

Congress of the United States
Washington, DC 20510

December 1, 2011

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

Dear Secretary LaHood:

We write to express our support for a significant infrastructure project that will affect the St. Louis region for generations, the magnificent Gateway Arch Grounds.

To celebrate the 2015 50th anniversary of the Jefferson National Expansion Memorial and Gateway Arch, the CityArchRiver 2015 initiative was formed to launch a worldwide design competition to expand and improve this national monument. The National Park Service November 2009 General Management Plan directed an international design competition as a means to revitalize the Jefferson National Expansion Memorial by improving connections to the St. Louis and East St. Louis, Illinois riverfronts, expanding the national park to include Malcolm Martin Memorial park in Illinois, and expanding visitor programming and museum facilities to enhance the experience for millions of yearly visitors.

This project achieves a balance between improved transportation access and maintaining the character-defining features of the original monument while providing a significant improvement in access for visitors to the park, especially people with disabilities. The award competition resulted in the selection of internationally acclaimed design firm Michael Van Valkenburgh Associates of New York.

As you and Secretary Salazar noted during your December 2010 site visit, this \$578 million project is truly one of national significance. Responding to the parameters outlined in the TIGER III process, local officials have teamed with the Missouri Department of Transportation (MoDOT) to develop a TIGER III application focusing on the transportation components of the CityArchRiver design.

The first component of this application would replace outdated infrastructure and make improvements along the Interstate-70 corridor. This would help to accommodate changing vehicular and pedestrian traffic patterns and facilitate access between downtown St. Louis, the Jefferson National Expansion Memorial and the St. Louis Port District along the Mississippi River. The application requests \$30.7 million to achieve this objective.

The second component of this application would provide improvements along Leonor K Sullivan Boulevard, allowing for greater access to the Mississippi Riverfront and St. Louis Port District and provide lasting transportation connections to the Great Rivers Greenway Trail System. The application requests \$10 million on this component.

The final component of the application would make complete the River Ring Trail system between St. Louis and East St. Louis, Illinois through roadway improvements and an extension of the Confluence Bikeway along the east bank of the Mississippi River. The application calls for \$2.3 million to provide for this component.

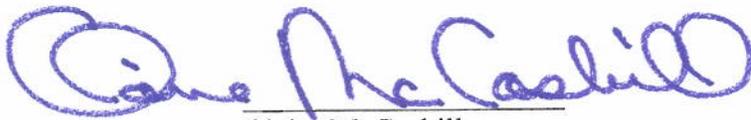
One of the criteria for a TIGER grant is to demonstrate cooperation with other Federal agencies and projects. In this case, the CityArchRiver TIGER application meets that criteria and more as the entire effort is being executed jointly with the National Park Service and U.S. Department of Interior. In fact, Interior Secretary Ken Salazar recently announced the opening of a five-week scoping period as part of the NPS effort to move this project forward within the parameters of its five-year plan.

Another criterion outlined for TIGER approval emphasizes "Innovation in Partnership" with private sector involvement. This is truly a public-private partnership with a majority of the funds required for the total project being raised in the private sector. In addition, the National Park Service, City of St. Louis, business, political and civic leadership from both Missouri and Illinois and many other key stakeholders have all worked in cooperation on this project.

Other criteria set forth by USDOT include livability, safety enhancement, economic development, connecting transportation modes and a significant local funding match, all of which will be met by this project in full.

After reviewing this application, we hope USDOT will join the Department of Interior and the St. Louis region in helping to make this vitally important, nationally significant project a reality.

Sincerely,



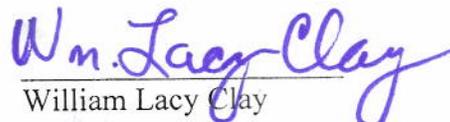
Claire McCaskill
United States Senator



Roy Blunt
United States Senator



Russ Carnahan
United States Representative



William Lacy Clay
United States Representative