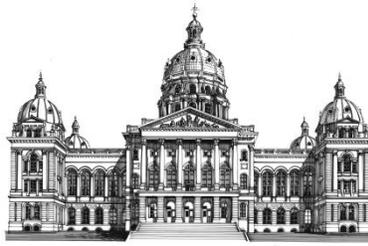
amanda.ragan@legis.iowa.gov

—
HOME ADDRESS

361 S. Pennsylvania Ave., 1-D

Mason City, IA 50401

H: (641) 424-0874



The Senate

State of Iowa

Eighty-fifth General Assembly

STATEHOUSE

Des Moines, IA 50319

ASSISTANT MAJORITY LEADER

COMMITTEES

Appropriations

Human Resources, *Chair*

Natural Resources and Environment

Rules and Administration

Veterans Affairs

Health and Human Services Appropriations

Subcommittee, *Vice Chair*

April 10, 2014

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

Dear Secretary LaHood:

The purpose of this letter is to emphasize my strong support for the TIGER Grant Application to establish the Upper Midwest Transportation Hub at Manly, Iowa. This grant is vitally important to the development and completion of an intermodal container handling facility which will allow the trans-loading of domestic and international shipping trailers and containers. Our North Iowa area has a rapidly expanding warehousing and distribution sector which is an important driver in our economic growth. The construction of this facility will have a major positive impact on our area businesses and rail shipping throughout the United States.

I personally believe this hub will have a tremendous stimulative effect on a region of rural America where we are working very hard to provide economic opportunities and advance the well-being of our citizens. The growth forecasts I have seen for this project will revitalize Northern Iowa and Southern Minnesota and provide good, high-wage jobs to a population continuing to recover from the recent economic downturn.

The TIGER Grant will contribute greatly to expanding much needed intermodal service and truck/rail connectivity in our area. The closest similar services are only obtainable 150 miles away or more. This hub, which would be just the second such facility in our state, can help conserve both shipping costs and energy costs on a large scale by providing fast, close, efficient services. In fact, the transportation efficiency this hub can provide would save the expenditure of much fossil fuel and concurrently provide a reduction in those emissions.

It is imperative that our Nation competes strongly in the global marketplace, and I feel sure this transportation hub can provide better, more economical, rail access to both American coasts and then on to international ports and markets. I can only urge in the strongest terms your support for the Manly, Iowa, Transportation Hub TIGER Grant. The assistance you can provide will be greatly appreciated and can be a vital component in furthering a robust recovery in rural America. Thank you for your consideration of this matter.

Sincerely,

State Senator Amanda Ragan
Iowa District 27

From: Wilhelm, Mary Jo [LEGIS] [Mary.Jo.Wilhelm@legis.iowa.gov]
Sent: Tuesday, April 15, 2014 8:25 AM
To: 'Anthony.Foxx@dot.gov'; 'TIGERGrants@dot.gov'; 'Joanne.Turner@dot.gov'; McCauley, Diane [DOT]
Subject: TIGER Grant

Mary Jo Wilhelm
STATE SENATOR
Twenty-sixth District
Chickasaw, Floyd, Howard, Mitchell, Worth,
Cerro Gordo, and Winneshiek counties
Statehouse: (515) 281-3371

-
Home Address
414 N. Elm
Cresco, IA 52136
Phone: (563) 547-4156
mary.jo.wilhelm@legis.iowa.gov



The Senate
State of Iowa
Eighty-fifth General Assembly
STATEHOUSE
Des Moines, Iowa 50319

COMMITTEES
Human Resources, *Vice-Chair*
Local Government, *Chair*
Commerce
Education
Economic Growth
Agriculture & Natural Resources Budget

April 10, 2014

The Honorable Anthony Foxx
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Secretary Anthony Foxx,

I am writing a letter of support for the **Upper Midwest Transportation Hub at Manly** for consideration of a TIGER Grant. This project will assist the creation of a major regional intermodal transportation hub for Iowa.

The Manly project will have a significant impact on long-term outcome for the region. Much needed intermodal service and truck/rail connectivity will be provided for the movement of freight throughout all of north central Iowa and into Minnesota and the Twin Cities. Freight moving in this large region by truck will have better rail access to the east coast, west coast and international markets.

