

APPENDIX B: LETTERS OF SUPPORT

Glacier Country Tourism

Montana Fish, Wildlife & Parks

Montana Highway Patrol

Montana Trucking Association

Mineral County Disaster and Emergency Services

Mineral County Environmental Health and Planning

U.S. Congressman Matthew Rosendale, Sr.

U.S. Fish and Wildlife Service

U.S. Forest Service – Lolo National Forest

U.S. Senator Jon Tester

U.S. Senator Steve Daines



April 30, 2022

The Honorable Peter Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590-001

RE: MPDG Grant Letter of Support: Mineral County I-90 Improvements Project

Dear Secretary Buttigieg,

It is with great enthusiasm I write this letter of support for **Montana Department of Transportation (MDT) Multimodal Project Discretionary Grant (MPDG) grant funding application for the Mineral County I-90 Improvements Project.**

Mineral County covers approximately 1,223 square miles in the Western Montana along the Idaho border. Approximately 83 percent of the land in Mineral County is managed by the federal government through the Lolo National Forest. These forested lands border the breathtaking Clark Fork and St. Regis river valleys, which are growing in popularity for a variety of outdoor recreation activities. The towns of Superior and Alberton are the only incorporated towns in the county, with other populated areas including St. Regis, De Borgia, Haugan and Saltese. These communities are all located along the river valleys paralleling Interstate 90 (I-90), the only east-west highway through the county.

I-90 is a critical transportation route for the entire region. When natural disasters, crashes, or infrastructure failures cause I-90 to close, the communities in Mineral County become extremely isolated, making transportation to neighboring communities for supplies or assistance difficult or nearly impossible. That's why it is incredibly important that the highway and bridges are maintained in a state of good repair, so they are resilient to hazardous conditions and natural disasters. As a windy road in mountainous terrain, crashes occur on I-90 somewhat frequently, and the burden to respond to these accidents is placed on the already financially stretched local fire and rescue teams. Improving safety on I-90 is a high priority for us.

Western Montana residents cherish the stunning beauty of our surroundings, as well as the rural quality of life, wildlife, and the small-town values the surroundings instill among neighbors. The natural landscape has played a major role in shaping our economy over the years. From the discovery of gold to the need for agriculture to support settlers, to the rise of the timber industry to drive development, residents have been reliant on the county's rich natural resources to support our livelihoods. Now, they are experiencing rapid increases in recreation and tourism accessing the county's forests and rivers by Montanans and out-of-state visitors for snowmobiling, skiing, horseback riding, hiking, prospecting, fishing, hunting, camping and other outdoor activities.

We are supportive of the proposed Mineral County I-90 Improvements project to repair and replace critical transportation infrastructure, making the highway safer and more reliable for residents, commercial freight traffic, and the growing number of visitors to our communities. We are also grateful to MDT for considering and incorporating measures that will protect our county's rich natural resources, support recreation, and enhance habitat for wildlife.



The visitor economy supports small towns by strengthening the economic position and provide opportunity for people in our communities. Tourism is one of Montana's leading industries with 11.1 million nonresident visitors spending an estimated \$4.4 billion in 2020 – even during one of the most challenging years in history. Every business, attraction and activity is an asset for our communities... allowing visitors to spend more time in the area thus increasing the amount they spend buying local goods and services. This project will help keep all who visit and call Mineral County home safe.

Mineral County, Glacier Country and the state of Montana can only gain from this effort to further enhance and develop the corridor and the communities within it.

Sincerely,

Racene Friede, President CEO



Region 2 Headquarters
3201 Spurgin Road
Missoula, MT 59804

May 9, 2022

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: MPDG Grant Letter of Support: Mineral County I-90 Improvements Project

Dear Secretary Buttigieg:

On behalf of Montana Fish, Wildlife and Parks (FWP), I am writing to express our support of the Montana Department of Transportation (MDT) Multimodal Project Discretionary Grant (MPDG) grant funding application for the Mineral County I-90 Improvements Project.

