



Appendix H – 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/tiger13-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

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

(Joint Letter)

Minnesota Department of Transportation, Office of Freight and Commercial Vehicle Operations

Director William D. Gardner

Representative Joshua J. Byrnes, Iowa House District 51

Representative Linda L. Upmeyer, Iowa House District 54, Iowa House Majority Leader

Senator Amanda Ragan, Iowa Senate District 27

Senator Mary Jo Wilhelm, Iowa Senate District 26

Winnebago County Board of Supervisors

Worth County Board of Supervisors

Organizations and companies

Gavilon

Soybean Transportation Coalition

Win-Worth Betco (Winnebago-Worth Counties Betterment Council)

Viafield

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

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

United States Senate

CHARLES E. GRASSLEY

WASHINGTON, DC 20510-1501

June 18, 2013

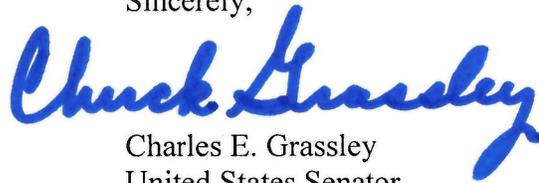
Mr. Paul Trombino III
Director
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

Dear Mr. Trombino:

I have contacted Secretary LaHood of the U.S. Department of Transportation regarding the Transportation Investment Generating Economic Recovery (TIGER) application submitted by the Iowa Department of Transportation for the Upper Midwest Transportation Hub at Manly, Iowa. 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/sk

Committee Assignments:

AGRICULTURE
BUDGET
FINANCE

RANKING MEMBER,
JUDICIARY

CO-CHAIRMAN,
INTERNATIONAL NARCOTICS
CONTROL CAUCUS

United States Senate

WASHINGTON, DC 20510-1502

COMMITTEES:
HEALTH, EDUCATION,
LABOR, AND PENSIONS, CHAIR

APPROPRIATIONS

AGRICULTURE

SMALL BUSINESS

June 3, 2013

Secretary of Transportation Ray LaHood
US Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590-0001

Dear Secretary LaHood:

I am writing to express my support for a grant application submitted by the Iowa Department of Transportation for TIGER V grant program funding for the Upper Midwest Transportation Hub at Manly, Iowa.

The TIGER grant will help fully develop an intermodal container facility for handling and trans-loading domestic and international shipping trailers and containers. The development will serve customers in an approximate 150 miles radius in north central Iowa and south central Minnesota. The multiple benefits of this project include lowering transportation costs for intermodal shipments; the mitigation of an emerging trucking shortage crisis and improvement in trucking and rail firm cooperation; the encouragement of regional growth in warehousing and distribution centers and the reduction of long haul trucking to intermodal centers outside Iowa with the resultant decrease in congestion and fossil fuel use.

I hope you will give every consideration to this project. Please direct any correspondence regarding this matter to my grants office in Des Moines. Thank you for this opportunity to express my views.

Sincerely,



Tom Harkin
United States Senator

TH/jnm

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

June 25th, 2013

The Honorable Ray LaHood
Secretary of the Department of Transportation
1200 New Jersey Avenue, S.E.
Washington DC 20590

Dear Secretary LaHood,

I am sending this letter in support of the Upper Midwest Transportation Hub's plan for an intermodal container facility through the Tiger V Grant program. The Upper Midwest Transportation Hub, located in Manly, Iowa, will have capacity for handling and trans-loading (stuffing) domestic and international shipping trailers and containers. The development will serve customers in an approximate 150 mile radius in north central Iowa and south central Minnesota.

Currently, shippers in this area requiring intermodal service typically truck commodities to intermodal centers in Chicago where they enter the national rail system. Or, commodities are trucked to Minneapolis where rail connections are available, but limited to the Pacific Northwest and Canada. Iowa's only intermodal center is currently in Council Bluffs.

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.

Higher costs to load empty containers, few facilities that can accommodate containers, and more truck miles add up to higher business costs for shippers and receivers needing intermodal service. Businesses with intermodal needs (warehousing, distribution, and many others) are unlikely to consider Iowa as a future location.

