

**Letters of Support Index**  
**Competitive Highway Bridge Grant**  
**Oklahoma Department of Transportation & Grant County Oklahoma**

**Elected Government Officials**

- Senator James M. Inhofe , United States Senate
- Congressman Frank Lucas, (3rd District) United States House of Representatives
- Lieutenant Governor Todd Lamb, State of Oklahoma
- Jim Reese, Secretary of Agriculture, Oklahoma Department of Agriculture
- Senator Roland Pederson, Oklahoma Senate District 19
- Representative John Pfeiffer, Oklahoma House District 38
- Representative John Enns, Oklahoma House District 41
- John Michael, (4th Judicial District) Judge, Garfield County Drug Courts
- Cindy Pratt, County Clerk, Grant County, Oklahoma
- Scott Sterling, Sheriff, Grant County, Oklahoma
- Christian Y. Leinbach, Commissioner Berks County , Pennsylvania

JAMES M. INHOFE  
OKLAHOMA

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OKLAHOMA CITY, OK 73112  
(405) 208-8841

# United States Senate

WASHINGTON, DC 20510-3603

November 13, 2018

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AND TRANSPORTATION

SMALL BUSINESS AND  
ENTREPRENEURSHIP

INTELLIGENCE  
EX OFFICIO

Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

Dear Secretary Chao:

I am pleased to submit a letter of support for the Oklahoma Department of Transportation's Competitive Highway Bridge Program (CHBP) application. The Oklahoma Department of Transportation, in partnership with Grant County, would use these grant funds to repair or replace dozens of structurally deficient bridges on the county highway system.

Bridges are a critical piece of the overall economy of the United States. The CHBP grant funds will help rural states like Oklahoma and rural counties like Grant County to ensure their bridges are structurally sound and appropriately maintained. Currently, Grant County has the greatest number of structurally deficient bridges in the state of Oklahoma. The CHBP grant would allow more than 30 bridges of similar structure to be bundled into a single contract. Bundling bridge projects will relieve rural bridge owners of administrative burdens and allow the state of Oklahoma to purchase construction materials in larger quantities, expediting the bridge repair and replacement process since the materials will be readily available.

If Grant County is selected for the CHBP grant, the funding will serve customers in a 1000 square mile area in north central Oklahoma. This rural region is rich in agricultural products, agricultural tourism and energy production and development but is unfortunately at a disadvantage when it comes to recruiting and sustaining businesses that require sound bridge infrastructure. This project would provide a wide range of benefits for local communities and impacted industry from reduced transportation costs to saving fossil fuel for the delivery of agricultural products and for continued energy development across Oklahoma.

I thank you in advance for your serious consideration of the Oklahoma Department of Transportation and Grant County's application. Please contact Jennie Wright in my office at 202-224-2925 or [Jennie\\_Wright@inhofe.senate.gov](mailto:Jennie_Wright@inhofe.senate.gov) if you need any further assistance as you consider this important project.

Sincerely,



James M. Inhofe  
United States Senator

FRANK D. LUCAS  
3RD DISTRICT, OKLAHOMA

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ASSISTANT MAJORITY WHIP

Congress of the United States  
House of Representatives  
Washington, DC 20515-3603

AGRICULTURE COMMITTEE  
CHAIRMAN, CONSERVATION AND FORESTRY  
GENERAL FARM COMMODITIES  
AND RISK MANAGEMENT  
FINANCIAL SERVICES COMMITTEE  
FINANCIAL INSTITUTIONS AND  
CONSUMER CREDIT  
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SCIENCE, SPACE, AND  
TECHNOLOGY COMMITTEE  
VICE-CHAIR  
RESEARCH AND TECHNOLOGY  
SPACE  
ENERGY

The Honorable Elaine L. Chao  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Chao,

It is with great pleasure I write this letter of support to the Oklahoma Department of Transportation (DOT) Competitive Highway Bridge Program (CHBP) application also known as the Rural Bridge Grant. The Oklahoma DOT and Grant County have partnered to submit this grant.

This grant will bundle bridges into a single project to replace and/or rehabilitate structural deficient bridges in rural Oklahoma which in turn will stimulate economic growth and development in agriculture as well as in wind and solar energy along with the expansion of tourism for outdoor recreation and hunting activities.

