

**Congress of the United States**  
**Washington, DC 20515**

July 31, 2012

The Honorable Hal Rogers  
Chairman  
House Appropriations Committee  
Washington, DC 20515

The Honorable Norm Dicks  
Ranking Member  
House Appropriations Committee  
Washington, DC 20515

Dear Chairman Rogers, and Ranking Member Dicks,

We write to bring to your attention an issue of great importance for the states of Iowa and Illinois and for our nation's transportation system. We are pleased the President recently signed into law the Moving Ahead for Progress in the 21st Century Act (MAP-21) and specifically want to highlight a portion of the legislation dealing with nationally and regionally significant transportation projects, one of which is located in our area, the I-74 Bridge.

As you may be aware, contained in MAP-21 is an authorization of \$500 million to move forward the competitive Projects of National and Regional Significance (PNRS) program for Fiscal Year 2013. Unfortunately, the House-passed Transportation, Housing and Urban Development Appropriations bill, HR 5972, does not contain funding for such a program in FY13. As the FY13 Appropriations process further takes shape and a continuing resolution is crafted, we respectfully request full funding be provided for this program to ensure critical large-scale projects like the I-74 Bridge can compete and move forward and that the House and Senate work to ensure the Senate reported language contained in S. 2322 aligns with the new PNRS program for FY13.

The I-74 Bridge connecting Iowa and Illinois is ideal for the PNRS and should meet the criteria for such projects. Moving forward a program for regionally significant projects is a priority for our constituents in Iowa and Illinois, and should be a priority for Congress as it was passed with bipartisan support. This is why we previously advocated on numerous occasions to the Conference Committee to include a similar initiative in the transportation bill.

In 2005 the I-74 Bridge became the most traveled bridge in the Quad Cities with an average of 77,800 vehicles crossing daily, despite the fact that it was built for 48,000 such crossings. The Bridge itself is functionally obsolete and has never met Interstate standards. Replacement of the I-74 Bridge would not only generate national economic benefits, but would create jobs, expand business opportunities, reduce congestion, and aid commerce in traveling to and from our communities, but would – most importantly – improve safety.

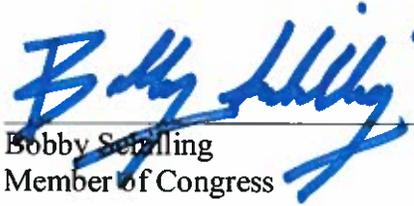
Our Iowa and Illinois Departments of Transportation have already committed significant funds to the design and pre-construction activities for this project and are ready to move on to construction in the near future but continue to face uncertainty over the status of federal support for such a large project. For this project and others like it to more quickly move forward, it is clear that the new PNRS program needs to be funded at the fully authorized level for FY13.

We know you understand the importance of transportation and infrastructure investments for our nation's continued growth, and again respectfully urge you to ensure that as the FY13 Appropriations process moves forward, full funding be provided for this critical PNRS program. Thank you for your time and consideration of this important matter.

Sincerely,

A handwritten signature in blue ink that reads "Dave Loeb sack". The signature is written in a cursive style with a horizontal line underneath it.

Dave Loeb sack  
Member of Congress

A handwritten signature in blue ink that reads "Bobby Sebring". The signature is written in a cursive style with a horizontal line underneath it.

Bobby Sebring  
Member of Congress