Capacity of the trucking industry is reducing annually, with shortages of qualified drivers and more restrictions on hours of service, the shippers and receivers of freight will be facing continued increases in cost and reductions in service.

Benefits of

- Lower transportation costs for intermodal shipments translate into more profitability for Iowa and Minnesota producers and customers.
- A regional intermodal facility at this location has the potential to solve the container imbalance situation, a major hurdle to cost effective intermodal service.
- The new regional intermodal facility will help mitigate an emerging trucking shortage crisis and facilitate more cooperation among trucking and rail firms to grow their business together.
- Multiple connections to other railroads at the Manly location, increases options for the final destinations of products and encourages competitive pricing.
- Facilitates the growth of Iowa exports in manufactured products and agricultural products such as dried distiller's grain and identity-preserved grains.
- Encourages regional growth in warehousing and distribution centers where intermodal service is critical.
- Reduces "long haul" trucking to intermodal centers outside of Iowa.
- Less use of fossil fuels and fewer emissions due to less truck miles and more efficient rail miles.
- Removes large volumes of traffic from congested highways in large municipalities.

The Upper Midwest Transportation Hub's plan demonstrates the applicant's comprehensive approach to transportation. I hereby offer my full support for the Upper Midwest Transportation Hub's proposal. I urge you to extend every consideration for the Tiger V Grant proposal. If you have any questions feel free to contact me, or Tavis Hall in my Waterloo office at (319) 287-3233.

Thank you for your time & consideration,

A handwritten signature in blue ink that reads "Bruce L. Braley". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Bruce L. Braley
Member of Congress

Congress of the United States

House of Representatives

Washington, DC 20515-1504

June 5, 2013

The Honorable Ray LaHood
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 LaHood:

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) 224-4691.

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



Terry E. Branstad
GOVERNOR

OFFICE OF THE GOVERNOR

Kim Reynolds
LT. GOVERNOR

June 3, 2013

The Honorable Ray LaHood
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Regarding: Upper Midwest Transportation Hub TIGER Grant Application

Dear Secretary LaHood:

We write to demonstrate support for and commitment to the Upper Midwest Transportation Hub (UMTH) TIGER grant application to build a regional, full-service intermodal facility in Manly, Iowa, at an established yard/terminal.

We believe the State's application demonstrates that the UMTH project meets the TIGER grant program's strategic goals and project readiness criterion. In short, the project's benefits are numerous and regional in scope -- extending 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 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 biofuels 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. Specifically, the project will:

- 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.

Although other Iowa TIGER grant applications may compete well with other submissions from across the country, the UMTH application is the State of Iowa's top priority as it has the most significant and far reaching positive economic impact. We appreciate your consideration of the UMTH TIGER grant application.

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



Minnesota Department of Transportation

Office of Freight and Commercial Vehicle Operations

MS 470

395 John Ireland Blvd.

St. Paul, MN 55155-1899

May30, 2013

Mr. Ray LaHood, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Re: Upper Midwest Transportation Hub TIGER V Grant Application

Dear Mr. Secretary,

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 TIGER V.

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 entire regional and U.S. economy. We ask that you give positive consideration to this notable addition to the integrated freight transportation network that we are all working for.

Sincerely,

A handwritten signature in black ink that reads 'William D. Gardner'.

William D. Gardner, Director
Office of Freight and Commercial Vehicle Operations
Phone; 651-366-3665
E-mail; William.gardner@state.mn.us

CC: Ms. Tamara Nicholson, Director Office of Rail, Iowa DOT



Representative Joshua J. Byrnes * House District 51

The Honorable Ray LaHood,

It has recently come to my attention that the Upper Midwest Transportation Hub in Manly, Iowa would be a candidate for TIGER funding. This transportation hub is located within my legislative district and I am well aware of their significance to not only my district but the region.

In the Iowa House I serve as the Chairman of Transportation and realize the importance rail has on transportation of freight. The list of positives this terminal brings to my region is very long. The continued development of this site will allow us to not only retain existing business that depends on rail but will expand the type of company we can recruit to the region. I have been a strong advocate for the fuel tax in Iowa and I see the continued development of rail transportation as a way to reduce the heavy truck traffic on our roadways resulting in longer road life.