Grant County farmers and ranchers often have to avoid crossing rural bridges because of weight limits. These detours add miles and cost to trips, as producers move their grain and livestock to markets. In the end, it adds cost to companies in urban areas and is passed on to the consumer.

Freight transport supports rural industries and provides a foundation for America's economy. Failure to adequately invest in the county road and bridge infrastructure that supports freight transport puts not only the rural economies, but also the national economy at a competitive disadvantage. The efficiency of the American freight system directly impacts our industries' ability to compete in export markets with transportation costs being one of the most significant factors impacting our farmers' bottom lines. Inefficient and inadequate transportation infrastructure increases the prices that American consumers pay for goods, negatively impacts local economies—particularly in rural areas, and reduces U.S. competitiveness when exporting these products abroad.

This bridge bundling package can provide a better bottom-dollar for our agriculture producers and oil and gas providers which in turn will provide a lower cost for consumers. Thank you for your favorable consideration for the CHBP Grant for Grant County and Oklahoma DOT partnership.

Sincerely,



Frank D. Lucas  
Member of Congress

DISTRICT OFFICE:

10952 NORTHWEST EXPRESSWAY  
SUITE B  
YUKON, OK 73099  
(405) 373-1958

PRINTED ON RECYCLED PAPER



**Todd Lamb**  
OFFICE OF THE LIEUTENANT GOVERNOR  
STATE OF OKLAHOMA

The Honorable Elaine L. Chao  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Dear Secretary Chao,

I write in support of an application being submitted by the Oklahoma Department of Transportation (DOT) Competitive Highway Bridge Program (CHBP) grant for the bundling of thirty plus rural county bridges. This application is joined by Grant County, Oklahoma.

Grant County is responsible for a substantial amount of infrastructure. There are 1,920 public road miles that run through Grant County, 92 percent of which are owned and maintained by the county. Grant County has 3,000 bridge and bridge-like structures, including 535 bridges captured by the National Bridge Inventory with 174 county-owned bridges rated as structurally deficient. This entire infrastructure falls in a county with a population of 4,500 covering over 1000 square miles. Bridges are an integral part of Grant County's infrastructure but more importantly in America's infrastructure.

Innovation is not new to Grant County; however, the bundling of 34 like-kind bridges into one single contract for bidding and construction is definitely new to Oklahoma. The proposal will include three to five new bridge engineering designs that will become a "county standard" that all 77 counties in Oklahoma can adopt and utilize. Additionally, the new bridge design will include new innovations for pre-fabrication in order to deliver, install and open the bridge in a quick turn-around; reducing road closure and detour time to a minimum.

This project is in line with President Donald Trump's six principles of "Building a Stronger America" to rebuild our Nation's crumbling infrastructure which includes rural bridges in America. Furthermore, this bridge grant package will stimulate rural Oklahoma, which is working hard to provide economic opportunities and advance the well-being of citizens all across America not only in Oklahoma and Grant County. Ultimately, I believe this federal, state and county partnership will help advance the goal of modernizing transportation nationwide.

Accordingly, I strongly support the application of the Oklahoma DOT in partnership with Grant County. I request that you give all due attention to the application for this exemplary project, and thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Todd Lamb".

Todd Lamb  
Lt. Governor



State of Oklahoma  
Secretary of Agriculture

Mary Fallin  
Governor

Jim Reese  
Secretary of Agriculture

November 13, 2018

The Honorable Elaine L. Chao  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

**RE: Competitive Highway Bridge Program Grant Application:  
Oklahoma Department of Transportation and Grant County, Oklahoma**

Dear Secretary Chao:

I am writing in support of an application being submitted by the Oklahoma Department of Transportation (DOT) for a Competitive Highway Bridge Program (CHBP) grant for bridge bundling of Grant County owned bridges.

Rural counties economies, like Grant County, are built on a foundation provided by agriculture and natural resources. In Grant County agriculture is the largest industry, generating \$96.8 million in economic output, according to most recent U.S. Census Bureau data. Furthermore, the total value of goods and services produced, real GDP, is valued at \$235.5 million with a mere population of 4,523 people. The 1,920 road miles and 3,000 plus bridges and bridge-like structures in Grant County play a critical role in the movement of agricultural products, manufacturing goods and energy resources from our communities to domestic and global markets.