Iowa is at a disadvantage in attracting and keeping businesses that need intermodal service in central and north central Iowa. Iowa is a small consumption state (from a global trade standpoint), so it has a severe imbalance of inbound vs. outbound shipping containers. Empty containers must be shipped or "drayed" into Iowa to meet demand at additional cost. Minnesota, on the other hand, is a receiver state and has an abundance of inbound containers. Approaching the problem on a regional basis has far greater benefits and will be more attractive to a broader customer base.

Benefits would include lower transportation costs therefore lowering overall expenses, using less fossil fuel so there would be fewer emissions due to less truck miles and more efficient rail miles, and it removes the large volumes of traffic from congested highways in large municipalities.

Manly is the prime location because a regional intermodal facility at this location has the potential to solve the container imbalance situation, a major hurdle to cost effective intermodal services. At Manly's location options increase for the final destinations of products and encourage competitive pricing. This location would facilitate the growth of Iowa exports in manufactured products and agricultural products such as dried distiller's grain and identity-preserved grains.

I was very fortunate to tour the Manly facility last fall and meet the owners. I will say I was very impressed.

If you have any questions please do not hesitate to contact me.

Sincerely,

Senator Mary Jo Wilhelm

WORTH COUNTY BOARD OF SUPERVISORS

Dennis May, Chair

Ken Abrams, Vice-Chair

Dave Haugen

1000 Central Ave.

Northwood, IA 50459

Phone (641) 324-3630 Fax (641) 324-3682

April 21, 2014

The Honorable Secretary Anthony R. Foxx
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

and

Iowa Department of Transportation
Office of Rail Transportation
800 Lincoln Way
Ames, IA. 50010

Dear Secretary Foxx and Iowa Dept. of Transportation:

This letter is in support of the TIGER Grant Application to establish an Upper Midwest Transportation Hub to be located at Manly, Worth County, IA. A successful TIGER grant for the Upper Midwest Transportation Hub will develop a full service intermodal container facility for handling and trans-loading (filling on-site) of domestic and international shipping trailers and containers. This development will serve customers in an approximate 150 mile radius in north central Iowa and south central Minnesota.

This region is currently at a disadvantage in attracting and keeping businesses that need intermodal services. Currently, Iowa shippers requiring intermodal service typically truck commodities to intermodal centers in Chicago, Kansas City, Council Bluffs (Iowa's *only* intermodal center) or Minneapolis (which has limited routing options) where their products enter the national rail system.

Many businesses in the region needing intermodal service experience higher transportation costs, making them less competitive due to the additional truck miles to a full service intermodal facility. Businesses with intermodal needs (warehousing, distribution, manufacturing, and many others) are less likely to consider Iowa as a future location. Additionally, grain is increasingly shipped in sealed containers to preserve the grain's genetic identity or better protect the grain.

The capacity of the trucking industry is currently constrained and expected to get more critical, due to shortages of qualified drivers and restrictions on hours of service. Continued increases in cost and reductions in available trucking services will drive shippers to reduce long-haul trucking and more extensively use truck/rail intermodal services.

The benefits to establishing this Upper Midwest Transportation Hub are multiple and include:

- Reduces transportation costs for intermodal shipments, increasing profitability for regional producers.
- Increases available markets for the region's products and encourages competitive pricing because of the multiple rail connections at or near the Manly location.
- Facilitates the growth of exports in manufactured products and agricultural goods such as dried distiller's grain and identity-preserved grains.
- Encourages regional growth in warehousing and distribution centers where intermodal service is critical.
- Mitigates an emerging trucking capacity shortfall and encourages more cooperation among trucking and rail firms to grow their business together.
- Provides options to "long haul" trucking, which can be more expensive and is less attractive to today's workforce.
- Saves fossil fuels and reduces emissions due to fewer truck miles and more efficient rail miles.
- Removes large volumes of traffic from congested highways in large municipalities.
- Locates an intermodal transfer facility at an existing transportation hub where support services, a rail yard and some existing infrastructure can be used or repurposed, leveraging prior public/private investments.