The Upper Midwest Transportation Hub in Manly has many logistical advantages. The only other intermodal hub located in Iowa is over 4.5 hours away in Council Bluffs, Iowa. The Manly location is situated minutes away from Interstate 35, 30 minutes from Interstate 90, and 30 minutes from the Avenue of the Saints. Given the logistical setting, I foresee this location growing into a wonderful asset for north central Iowa.

There are also many key components to this hub outside of logistical advantages. Manly is situated in a heavy agricultural region. There are five ethanol plants within 45 minutes of this hub, numerous wind farms, biodiesel facility, and countless agriculture related companies.

I appreciate your consideration of the Upper Midwest Transportation Hub for a TIGER grant. Having read through the grant, I feel that this facility is an optimal candidate for these funds.

Respectfully Submitted,

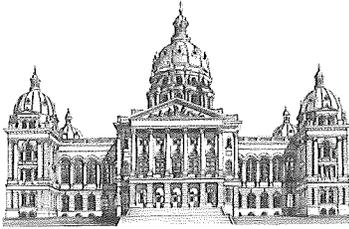
A blue ink handwritten signature of Joshua J. Byrnes, featuring a stylized 'J' and 'B' followed by a long horizontal line.

Joshua J. Byrnes

State Representative – HD 51

Linda L. Upmeyer
STATE REPRESENTATIVE
Fifty-Fourth District
Statehouse: (515) 281-4618
e-mail – linda.upmeyer@legis.iowa.gov

HOME ADDRESS
P.O. Box 192
Clear Lake, IA 50428
Home: (641) 923-3398



House of Representatives
State of Iowa
Eighty-Fifth General Assembly
STATEHOUSE
Des Moines, Iowa 50319

MAJORITY LEADER

COMMITTEES
Administration and Rules
Legislative Council

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

June 11, 2013

Dear Secretary LaHood,

I want to add my voice to those supporting the application of the Upper Midwest Transportation Hub in Manly, Iowa for TIGER funding. This transportation hub is located adjacent to my legislative district and I am well aware of its significance to not only my district, but also the entire upper north central region of the midwest.

In the Iowa House I serve as the Majority Leader and realize the importance rail has on transportation of freight. The list of positives this terminal brings to north central Iowa is very long. The continued development of this site will allow the area to not only retain existing businesses that depend on rail but will expand the types of company we can recruit to the region. Further, I see the continued development of rail transportation as a way to reduce the heavy truck traffic on our roadways resulting in longer road life for our road system.

The Upper Midwest Transportation Hub in Manly has many logistical advantages. The only other intermodal hub located in Iowa is over 4.5 hours away in Council Bluffs, Iowa. The Manly location is situated minutes away from Interstate 35, 30 minutes from Interstate 90, and 30 minutes from the Avenue of the Saints. Given the logistical setting, I foresee this location growing into a wonderful asset for north central Iowa.

There are also many key components to this hub outside of logistical advantages. Manly is situated in a heavy agricultural region. There are five ethanol plants within 45 minutes of this hub, numerous wind farms, a biodiesel facility, and countless agriculture-related companies.

I appreciate your consideration of the Upper Midwest Transportation Hub for a TIGER grant. Having read through the grant, I feel that this facility is an optimal candidate for these funds.

Best,

A large, fluid handwritten signature in black ink that reads "Linda Upmeyer".

Rep. Linda Upmeyer
Iowa House Majority Leader

AMANDA RAGAN

STATE SENATOR

Twenty-Seventh District

Cerro Gordo, Butler, and Franklin
Counties

Statehouse: (515) 281-3371

e-mail – amanda.ragan@legis.iowa.gov

—
HOME ADDRESS

361 South Pennsylvania Unit 1-D

Mason City, Iowa 50401

Home: (641) 424-0874



The Senate

State of Iowa

Eighty-fifth General Assembly

STATEHOUSE

Des Moines, Iowa 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*

June 4, 2013

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 express my strong support for the TIGER Grant Application to establish the Upper Midwest Transportation Hub at Manly, Iowa. This grant will aid in the development and completion of an intermodal container handling facility which will allow the trans-loading of domestic and international shipping trailers and containers. The construction of this facility will have a major positive impact on our area and rail shipping throughout the United States.