Rural America is important to all Americans because it is a primary source for inexpensive and safe food, affordable energy, clean drinking water, and accessible outdoor recreation. Almost three-quarters of the United States is considered rural, but only 14 percent of the population lives there.

Agriculture also has a major economic impact on food and fiber markets. Americans have gone from spending over half of their income on food, to a small percentage today. Worldwide, food affordability and availability has dramatically improved in the last half-century. No industry is as important as agriculture, due to the fact that human life is sustained by the food grown on our land.

2800 N. Lincoln Blvd., Oklahoma City, OK 73105 (405) 522-5719  
[jim.reese@oda.state.ok.us](mailto:jim.reese@oda.state.ok.us)

Agriculture plays a significant role in US-international trade. While we have an overall trade deficit, we have a major trade surplus in agriculture. The Chisholm Trail Terminal, a unit car loading facility in Grant County, has opened up more opportunity for export to international market, adding to the local economic output.

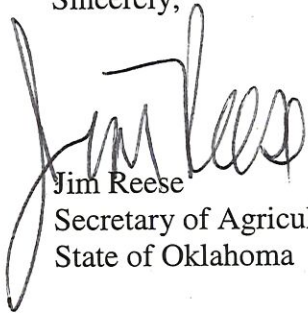
This CHBP project design is to innovatively bundle 34 similar bridges in Grant County using a new bridge design that will become a standard for all 77 counties in Oklahoma to utilize. Bridge bundling offers a comprehensive and accelerated delivery solution.

Benefits are as follows:

- **Expedited Project Delivery.** Project bundling delivers strategic program solutions by streamlining various project delivery requirements such as environmental agreements and standardized designs.
- **Reduced Costs.** Bundling projects with shared features leverages design expertise and achieves economies of scale.
- **Contracting Efficiency.** Using a single contract award for several similar projects streamlines design, construction, and saves procurement time.

This project will result in immediate and long term economic benefits to the region. Please give your full attention to the importance of this grant.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Reese". The signature is stylized with a large initial "J" and "R".

Jim Reese  
Secretary of Agriculture  
State of Oklahoma

# Oklahoma State Senate

## Senator Roland Pederson

2300 North Lincoln Blvd.  
Oklahoma City, OK 73105  
(405) 521-5630-Office  
(405) 530-2321-Fax  
pederson@oksenate.gov



## Committees

Agriculture & Wildlife  
Energy  
Retirement & Insurance  
Appropriations Sub-Committee  
for Public Safety & Judiciary

PROUDLY SERVING SENATE DISTRICT 19

November 9, 2018

Elaine Chao  
Secretary of Transportation  
Federal Highway Administration  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: Competitive Highway Bridge Program (CHBP) Grant

Dear Secretary Chao,

I would respectfully like to submit this letter to show my support in requesting a CHBP Grant for a county in my district. Grant County has over 3,000 bridge and bridge like structures including 535 bridges captured by the National Bridge Inventory. Based upon the Oklahoma Department of Transportation's last bridge summary, of those 174 are structurally deficient, more than any other county in Oklahoma.

Grant County faces a great challenge to ensure that the county can build and maintain safe, efficient infrastructure that allows Oklahoma and Grant County to remain competitive in an increasingly global marketplace. The Oklahoma Department of Transportation will be submitting three applications for the CHBP grants with one of those applications to showcase a new innovation in Oklahoma to bundle thirty-four like-kind bridges in Grant County. The plan proposal for the bridges will include three to five new bridge designs that will become standardized for all seventy-seven counties use in the future.

Grant County is a member of the Circuit Engineering District 8, which includes ODOT Divisions 4 and 6, which prepares and maintains 5 year construction work plans. The 5 year plan includes monies from the County Improvement for Roads and Bridges (CIRB) and from the Surface Transportation Block Grant Program (STBGP), more commonly known as the Surface Transportation Program (STP), to leverage county road and bridge projects. If chosen, Grant County funds from CIRB and STP may be used as match monies toward this CHBP.

This program will ensure reliable and efficient bridges in this region and be a huge step forward in Grant County on the repair/replacement of our currently structurally deficient bridges. I hope you can join me in supporting this critical rural freight transportation infrastructure investment.