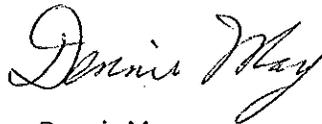
As the current County Board of Supervisors serving Worth County in Iowa, we are very concerned about our existing businesses and their ability to stay competitive in a business environment where transportation costs are vital to their bottom line. If our businesses are unable to get raw materials in and finished products out at an affordable cost, they will have to relocate to other areas which allow them to keep their cost of doing business affordable. There are a multitude of businesses in Iowa and MN that this Upper Midwest Transportation Hub that would benefit and assist us in keeping our local economy strong and even position our economy for growth if the Hub happens here.

Please take serious consideration of this TIGER Grant Application as if funded, it will have a tremendous impact on the future growth and stability of the economy in Iowa and a large portion of Minnesota. We look forward to a positive response to the application.

Sincerely,



Ken Abrams
Worth County Supervisor



Dennis May
Worth County Supervisor



Dave Haugen
Worth County Supervisor

cc: Iowa Northern Railway Company
P.O. Box 640
Greene, IA. 50636



BUILDING A BETTER COMMUNITY TODAY
INCORPORATED CITY OF MANLY
P.O. BOX 516
MANLY IA 50456-0516

The Honorable Secretary Anthony R. Foxx:

On behalf of the City of Manly, Iowa, I am writing this letter to show our support of the Upper Midwest Transportation Hub's TIGER grant application.

Upon being presented with all of the information on the proposed project, I am excited to hear of this group considering a possible full-service intermodal container facility for our area. I feel that it is a very worthwhile project and tremendous opportunity for the entire region.

Our area, north central Iowa and southern Minnesota, is at a disadvantage in attracting and keeping business that need such a service. We are very proud of this region and believe it would make a great home to such a facility.

I urge you to strongly consider this project for approval of the grant request and I would like to thank you for your time and consideration.

Sincerely,

Kevin Isaacson
Mayor
City of Manly



Minnesota Department of Transportation

Office of Transportation System Management
395 John Ireland Blvd., MS 440
St. Paul, MN 55155

Office Telephone: (651)366-3798
Fax: (651)366-3790

April 17, 2014

The Honorable Anthony R. Foxx
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: FY2014 TIGER Discretionary Grant Program
Upper Midwest Transportation Hub

Dear Secretary Foxx:

The Minnesota Department of Transportation wishes to express its support for the Manly, Iowa, Upper Midwest Transportation Hub that is the subject of an Iowa DOT grant application under the FY 2014 TIGER Discretionary Grant program.

The proposed investment will strengthen the market access and transportation options for a full range of businesses in this region and the Upper Midwest. Minnesota's interest lies in the economic competitiveness of industries in southeastern Minnesota, a region notable for its farm production and food processing, but also supporting a diverse manufacturing sector and high technology presence in energy and medical technology. The area has built a vibrant economy on export markets to a large extent. The Manly facility would for the first time provide a direct rail access for containerized goods to the major Ports of Long Beach and Los Angeles, via the Iowa Northern and the Union Pacific, and entry onto domestic container corridors to all parts of the nation. Current logistics patterns require an expensive and often indirect truck haul to Chicago, the Twin Cities, or Kansas City to reach an intermodal terminal, presenting a significant barrier to the competitiveness of businesses with a national and international reach.

Approval of this grant will enhance the capacity and efficiency of our transportation infrastructure that will grow our presence in new markets and bolster the regional and national economy. We ask that you give consideration to this notable addition to the integrated freight transportation network that we are all working for.

Sincerely,

A handwritten signature in blue ink, appearing to read "Charles A. Zelle".

Charles A. Zelle
Transportation Commissioner

Iowa Motor Truck Association

April 18, 2014

The Honorable Anthony Foxx, Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

The Iowa Department of Transportation (IDOT) have progressed a TIGER Grant Application for the Upper Midwest Transportation Hub (UMTH) at Manly, Iowa. This application will provide a key component to bring competitive logistical options to a large region of 7 million citizens that lacks appropriate intermodal service. Current intermodal service to Minneapolis provides access to the Pacific Northwest and Canadian ports, but not to the other key transportation regions of North America. Any other intermodal access requires expensive dray moves to intermodal facilities in Chicago, which results in a far greater cost to shippers in the Northern half of Iowa and Southern third of Minnesota.