Mineral County covers approximately 1,223 square miles in the western part of Montana along the Idaho border. Approximately 83 percent of the land in Mineral County is managed by the Federal government through the Lolo National Forest. Additionally, FWP manages numerous Fishing Access Sites along the Clark Fork River, a popular whitewater rafting destination known as Alberton Gorge, as well as the Fish Creek Wildlife Management Area and State Park. These public sites see thousands of visitor days from residents and non-residents alike. More broadly in western Montana, we're experiencing rapid increases in recreation and tourism accessing the county's forests and rivers by Montanans and out-of-state visitors for snowmobiling, skiing, hiking, fishing, hunting, camping, and other outdoor activities. I-90 is a critical transportation route for western Montana counties and is also a critical transportation route to these important recreation sites and activities.

Mineral County residents cherish the stunning beauty of their surroundings, as well as the rural quality of life, wildlife, and the small-town values the surroundings instill among neighbors. The natural landscape has played a major role in shaping the local economy over the years. This same landscape also serves as habitat and an important wildlife movement corridor for wildlife, including elk, white-tailed deer, mule deer, black bear, grizzly bear and other forest carnivores. FWP has worked with MDT to identify wildlife passage measures that can be applied whenever major road work is being considered. Those thoughtful wildlife passage measures are identified in the improvements considered in these reaches.

FWP is supportive of the proposed Mineral County I-90 Improvements project to repair and replace critical transportation infrastructure. And FWP is appreciative of MDT for considering and incorporating measures that will protect natural resources, support recreation, and enhance habitat for wildlife.

I thank you for your consideration of this important project and look forward to its swift completion.

Sincerely,

Randy Arnold
Region 2 Supervisor
Montana Fish, Wildlife and Parks

May 7, 2022

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: MPPDG Grant Letter of Support: Mineral County I-90 Improvements Project

Dear Secretary Buttigieg:

On behalf of Montana Highway Patrol, I am writing to express our support of the Montana Department of Transportation (MDT) Multimodal Project Discretionary Grant (MPPDG) grant funding application for the Mineral County I-90 Improvements Project.

Mineral County covers approximately 1,223 square miles in the western part of Montana along the Idaho border. Approximately 83 percent of the land in Mineral County is managed by the Federal government through the Lolo National Forest. These forested lands border the breathtaking Clark Fork and St. Regis River valleys, which are growing in popularity for a variety of outdoor recreation activities. The towns of Superior and Alberton are the only incorporated towns in the county, with other populated areas including St. Regis, De Borgia, Haugan, and Saltese. These communities are all located along the river valleys paralleling Interstate 90 (I-90), the only east-west highway through the county.

I-90 is a critical transportation route for our county. When natural disasters, crashes, or infrastructure failures cause I-90 to close, our communities become extremely isolated, making transportation to neighboring communities for supplies or assistance difficult or nearly impossible. That's why it is incredibly important to us that the highway and bridges are maintained in a state of good repair so they are resilient to hazardous conditions and natural disasters. As a windy road in mountainous terrain, crashes occur on I-90 somewhat frequently, and the burden to respond to these accidents is placed on our already financially stretched local fire and rescue teams. Improving safety on I-90 is a high priority for us.

Mineral County residents cherish the stunning beauty of their surroundings, as well as the rural quality of life, wildlife, and the small-town values the surroundings instill among neighbors. The natural landscape has played a major role in shaping our economy over the years. From the discovery of gold to the need for agriculture to support settlers, to the rise of the timber industry to drive development, we have been reliant on the county's rich natural resources to support our livelihoods. Now, we're experiencing rapid increases in recreation and tourism accessing the county's forests and rivers by Montanans and out-of-state visitors for snowmobiling, skiing, horseback riding, hiking, prospecting, fishing, hunting, camping, and other outdoor activities.