Respectful,

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

Senator Roland Pederson

RP/ar

Serving Alfalfa, Garfield, Grant and Kay Counties

Representative John Pfeiffer  
House District 38

State Capitol, Room 302B  
2300 N. Lincoln Boulevard  
Oklahoma City, OK 73105  
Office: 405-557-7332  
John.Pfeiffer@okhouse.gov



**House of Representatives**  
STATE OF OKLAHOMA

**Committees**

Appropriations & Budget, Natural Resources  
& Regulatory Services, Chair;  
Agriculture & Rural Development;  
Appropriations & Budget;  
Energy & Natural Resources;  
Joint Committee on Appropriations & Budget

November 9, 2018

The Honorable Elaine L. Chao  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Dear Secretary Chao,

I appreciate and support the foresight and goals of the Competitive Highway Bridge Program (CHBP) grant announced by the Federal Highway Administration to assist in funding capital investments in rural bridge projects, matching objectives that the President has consistently emphasized. The Oklahoma Department of Transportation (DOT) and Grant County, Oklahoma has partnered to submit a CHBP grant application for a unique innovation of bundling 34 like-kind county owned bridges in rural Grant County.

Freight transport supports rural industries and provides a foundation for America's economy. Failure to adequately invest in the rural road and bridge infrastructure that supports freight transport puts rural economies and the national economy at a competitive disadvantage. The efficiency of the American freight system directly impacts our industries' ability to compete in export markets, with transportation costs being one of the most significant factors impacting our farmers' bottom lines. Inefficient and inadequate transportation infrastructure increases the prices that American consumers pay for goods, negatively impacts local economies—particularly in rural areas – and reduces U.S. competitiveness when exporting these products abroad.

While larger, urban areas are able to utilize more innovative funding and financing options including public-private partnerships, rural areas do not often attract that same interest from the private sector. Direct federal funding is a must for rural areas if they are to keep pace with the nation's food, fiber and natural resource demands, all which add to the local, state, national and international economy.

Gross Domestic Product (GDP), according to the latest U.S. Census in Grant County, has not only grown but exploded from \$110 million in 2010 to \$235.5 million in 2016. Astounding! Additionally, job growth rate has grown over 10 percent during that same period of time and as of August 2018 the unemployment rate stood at 1.6 percent. This was all accomplished by a small rural county with a population of only 4,500 people! Be assured that little 'ole Grant County is not only expanding the global economy but growing the global economy!

Investing in Grant County, Oklahoma bridge infrastructure meets the President's objective to emphasize that the Nation's infrastructure needs to rebuild and modernize to create jobs, maintain America's economic competitiveness and connect communities and people to more opportunities.

I strongly encourage you to approve the CHBP grant because it would greatly enhance our ability to compete on international sales to grow our economies.

Sincerely yours,

John Pfeiffer  
Member, Oklahoma House of Representatives





## HOUSE of REPRESENTATIVES

\*\*\*\*\*

*State of Oklahoma*

November 9, 2018

Representative John Enns

2300 N. Lincoln Blvd.

Oklahoma City, OK 73105

The Honorable Elaine L. Chao

Secretary, U.S. Department of Transportation

1200 New Jersey Ave, SE

Washington, D.C. 20590

**RE: Competitive Highway Bridge Program Grant Application:**

**Oklahoma Department of Transportation and Grant County, Oklahoma**

Dear Secretary Chao,

I am writing in support of an application submitted by the Oklahoma Department of Transportation (DOT) for a Competitive Highway Bridge Program (CHBP) grant for bridge bundling of Grant County owned bridges. Grant County is responsible for a substantial amount of infrastructure. 1,920 public road miles run through Grant County. 92 percent of which are owned and maintained by the county with the balance maintained by the state. Grant County alone has over 3,000 bridge or bridge-like structures, including 535 bridges captured by the National Bridge Inventory with 174 county-owned bridges rated as structurally deficient! Bridges are an integral part of, not only Grant County's infrastructure, but more importantly in America's infrastructure. This project design is for innovation to bundle 34 like-kind bridges in Grant County using a new bridge design that will become a standard for all 77 counties in Oklahoma to utilize. Bridge bundling offers a comprehensive and accelerated delivery solution.