UMTH would provide a mechanism for the trucking industry to join forces with the rail industry to establish badly needed service products to an area of growing volumes, primarily manufacturing, agricultural and food products. The trucking industry faces continual challenges in higher costs and shortage of qualified drivers to meet the long-haul demands of shipping in this region. UMTH would allow the trucking industry to grow, by increasing the number of regional truck moves to serve this region from the Manly, Iowa area. Attracting drivers with more regular hours and shorter runs will have a major effect in keeping our industry and the industries we serve competitive. It may, in fact, be one of few options we have left to enhance our participation in the growing needs of logistics in this region.

The efforts to develop UMTH will include serious participation from many groups, but tapping the strengths of both the trucking and rail industry together will strengthen the States and Communities within a 150 mile radius of Manly and beyond.

IMTA strongly supports this effort and urge you to understand and approve the outstanding benefits that this application provides to the Upper Midwest and the country as a whole.

Thank you for your consideration.



Brenda Neville, CAE

President & CEO

Iowa Motor Truck Association

717 E. Court Avenue
Des Moines, Iowa 50309
515-244-5193
fax: 515-244-2204

e-mail: imta@iowamotruck.com
www.iowamotruck.com

P 402 544 3753
F 402 501 0010
C 402 216 5486
dmkush@up.com

April 24, 2014

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

**RE: Support of the Iowa Department of Transportation Upper Midwest
Transportation Hub at Manly and TIGER 2014 Grant Application**

Dear Secretary Foxx,

On behalf of Union Pacific Railroad (UPRR), I am writing in support of the Iowa Department of Transportation (IDOT) Upper Midwest Transportation Hub at Manly, Iowa, and its TIGER 2014 discretionary grant application.

The project focuses on developing a fully functional intermodal container facility for handling and trans-loading domestic and international shipping trailers and containers.

According to IDOT, the project will provide the following benefits:

- Reduce transportation costs for intermodal shipments
- Increases available markets for the region's products and encourages competitive pricing because of the multiple rail connections at or near the Manly location
- Facilitates the growth of exports in manufactured products and agricultural goods such as dried distiller's grain and identity-preserved grains
- Encourages regional growth in warehousing and distribution centers where intermodal service is critical
- Mitigates an emerging trucking capacity shortfall and encourages more cooperation among trucking and rail firms to grow their business together
- Provides options to "long haul" trucking that can be more expensive and less attractive to today's workforce
- Saves fuel and reduces emissions due to fewer truck miles and more efficient rail miles
- Removes large volumes of traffic from congested highways in large municipalities

As such, UPRR support this project, which is worthy of federal funding.

Please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Donna Kush". The signature is written in a cursive, flowing style.

Donna Kush
Vice President, Public Affairs
Union Pacific Railroad



April 24, 2014

Paul Trombino III, Director
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

RECEIVED
APR 28 2014

Dear Director Trombino:

3M operates a large finished goods distribution center in northern Iowa. I'm writing to ask for your support in approving the Tiger Grant Application for an Upper Midwest Transportation Hub to be located in Manly, IA.

Having additional routing options for our international and domestic intermodal is critical in providing better service and lower cost. Currently our intermodal traffic is handled in Chicago, Minneapolis, or Kansas City. These "last mile" deliveries can be very expensive and add additional time to the process. Having an intermodal terminal within 30 miles will definitely help us to be more competitive.

In addition, the entire region is at a disadvantage in attracting businesses that require intermodal service. I support the economic growth opportunities that would result from this regional terminal.

Your support of this Tiger Grant Application is appreciated. It will have a great impact on the future growth and stability of the economy in this region.