First, this hub will have a stimulative effect on a region of rural America which is working very hard to provide economic opportunities and advance the well-being of our citizens. The growth forecast by this project will revitalize Northern Iowa and Southern Minnesota and provide good, high-wage jobs to a population still recovering from the recent economic downturn.

We also believe The TIGER Grant will contribute to expanding much needed intermodal service and truck/rail connectivity in our area. The closest similar services are obtainable 150 miles away or more. This hub can help conserve both shipping costs and energy costs on a large scale by providing fast, close, efficient services.

As our Nation continues to compete strongly in the global marketplace, 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. Your support for the Manly, Iowa, Transportation Hub TIGER Grant will be greatly appreciated and can be a vital component in furthering the robust recovery we are beginning. Thank you for your consideration of this matter.

Sincerely,

State Senator Amanda Ragan

From: Wilhelm, Mary Jo [LEGIS] [Mary.Jo.Wilhelm@legis.iowa.gov]
Sent: Tuesday, June 04, 2013 8:49 PM
To: 'Ray.LaHood@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

June 4, 2013

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

Secretary Ray LaHood,

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

Winnebago County Board of Supervisors

126 South Clark Street, Forest City, Iowa 50436

Phone: 641-585-3412



District 1: Terry Durby District 2: Mike Stensrud District 3: Warren "Willie" Wubben

June 3, 2013

Mr. Ray LaHood, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Re: Upper Midwest Transportation Hub TIGER V Grant Application

Dear Mr. Secretary,

Winnebago County Board of Supervisors wish to express its support for the Manly, Iowa, Upper Midwest Transportation Hub that is the subject of an Iowa DOT grant application under TIGER V.

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 entire regional and U.S. economy. We ask that you give positive consideration to this notable addition to the integrated freight transportation network that we are all working for.

Sincerely,

Mike Stensrud, Chairman
Winnebago County Board of Supervisors

CC: Ms. Tamara Nicholson, Director Office of Rail, Iowa DOT

WORTH COUNTY BOARD OF SUPERVISORS

**Dave Haugen, Chair
Dennis May, Vice-Chair
Ken Abrams**

**1000 Central Ave.
Northwood, IA 50459
Phone (641) 324-3630 Fax (641) 324-3682**

June 3, 2013

Mr. Ray LaHood, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave. S
Washington, DC 20590

RE: Upper Midwest Transportation Hub TIGER V Grant Application

The Honorable Ray LaHood,

The Worth County Board of Supervisors wishes to express its support for the Upper Midwest Transportation Hub, Manly, IA, which is the subject of an Iowa DOT grant application under TIGER V.

The Upper Midwest Transportation Hub in Manly has an ideal logistical location. It is situated a few miles from Interstate 35, 30 minutes from Interstate 90 and 30 minutes from the Avenue of the Saints. Manly is situated in a heavy agricultural region with ethanol plants, a biodiesel facility, several wind farms, and various agriculturally related businesses.

This will not only benefit Manly, but Worth County and our adjoining counties.

Sincerely,



Worth County Board of Supervisors



June 21, 2013

Mr. Ray LaHood, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Re: Upper Midwest Transportation Hub TIGER V Grant Application

Dear Mr. Secretary,

Gavilon, LLC wishes to express its support for the Manly, Iowa, Upper Midwest Transportation Hub that is the subject of an Iowa DOT grant application under TIGER V.

The proposed investment will strengthen the market access and transportation options for a full range of businesses in this region and the Upper Midwest. Gavilon's interest lies in the economic competitiveness of industries in our region notable for its farm production and food processing. The Manly facility would 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 entire regional and U.S. economy. We ask that you give positive consideration to this notable addition to the integrated freight transportation network that we are all working for.

Sincerely,

A handwritten signature in black ink, appearing to read "Shane Berrett".