Benefits are as follows:

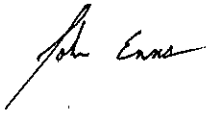
- **Expedited Project Deliver.** Project bundling delivers strategic program solutions by streamlining various project delivery requirements such as environmental agreements and standardized designs.
- **Reduced Costs.** Bundling projects with shared features leverages design expertise and achieves economies of scale.
- **Contracting Efficiency.** Using a single contract award for several similar projects streamlines design, construction, and safes procurement time.

Rural counties' economies are built on a foundation provided by agriculture and natural resources. In Grant County, agriculture is the largest industry, generating \$96.8 million in economic output, according to the most

recent U.S. Census data. Furthermore, the total value of goods and services produced, real GDP, is valued at \$235.5 million with a mere population of 4,523 people. That is an outstanding in real economics!

I urge your approval of this grant application. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "John Enns". The signature is written in a cursive style with a prominent initial "J".

Representative John Enns

JOHN W. MICHAEL  
District Judge



Judy Helberg  
Coordinator

**GARFIELD COUNTY DRUG COURTS**

FOURTH JUDICIAL DISTRICT  
U.S. POST OFFICE BUILDING  
115 WEST BROADWAY, SUITE 231  
ENID, OKLAHOMA 73701  
(580) 237-7342

The Honorable Elaine L. Chao  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Dear Secretary Chao,

I am writing to express my full support of the Competitive Highway Bridge Program (CHBP) grant application being submitted by the Oklahoma Department of Transportation (DOT) in partnership with Grant County Oklahoma. This application is for a new innovation to bundle 34 like-kind bridges with new pre-fabricated bridge designs that will be bid in a single contract.

I am a retired District Judge. However, I continue to actively offer services to the Garfield County Drug Court that also oversees drug-related cases from Grant County. The drug court program combines the efforts of the judge, district attorney's office, drug court coordinator, substance abuse treatment providers, county sheriff, Oklahoma Indigent Defense and private attorneys. Seventy-three counties in Oklahoma have similar programs, only four counties do not.

Drug courts offer offenders a change to participate in a court-supervised drug treatment program that is highly-structured. The alternative to this program is incarceration. Only non-violent felony offenders who meet a certain criteria are eligible to participate in these programs. People can and do change. Those individuals currently involved in drug court are going back to school, going back to work and going back to their communities as an asset and not as a drain!

Grant County communities can and do embrace these people and provide them with job opportunities. Those returning back to Grant County generally have family and/or are involved in agriculture or in oil and gas energies. It is important that Grant County can offer good road and bridge infrastructure that is needed for jobs and services they provide. These individuals have become dedicated employees and contributing member of their communities providing economic growth and security.

If this CHBP grant is awarded, some of the individuals within the court-supervised drug treatment program may have the skill-set needed by the contractor that is awarded this contract. Adding yet another layer of economic development for Grant County!

I appreciate your thoughtful consideration of the new innovation of bridge bundling in Grant County with the partnership of the Oklahoma Department of Transportation.

A handwritten signature in cursive script that reads "John W. Michael".



**Cindy Pratt**  
**Grant County Clerk**

**112 E Guthrie St, Rm 102**  
**Medford, OK 73759**  
**Main: (580)395-2274 – Fax: (580)395-2086**  
**countyclerk@grantcountyo.org**

November 8, 2018

The Honorable Elaine L. Chao  
Secretary, US Department of Transportation  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Dear Secretary Chao,

I am writing in hopes the Federal grant application submitted by Grant County, Oklahoma in coordination with the Oklahoma Department of Transportation will be approved. I have been the Grant County Clerk for nearly two years and it has become very apparent to me that Grant County's infrastructure is in dire need of improvement. Our County Commissioners do a great job with the resources they have available but that is not always enough.

As a recipient of funds from the Federal Competitive Highway Bridge Program grants (CHBP), Grant County would be able to greatly improve many of the bridges in our county to provide additional safety and convenience to many citizens. Grant County has many families living in the country. Therefore, our school buses and US mail carriers are traveling bridges that need attention. Grant County also has oilfield activity in the Mississippi Line which requires considerable travel on rural roadways. Although we are a small county we draw people from all over the United States for harvesting of crops and hunting the vast wildlife Grant County has to offer. These types of activity are the livelihood of our citizens as it generates income for many of our local business which in turn generates sales tax to continue running our local government. All of these industries and activities add to our current robust economy and we will continue to grow even more with the new bridges are built!