Sincerely,

John Roisen
Plant Manager
641-585-2700

3M Distribution Center
806 W Crystal Lake Road
Forest City, IA 50436

Cc: Iowa Northern Railway Company
PO Box 640
Greene, IA 50636

Date: 4/24/2014

To: The Honorable Secretary Anthony R. Foxx
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

From: Steven E. Sukup –VP, CFO
Sukup Manufacturing Company
Sheffield, Iowa 50475

RECEIVED
APR 30 2014
**OFFICE OF RAIL
TRANSPORTATION**

Subject: TIGER Grant – Upper Midwest Transportation Hub in Manly, Iowa

Mr. Foxx,

My name is Steve Sukup and I'm a family owner in Sukup Manufacturing Company, located in Sheffield, Iowa. Our core business is manufacturing agricultural storage and drying equipment, such as grain bins, hopper bins, fans, heaters, grain dryers and pre-engineered steel buildings. We've been in business since 1963 and currently employ near 550 people. We have six distribution centers, strategically located around the Midwest. I'm writing you today in support of awarding a TIGER Grant for the Upper Midwest Transportation Hub in Manly, Iowa. This grant could have a great impact not only on my business, but on all manufacturers located in the upper Midwest. Annually, we go through well over 50,000 tons of steel coil in our manufacturing process. Getting these coils to our facility is very costly. Trucking is constantly an issue, storage is constantly an issue, and freight charges are through the roof. We currently rail a majority of our coil into Minneapolis, Minnesota, and then have it hauled by truck back down to us. In many cases, our steel travels right on by us before it is trucked into our facility. Growing freight costs, coupled with astronomical storage costs have actually pushed us into looking at the possibility of developing our own local intermodal facility. We estimate that a facility of this type would pay for itself within three to five years' time (for our needs alone). Think of what a facility of this size and capacity could do for multiple companies in the Upper Midwest. Awarding a TIGER grant to this project would greatly impact the outgoing end of our business as well. We ship product all over the world, and an intermodal hub within the Upper Midwest would greatly help facilitate that. I believe a hub of this size would attract new businesses and jobs to the Upper Midwest, and substantially reduce the costs of transportation for my company in specific. I appreciate your time and consideration of providing this TIGER Grant to the Upper Midwest Transportation Hub in Manly, Iowa. Thank you and have a nice day.

Sincerely

Steve Sukup



CC: Iowa Northern Railway
PO Box 640
Greene, IA. 50636



April 23, 2014

The Honorable Secretary Anthony Foxx
U.S. Department of Transportation
1200 New Jersey Ave., S.E.
Washington, D.C. 20590

Dear Secretary Foxx,

I am writing in support of the TIGER grant application for the Upper Midwest Transportation Hub in Manly, Iowa.

This grant will enable the Upper Midwest Transportation Hub to become a full service intermodal container facility for handling and trans-loading (filling on-site) of domestic and international shipping trailers and containers.

As a region, we are at a terrible disadvantage in attracting and retaining businesses that depend on intermodal services. Those businesses that are here that depend on intermodal service are paying higher transportation costs, resulting in being less competitive than other companies that otherwise have access to intermodal service. Another way of looking at the need is view the current shape of the trucking industry. It is expected that this industry, providing transportation services, will become even more constrained. This will only become more critical for the trucking industry, with a drop in qualified drivers and restricted hours of service.

If the Upper Midwest Transportation Hub in Manly receives the TIGER grant, it will benefit businesses within a 150 mile radius of rural northern Iowa and southern Minnesota. It will help lower transportation costs for companies, make the region much more competitive with new streamlined shipping options, and encourage warehousing and distribution centers where intermodal service is critical. This is especially important with the advent of a new multi-million dollar Fortune 100 company locating its 340,000 square foot distribution center in Clear Lake within the next 18 months. Finally, the Upper Midwest Transportation Hub is a facility with a large rail yard, and some existing infrastructure that can be used or modified, leveraging prior public/private investments.

In short, this is a huge piece of the economic development puzzle that our two state area needs not only to be competitive but to serve existing and new businesses with major cost-cutting transportation options that the intermodal service does so well.

I hope that your department will support our grant application to make the Upper Midwest Transportation Hub in Manly, IA. A reality. Thank you for your consideration.