Shane Berrett
Director – Transportation and Logistics



**SOY TRANSPORTATION
COALITION**

1255 SW Prairie Trail Parkway // Ankeny, Iowa 50023
Phone (515) 727-0665 // FAX (515) 251-8657 // www.soytransportation.org

July 16, 2013

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

Dear Secretary Foxx:

The Soy Transportation Coalition is pleased to offer its support for the Upper Midwest Transportation Hub's application for a TIGER V Grant from the U.S. Department of Transportation. We are hopeful the proposal will receive thorough consideration.

As an organization funded by and led by soybean farmers, the Soy Transportation Coalition encourages any investment or development that will result in a more cost effective and reliable delivery of soybeans and soy products. We therefore are very interested in seeing the Upper Midwest Transportation Hub become a reality.

Each year, over half of U.S. soybeans are purchased and consumed by international customers. Therefore, to remain profitable, America's soybean farmers must not only produce abundant supply and promote robust demand, there must be sufficient connectivity between supply and demand. One of the obstacles to achieving this connectivity is the sizable distance to market experienced by many soybean producing regions. Some of the most fertile growing areas are those most removed from access to the transportation network.

It is our understanding that one of the key beneficiaries of the proposed Upper Midwest Transportation Hub will be area farmers. The project has the potential to reduce shipping costs, provide greater access to domestic and export markets, and enhance the ability to transport soybeans and other commodities via containers – a growing preference among international customers. A growing world population demands the productivity of the American farmer. Projects like the Upper Midwest Transportation Hub will help satisfy that demand.

Thank you for your consideration.

Sincerely,

Mike Steenhoek, Executive Director
Soy Transportation Coalition



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

May31, 2013

Mr. Ray LaHood, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Re: TIGER V Grant Application – Upper Midwest Transportation Hub

Dear Secretary LaHood:

Winn-Worth Betco (Winnebago-Worth Counties Betterment Council), the economic development office serving our two county area, expresses its support for the Upper Midwest Transportation Hub application to the DOT for TIGER funding for its Manly, Iowa location.

This transportation hub is vital to the future sustainability of our region's businesses. This hub would serve businesses in southern Minnesota as well as northern Iowa, and across the Midwest. This hub located at Manly would provide, for the first time, direct rail access for containerized goods to major Ports such as Long Beach and Los Angeles, via the Iowa Northern and the Union Pacific Railroads. Entry into domestic container corridors to all parts of the nation would then be available for our region's businesses which will strengthen them and possibly help them grow, creating more jobs and more capital investment creating tax base. Currently, our regional businesses are required to indirect truck haul to Chicago, the Twin Cities, or Kansas City to reach an intermodal terminal, which is expensive and presents a significant barrier to the competitiveness of businesses with national and international reaches.

This hub has been discussed by businesses in our region for quite a number of years, but is now very close to becoming a reality. I urge you to seriously consider approval of this grant. Not only are railroads involved in this discussion, but both Iowa and Minnesota DOT offices, as well as regional businesses and county and state governments. This is a multi-group approach for a reason – it makes sense. Approval of the TIGER funds for the Upper Midwest Transportation Hub will enhance the capacity and efficiency of this region's transportation infrastructure, and in turn that will grow our presence in new markets and bolster the entire regional and U.S. economy.

Sincerely,

Teresa Nicholson
Executive Director



May 31, 2013

Mr. Ray LaHood, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Re: Upper Midwest Transportation Hub TIGER V Grant Application

Dear Mr. Secretary,

Viafield, a cooperative, wishes to express its support for the Manly, Iowa, Upper Midwest Transportation Hub that is the subject of an Iowa DOT grant application under TIGER V.

The proposed investment will strengthen the market access and transportation options for a full range of businesses in this region and the Upper Midwest. Viafield's interest lies in the economic competitiveness of industries in our region notable for its farm production and food processing, but also supporting a diverse manufacturing sector and high technology presence in energy and other technologies. 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 entire regional and U.S. economy. We ask that you give positive consideration to this notable addition to the integrated freight transportation network that we are all working for.

Sincerely,

Brad Foster

Grain Team Leader

Viafield

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