We are supportive of the proposed Mineral County I-90 Improvements project to repair and replace critical transportation infrastructure, making the highway safer and more reliable for residents, commercial freight traffic, and the growing number of visitors to our communities. We are also grateful to MDT for considering and incorporating measures that will protect our county's rich natural resources, support recreation, and enhance habitat for wildlife.

On behalf of the Mineral County communities and traveling public of Montana, I thank you for your consideration of this important project and look forward to its swift completion.

Sincerely,



Sergeant Shawn Smalley
Montana Highway Patrol



MONTANA TRUCKING ASSOCIATION

501 NORTH SANDERS #201

HELENA MT 59601

406-442-6600

www.mttrucking.org

May 4, 2022

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: MPDG Grant Letter of Support: Mineral County I-90 Improvements Project

Dear Secretary Buttigieg:

On behalf of Montana Trucking Association, I am writing to express our support of the Montana Department of Transportation (MDT) Multimodal Project Discretionary Grant (MPDG) grant funding application for the Mineral County I-90 Improvements Project.

Mineral County covers approximately 1,223 square miles in the western part of Montana along the Idaho border. Approximately 83 percent of the land in Mineral County is managed by the Federal government through the Lolo National Forest. These forested lands border the breathtaking Clark Fork and St. Regis River valleys, which are growing in popularity for a variety of outdoor recreation activities. The towns of Superior and Alberton are the only incorporated towns in the county, with other populated areas including St. Regis, De Borgia, Haugan, and Saltese. These communities are all located along the river valleys paralleling Interstate 90 (I-90), the only east-west highway through the county.

I-90 is a critical transportation route for our county. When natural disasters, crashes, or infrastructure failures cause I-90 to close, our communities become extremely isolated, making transportation to neighboring communities for supplies or assistance difficult or nearly impossible. That's why it is incredibly important to us that the highway and bridges are maintained in a state of good repair so they are resilient to hazardous conditions and natural disasters. As a windy road in mountainous terrain, crashes occur on I-90 somewhat frequently, and the burden to respond to these accidents is placed on our already financially stretched local fire and rescue teams. Improving safety on I-90 is a high priority for us.

Mineral County residents cherish the stunning beauty of their surroundings, as well as the rural quality of life, wildlife, and the small-town values the surroundings instill among neighbors. The natural landscape has played a major role in shaping our economy over the years. From the discovery of gold to the need for agriculture to support settlers, to the rise of the timber industry to drive development, we have been reliant on the county's rich natural resources to support our livelihoods. Now, we're experiencing rapid increases in recreation and tourism accessing the county's forests and rivers by Montanans and out-of-state visitors for snowmobiling, skiing, horseback riding, hiking, prospecting, fishing, hunting, camping, and other outdoor activities.

We are supportive of the proposed Mineral County I-90 Improvements project to repair and replace critical transportation infrastructure, making the highway safer and more reliable for residents, commercial freight traffic, and the growing number of visitors to our communities. We are also grateful to MDT for considering and incorporating measures that will protect our county's rich natural resources, support recreation, and enhance habitat for wildlife.

On behalf of the Mineral County communities and traveling public of Montana, I thank you for your consideration of this important project and look forward to its swift completion.

Sincerely,

Duane Williams, CEO
Montana Trucking Association



MINERAL COUNTY

Disaster and Emergency Services

P.O. Box 255
Superior, Mt. 59872

05/10/2022

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: MPDG Grant Letter of Support: Mineral County I-90 Improvements Project

Dear Secretary Buttigieg:

On behalf of Mineral County Disaster and Emergency Services, I am writing to express my support of the Montana Department of Transportation (MDT) Multimodal Project Discretionary Grant (MPDG) grant funding application for the Mineral County I-90 Improvements Project.