Sincerely,

Timothy S. Coffey, M.A., IOM
Executive Director

205 Main Ave., Clear Lake, IA. 50428 641-357-2159
tim@clearlakeiowa.com



April 21, 2014

Iowa Department of Transportation
Office of Rail Transportation
800 Lincoln Way
Ames, IA 50010

RECEIVED
APR 23 2014
OFFICE OF RAIL
TRANSPORTATION

RE: Upper Midwest Transportation Hub at Manly, Iowa
TIGER Grant

Dear Sir:

Please consider this letter as our support for a 2014 TIGER grant application by Iowa Northern Railway Company's intermodal container facility at Manly, Iowa.

Iowa Falls is currently located approximately 60 miles to the south of the Manly facility with significant rail operations throughout our community.

The need for an intermodal container facility is critical to Northern Iowa businesses that require this type of service for the movement of their raw products and finished goods. While we are currently in the process of developing a dual rail connection in our area to help meet business transportation needs, we are not an appropriate location for an intermodal hub. That is why this Manly site is a very critical component to enhance the rail transportation opportunities of our area. I would strongly encourage you to consider approving their TIGER application.

Sincerely,

CINDY LITWILLER
Executive Director
Iowa Falls Area Development Corporation
520 Rocksylvana Avenue
Iowa Falls, IA 50126
641.648.5604
director@iowafallsdevelopment.com



April 23, 2014

The Honorable Anthony Foxx, Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

The Iowa Department of Transportation (IDOT) have progressed a TIGER Grant Application for the Upper Midwest Transportation Hub (UMTH) at Manly, Iowa. This application will provide a key component to bring competitive logistical options to a larger region of seven million citizens that lacks appropriate intermodal service. Current intermodal service to Minneapolis provides access to the Pacific Northwest and Canadian ports, but not to the other key transportation regions of North America. Any other intermodal access requires expensive dray moves to intermodal facilities in Chicago, which results in a far greater cost to shippers in the northern half of Iowa and southern third of Minnesota.

UMTH would provide a mechanism for the trucking industry to join forces with the rail industry to establish badly needed service products to an area of growing volumes, primarily manufacturing, agricultural, and food products. The trucking industry faces continual challenges in higher costs and shortage of qualified drivers to meet the long-haul demands of shipping in this region. UMTH would allow the trucking industry to grow, by increasing the number of regional truck moves to serve this region from the Manly, Iowa area.

The efforts to develop UMTH will include serious participation from many groups, but tapping the strengths of both the trucking and rail industry together will strengthen the states and communities within a 150-mile radius of Manly and beyond.

North Iowa Area Community College (NIACC) strongly supports this application and has been working to provide programming that supports both the rail and trucking industry. NIACC has a long history of providing CDL truck driver training and has recently started a Diesel Technology Program in response to the mechanical needs of both industries. NIACC is proud to support this application, and we urge you to understand and approve the outstanding benefits that this application provides to the Upper Midwest and the country as a whole.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dr. Schulz", is written over a horizontal dashed line.

Dr. Steven Schulz
President

SS/rls

April 28, 2014

Iowa Department of Transportation
Office of Rail Transportation
800 Lincoln Way
Ames, IA 50010

RECEIVED
MAY 01 2014
OFFICE OF RAIL
TRANSPORTATION

To Whom it May Concern,

We understand The Iowa Northern Railway Company located in Greene, Ia. is applying for a TIGER Grant for their Upper Midwest Transportation Hub at Manly, IA. This development will serve customers in an approximate 150 mile radius in North Central Iowa and South Central Minnesota. Many businesses in the region needing intermodal services experience higher transportation costs, making them less competitive due to additional truck miles to a full service intermodal facility.

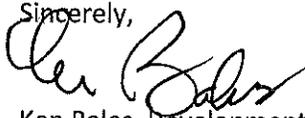
Businesses with intermodal needs, including warehousing, distribution and many others are less likely to consider Iowa as a future location. Additionally, grain is increasingly shipped in sealed containers to preserve the grain's genetic identity or better protect the grain.

The capacity of the trucking industry is currently constrained and may become more critical due to shortage of qualified drivers and time allocated for "on the road".