As County Clerk and a longtime citizen of Grant County, I am willing to assist in any way to make this request a reality.

I appreciate your consideration of this request.

Respectfully,

Cindy Pratt  
Grant County Clerk



*Grant County*

# SHERIFF

219 N 1<sup>ST</sup> MEDFORD, OK 73759

*Scott Sterling*

November 13, 2018

The Honorable Elaine L. Chao  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Dear Secretary Chao,

I have become aware of an application for the Competitive Highway Bridge Program (CHBP) grant being submitted by the Oklahoma Department of Transportation (DOT) in partnership with our Grant County highway road districts to fund the replacement of 34 alike-kind structurally deficient bridges. I completely support this application because it will enhance the safety of our county infrastructure, save lives, save time, save money while adding to our economic output right here in Grant County.

In Oklahoma the primary role of a sheriff is to provide full service, that is, providing traditional law-enforcement functions such as countywide patrol and investigations. The Sheriff's office is also called on to direct traffic or serves in road policing enforcing rules of the road, especially in rural counties like Grant County. The purpose is to reduce traffic crashes and injuries and to facilitate the safe and expeditious flow of vehicular and pedestrian traffic through compliance with traffic regulations.

Safety is one of the greatest concerns for Grant County, with the fatality rate on rural roads being about 2.5 times higher than on urban roads, according to the Federal Highway Administration's Office of Safety. Safety improvement requires progress toward reducing the crash experience of motor vehicle drivers and other more vulnerable road users. The economic consequences of these crashes are unaffordable and unacceptable.

In 2012, 19 percent of the U.S. population lived in rural areas but rural road fatalities accounted for 54 percent of all road-related fatalities. This is due to a number of factors like the physical characteristics of our roadways, including capacity and condition; behavioral issues such as higher speeds, reduced seat-belt use, and higher rates of impaired driving; and longer emergency medical response times due to the distance between incidents, emergency responders and medical facilities.

It is unfortunate that a major factor for some people that do not survive from vehicle accidents in rural areas like Grant County, is because of the amount of time it takes to dispatch, respond, locate, stabilize and transport victims to emergency care facility. Bridge closures and detours are a major contributing factor to time response.

I again confirm my support for this grant application. A focus to upgrade rural bridges in Grant County will help the health and safety of so many of our rural communities and decrease the number of fatalities on our roads. Safety equals lives saved. No one life is more important than another life.

Cordially,



Sheriff Scott Sterling

□



# COUNTY OF BERKS, PENNSYLVANIA

## Office of the Commissioners

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Reading, PA 19601

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Fax: 610.478.6139

E-mail: [cleinbach@countyofberks.com](mailto:cleinbach@countyofberks.com)

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**Christian Y. Leinbach, Commissioner Chair**

November 13, 2018

The Honorable Elaine L. Chao  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Dear Secretary Chao,

I am writing to support the application to the Competitive Highway Bridge Program (CHBP) grant being submitted by the Oklahoma Department of Transportation (DOT) and Grant County.

I am the Chair of the Berks County, Pennsylvania Board of Commissioners. I serve on the National Association of Counties Transportation Committee with Commissioner Bobbitt and sincerely appreciate her input and the challenges Grant County, Oklahoma faces. Commissioner Bobbitt and I also serve together on the NACo Executive Committee.

Since 2000 Oklahoma has consistently ranked as one of the worst states relative to the number of structurally deficient bridges. Grant County, OK has over 3,000 bridge and bridge-like structures, including 535 that are part of the National Bridge Inventory. (NBI) Of those bridges The Oklahoma Department of Transportation (ODOT) has designated 174 of these bridges as structurally deficient. The concept of bridge bundling is actually something pioneered here in Pennsylvania as part of our 2013 Transportation Legislation. It works by saving on construction costs as well as more efficient construction schedules.

I am writing today to support the Grant County Board of Commissioners in partnership with ODOT application to the Federal Highway Administration Competitive Highway Bridge Program grant that will include the bundling of 34 Grant County, OK bridges in a single contract of approximately \$12 - \$15 million.

Sincerely,

Christian Y. Leinbach, Chair  
Berks County Board of Commissioners

*Dedicated to public service with integrity, virtue & excellence*

[www.countyofberks.com](http://www.countyofberks.com)