Mineral County covers approximately 1,223 square miles in the western part of Montana along the Idaho border. Approximately 83 percent of the land in Mineral County is managed by the Federal government through the Lolo National Forest. These forested lands border the breathtaking Clark Fork and St. Regis River valleys, which are growing in popularity for a variety of outdoor recreation activities. The towns of Superior and Alberton are the only incorporated towns in the county, with other populated areas including St. Regis, De Borgia, Haugan, and Saltese. These communities are all located along the river valleys paralleling Interstate 90 (I-90), the only east-west highway through the county.

I-90 is a critical transportation route for our county. When natural disasters, crashes, or infrastructure failures cause I-90 to close, our communities become extremely isolated, making transportation to neighboring communities for supplies or assistance difficult or nearly impossible. That's why it is incredibly important to us that the highway and bridges are maintained in a state of good repair so they are resilient to hazardous conditions and natural disasters. As a windy road in mountainous terrain, crashes occur on I-90 somewhat frequently, and the burden to respond to these accidents is placed on our already financially stretched local fire and rescue teams. Improving safety on I-90 is a high priority for us.

Mineral County residents cherish the stunning beauty of their surroundings, as well as the rural quality of life, wildlife, and the small-town values the surroundings instill among neighbors. The natural landscape has played a major role in shaping our economy over the years. From the discovery of gold to the need for agriculture to support settlers, to the rise of the timber industry to drive development, we have been reliant on the county's rich natural resources to support our livelihoods. Now, we're experiencing rapid increases in recreation and tourism accessing the county's forests and rivers by Montanans and out-of-state visitors for snowmobiling, skiing, horseback riding, hiking, prospecting, fishing, hunting, camping, and other outdoor activities.

We are supportive of the proposed Mineral County I-90 Improvements project to repair and replace critical transportation infrastructure, making the highway safer and more reliable for residents, commercial freight traffic, and the growing number of visitors to our communities. We are also grateful to MDT for considering and incorporating measures that will protect our county's rich natural resources, support recreation, and enhance habitat for wildlife.



MINERAL COUNTY
Disaster and Emergency Services

P.O. Box 255
Superior, Mt. 59872

On behalf of the Mineral County communities and traveling public of Montana, I thank you for your consideration of this important project and look forward to its swift completion.

Sincerely,

A handwritten signature in blue ink that reads "Lorelei Dove". The signature is fluid and cursive, with the first name being the most prominent.

Lorelei Dove-Coordinator
Mineral County Disaster and Emergency Services
ldove@co.mineral.mt.us
(406)203-6122



Mineral County Environmental Health and Planning

P.O. Box 396
300 River Street
Superior, MT
(406) 822-3525

April 26, 2022

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: MPDG Grant Letter of Support: Mineral County I-90 Improvements Project

Dear Secretary Buttigieg:

On behalf of Mineral County Environmental Health and Planning, I am writing to express our support of the Montana Department of Transportation (MDT) Multimodal Project Discretionary Grant (MPDG) grant funding application for the Mineral County I-90 Improvements Project.

Mineral County covers approximately 1,223 square miles in the western part of Montana along the Idaho border. Approximately 83 percent of the land in Mineral County is managed by the Federal government through the Lolo National Forest. These forested lands border the breathtaking Clark Fork and St. Regis River valleys, which are growing in popularity for a variety of outdoor recreation activities. The towns of Superior and Alberton are the only incorporated towns in the county, with other populated areas including St. Regis, De Borgia, Haugan, and Saltese. These communities are all located along the river valleys paralleling Interstate 90 (I-90), the only east-west highway through the county.

I-90 is a critical transportation route for our county. When natural disasters, crashes, or infrastructure failures cause I-90 to close, our communities become extremely isolated, making transportation to neighboring communities for supplies or assistance difficult or nearly impossible. That's why it is incredibly important to us that the highway and bridges are maintained in a state of good repair so they are resilient to hazardous conditions and natural disasters. As a windy road in mountainous terrain, crashes occur on I-90 somewhat frequently, and the burden to respond to these accidents is placed on our already financially stretched local fire and rescue teams. Improving safety on I-90 is a high priority for us.