In conclusion, the benefits for a positive reaction to the grant request would include: provides options to long haul trucking, increases available markets for the regions products and encouraged competitive pricing, encourages regional growth in warehousing and distribution where intermodal service is critical, locates an intermodal transfer facility at an existing transportation hub where support services, rail yard and some infrastructure can be used leveraging prior public/private investments.

We would encourage a positive response to Iowa Northern and their request for the Grant.

Sincerely,



Ken Bales, Development Specialist
North Iowa Corridor Economic Development Corporation





P.O. Box 93
203A North 1st Avenue West
Lake Mills, Iowa 50450
Ph: 641-592-0800
Fax: 641-592-0801

The Honorable Secretary Anthony R. Foxx
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

and

Iowa Department of Transportation
Office of Rail Transportation
800 Lincoln Way
Ames, IA. 50010

April 15, 2014

Dear Secretary Foxx and Iowa Dept. of Transportation:

This letter is in support of the TIGER Grant Application to establish an Upper Midwest Transportation Hub to be located at Manly, Worth County, IA. A successful TIGER grant for the Upper Midwest Transportation Hub will develop a full service intermodal container facility for handling and trans-loading (filling on-site) of domestic and international shipping trailers and containers. This development will serve customers in an approximate 150 mile radius in north central Iowa and south central Minnesota.

This region is currently at a disadvantage in attracting and keeping businesses that need intermodal services. Currently, Iowa shippers requiring intermodal service typically truck commodities to intermodal centers in Chicago, Kansas City, Council Bluffs (Iowa's *only* intermodal center) or Minneapolis (which has limited routing options) where their products enter the national rail system.

Many businesses in the region needing intermodal service experience higher transportation costs, making them less competitive due to the additional truck miles to a full service intermodal facility. Businesses with intermodal needs (warehousing, distribution, manufacturing, and many others) are less likely to consider Iowa as a future location. Additionally, grain is increasingly shipped in sealed containers to preserve the grain's genetic identity or better protect the grain.

The capacity of the trucking industry is currently constrained and expected to get more critical, due to shortages of qualified drivers and restrictions on hours of service. Continued increases in cost and reductions in available trucking services will drive shippers to reduce long-haul trucking and more extensively use truck/rail intermodal services.

The benefits to establishing this Upper Midwest Transportation Hub are multiple and include:

- Reduces transportation costs for intermodal shipments, increasing profitability for regional producers.
- Increases available markets for the region's products and encourages competitive pricing because of the multiple rail connections at or near the Manly location.
- Facilitates the growth of exports in manufactured products and agricultural goods such as dried distiller's grain and identity-preserved grains.
- Encourages regional growth in warehousing and distribution centers where intermodal service is critical.
- Mitigates an emerging trucking capacity shortfall and encourages more cooperation among trucking and rail firms to grow their business together.
- Provides options to "long haul" trucking, which can be more expensive and is less attractive to today's workforce.
- Saves fossil fuels and reduces emissions due to fewer truck miles and more efficient rail miles.
- Removes large volumes of traffic from congested highways in large municipalities.
- Locates an intermodal transfer facility at an existing transportation hub where support services, a rail yard and some existing infrastructure can be used or repurposed, leveraging prior public/private investments.

As the economic development office serving Winnebago & Worth Counties in Iowa, we are very concerned about our existing businesses and their ability to stay competitive in a business environment where transportation costs are vital to their bottom line. If our businesses are unable to get raw materials in and finished products out at an affordable cost, they will have to relocate to other areas which allow them to keep their cost of doing business affordable. There are a multitude of businesses in Iowa and MN that this Upper Midwest Transportation Hub that would benefit and assist us in keeping our local economy strong and even position our economy for growth if the Hub happens here.

Please take serious consideration of this TIGER Grant Application as if funded, it will have a tremendous impact on the future growth and stability of the economy in Iowa and a large portion of Minnesota. We look forward to a positive response to the application.

Sincerely,



Teresa Nicholson
Executive Director
Winnebago-Worth Counties Betterment Council

cc: Iowa Northern Railway Company
P.O. Box 640
Greene, IA. 50636