Mineral County residents cherish the stunning beauty of their surroundings, as well as the rural quality of life, wildlife, and the small-town values the surroundings instill among neighbors. The natural landscape has played a major role in shaping our economy over the years. From the discovery of gold to the need for agriculture to support settlers, to the rise of the timber industry to drive development, we have been reliant on the county's rich natural resources to support our

livelihoods. Now, we're experiencing rapid increases in recreation and tourism accessing the county's forests and rivers by Montanans and out-of-state visitors for snowmobiling, skiing, horseback riding, hiking, prospecting, fishing, hunting, camping, and other outdoor activities.

We are supportive of the proposed Mineral County I-90 Improvements project to repair and replace critical transportation infrastructure, making the highway safer and more reliable for residents, commercial freight traffic, and the growing number of visitors to our communities. We are also grateful to MDT for considering and incorporating measures that will protect our county's rich natural resources, support recreation, and enhance habitat for wildlife.

On behalf of the Mineral County communities and traveling public of Montana, I thank you for your consideration of this important project and look forward to its swift completion.

Sincerely,

A handwritten signature in blue ink, appearing to read 'A Short', is positioned above the typed name.

Andy Short, AICP, CFM, RS
Mineral County Environmental Health and Planning Department

Cc: Mineral County Commissioners {by email}

Congress of the United States
House of Representatives
Washington, DC 20515-2600

May 12, 2022

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to express my support of the Montana Department of Transportation (MDT) Multimodal Project Discretionary Grant (MPDG) grant funding application for the Mineral County I-90 Improvements Project.

Mineral County covers approximately 1,223 square miles in the western part of Montana along the Idaho border. Approximately 83 percent of the land in Mineral County is managed by the Federal government through the Lolo National Forest. These forested lands border the breathtaking Clark Fork and St. Regis River valleys, which are growing in popularity for a variety of outdoor recreation activities. The towns of Superior and Alberton are the only incorporated towns in the county, with other populated areas including St. Regis, De Borgia, Hagan, and Saltese. These communities are all located along the river valleys paralleling Interstate 90 (I-90), the only east-west highway through the county.

I-90 is a critical transportation route for our county. When natural disasters, crashes, or infrastructure failures cause I-90 to close, our communities become extremely isolated, making transportation to neighboring communities for supplies or assistance difficult or nearly impossible. That's why it is incredibly important to us that the highway and bridges are maintained in a state of good repair so they are resilient to hazardous conditions and natural disasters. As a windy road in mountainous terrain, crashes occur on I-90 somewhat frequently, and the burden to respond to these accidents is placed on our already financially stretched local fire and rescue teams. Improving safety on I-90 is a high priority.

Mineral County residents cherish the stunning beauty of their surroundings, as well as the rural quality of life, wildlife, and the small-town values the surroundings instill among neighbors. The natural landscape has played a major role in shaping our economy over the years. From the discovery of gold to the need for agriculture to support settlers, to the rise of the timber industry to drive development, we have been reliant on the county's rich natural resources to support our livelihoods. Now, we're experiencing rapid increases in recreation and tourism accessing the county's forests and rivers by Montanans and out-of-state visitors for snowmobiling, skiing, horseback riding, hiking, prospecting, fishing, hunting, camping, and other outdoor activities.

On behalf of the Mineral County communities and traveling public of Montana, I thank you for your consideration of this important project and look forward to its swift completion.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt M. Rosendale, Sr.", written on a light-colored, textured background.

Matthew Rosendale, Sr.
Member of Congress



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Montana Ecological Services Office
585 Shephard Way, Suite 1
Helena, Montana 59601

In Reply Refer to:
FWS/R6
File M44 MDT

May 5, 2022

U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: MPDG Grant Letter of Support: Mineral County I-90 Improvements Project

To whom it may concern:

On behalf of the U.S. Fish and Wildlife Service (Service), I am writing to express our support of the Montana Department of Transportation (MDT) Multimodal Project Discretionary Grant (MPDG) funding application for the Mineral County I-90 Improvements Project.

Interstate 90 is a critical transportation route in Mineral County, Montana. It is the only east-west highway through the county, and traverses through mountainous terrain, surrounded by National Forest lands. As such, the forested lands surrounding I-90 are home to a diversity of fish and wildlife species, including the threatened grizzly bear, Canada lynx, bull trout, and other species of concern, including westslope cutthroat trout and wolverine. Among the projects that comprise the Mineral County I-90 Improvements Project, many include measures to ensure safe passage of various wildlife species across the highway, and the means to remove barriers to upstream fish passage in some of Mineral County's streams and rivers. For these reasons, the Service is supportive of the Montana Department of Transportation's MPDG grant funding application of the Mineral County I-90 Improvements Project.

I thank you for your consideration of the important project and look forward to its swift completion.

Sincerely,

Ben Conard
Acting Office Supervisor



United States
Department of
Agriculture

Forest
Service

Lolo National Forest
Superior Ranger District
406 822-4233

209 W. Riverside
P.O. Box 460
Superior, MT 59872

Date: May 12, 2022

Subject: MPDG Grant Letter of Support: Mineral County I-90 Improvements Project

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

Dear Secretary Buttigieg:

On behalf of Superior Ranger District, Lolo National Forest, I am writing to express our support of the Montana Department of Transportation (MDT) Multimodal Project Discretionary Grant (MPDG) grant funding application for the Mineral County I-90 Improvements Project.

Mineral County covers approximately 1,223 square miles in the western part of Montana along the Idaho border. Approximately 83 percent of the land in Mineral County is managed by the Federal government through the Lolo National Forest. These forested lands border the breathtaking Clark Fork and St. Regis River valleys, which are growing in popularity for a variety of outdoor recreation activities. The towns of Superior and Alberton are the only incorporated towns in the county, with other populated areas including St. Regis, De Borgia, Haugan, and Saltese. These communities are all located along the river valleys paralleling Interstate 90 (I-90), the only east-west highway through the county.

I-90 is a critical transportation route for our county and forests. When natural disasters, crashes, or infrastructure failures cause I-90 to close, our communities become extremely isolated, making transportation to neighboring communities for supplies or assistance difficult or nearly impossible. That's why it is important to us that the highway and bridges are maintained in a state of good repair so they are resilient to hazardous conditions and natural disasters. As a windy road in mountainous terrain, crashes occur on I-90 somewhat frequently, and the burden to respond to these accidents is placed on our already financially stretched local fire and rescue teams. Improving safety on I-90 is a high priority for us.

Mineral County residents cherish the stunning beauty of their surroundings, as well as the rural quality of life, wildlife, and the small-town values the surroundings instill among neighbors. The natural landscape has played a major role in shaping our economy over the years. We are reliant on the county's rich natural resources to support our livelihoods. Now, we're experiencing rapid increases in recreation and tourism accessing the county's forests and rivers by Montanans and out-of-state visitors for snowmobiling, skiing, horseback riding, hiking, prospecting, fishing, hunting, camping, and other outdoor activities.

We are supportive of the proposed Mineral County I-90 Improvements project to repair and replace critical transportation infrastructure, making the highway safer and more reliable for residents, commercial freight traffic, and the growing number of visitors to our communities. We are also grateful to MDT for considering and incorporating measures that will protect our county's rich natural resources, support recreation, and enhance habitat for wildlife.

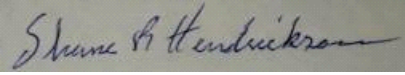
On behalf of the Superior Ranger District, I thank you for your consideration of this important project and look forward to its swift completion.



Thank you,



Recoverable Signature

X 

Shane R. Hendrickson

Acting District Ranger

Signed by: SHANE HENDRICKSON

COMMITTEES:

APPROPRIATIONS
BANKING
COMMERCE
INDIAN AFFAIRS
VETERANS' AFFAIRS

United States Senate

May 13, 2022

The Honorable Pete Buttigieg, Secretary
US Department of Transportation Office of the Secretary
1200 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Buttigieg:

I write in support of the application by the Montana Department of Transportation (MDT) for a Multimodal Project Discretionary Grant (MPDG) funding for the Mineral County Interstate 90 (I-90) Improvements Project.

Mineral County covers approximately 1,223 square miles in the western part of Montana along the Idaho border. Approximately 83 percent of the land in Mineral County is managed by the federal government through the U.S. Forest Service Region 1, Lolo National Forest. These forested lands border the Clark Fork and St. Regis River valleys, which are growing in popularity for a variety of outdoor recreation activities.

This section of I-90 is currently surfaced with plant mix bituminous surface. Previous pavement preservation projects have not lasted as long as MDT anticipated due to harsh weather conditions, large amounts of moisture, and numerous freeze/thaw cycles experienced in the Lookout Pass area. The Mineral County I-90 Improvements Project proposes reconstructing this segment of interstate with Portland Cement Concrete Pavement to improve durability, reduce long-term maintenance needs, and increase the service life of the roadway. This new roadway surface would also be consistent with recent I-90 improvements made by the Idaho Department of Transportation on the western side of Lookout Pass, which have proved successful.

If awarded, this funding will aid in repairing and replacing critical transportation infrastructure, making the highway safer and more reliable for residents, commercial freight traffic, and the growing number of visitors to our communities. Furthermore, it is anticipated to protect our county's rich natural resources, support recreation, and enhance habitat for wildlife.

Thank you for your attention to this application. If I can provide any additional information, please do not hesitate to contact me. I would also appreciate you informing my office of the eventual decision on this application.

Sincerely,



Jon Tester
United States Senator

United States Senate

May 11, 2022

Honorable Secretary Pete Buttigieg
United States Department of Transportation (USDOT)
1200 New Jersey Ave. SE
Washington, D.C. 20590

Dear Secretary Buttigieg:

I write to you in support of the Montana Department of Transportation's (MDT's) application for the FY2022 Multimodal Project Discretionary Grants (MPDGs), NIPA-22-MEGA-22 and NSMFHP-22-INFRA-22, for the Mineral County I-90 Improvements Project.

The Mineral County I-90 Improvements Project consists of three smaller projects: Taft-West Reconstruction, St. Regis Bridge Rehabilitation, and Alberton Bridge Replacement. First, the Taft-West Reconstruction Project consists of a section of I-90 near Lookout Pass that is surfaced with plant mix bituminous surfacing and is rapidly deteriorating. Previous rehabilitation projects have not lasted due to harsh weather conditions, large amounts of moisture and numerous freeze thaw cycles. Second, the bridges included in the St. Regis Bridge Rehabilitation Project built in the early 1980's and have undergone various rehabilitation projects. Recent inspections identified undesirable bridge condition rating for all six bridges. Third, the Alberton Bridge Replacement Project consists of three bridges all built in the 1960's original to the I-90 construction, and have had various reconstruction projects performed since that time. However, recent inspections document deterioration issues including cracks, fractures, and substandard elements concluding the structures will not likely meet future transportation needs.

If successful, the funding will provide the MDT with the resources to complete the Mineral County I-90 Improvements Project, which will improve the safety and condition of the major transportation route through Mineral County. The Taft-West Reconstruction Project will improve the durability of the roadway surface and improve resiliency in harsh weather conditions; the St. Regis Bridge Project will include structural rehabilitation and preservation activities to improve infrastructure and resiliency; and the Alberton Bridge Replacement project will replace bridges that are in disrepair to improve infrastructure resiliency and reduce future maintenance needs.

I trust you will give this application fair and thoughtful consideration.

Sincerely,



Steve Daines
United States Senator