

MARIA CANTWELL
WASHINGTON



United States Senate
WASHINGTON, DC 20510-4705

February 2, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing in support of the City of Spokane Valley's application to the FY23 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program for the Bigelow-Sullivan Corridor Freight Mobility & Safety: Sullivan & Trent Interchange Project.

The City is applying for \$17.2 million to replace the Sullivan Road bridge and improve the interchange at Sullivan Road over Trent Avenue. Specifically, the project will replace the existing signalized diamond interchange with a "dog bone" or "peanut" roundabout interchange, including a new, taller Sullivan Road bridge over Trent Avenue.

The Sullivan Road bridge spanning State Route 290 (Trent Avenue) is over 60 years old, has been rated as "structurally deficient," "high risk," and in "poor" condition. The bridge has low clearance over Trent Ave. and has been struck at least six times in the last 10 years. The bridge is also too narrow, limiting Sullivan Road to four lanes, very narrow sidewalks, and inadequate space that excludes much needed turn lanes to safely accommodate left-turning trucks.

The proposed interchange project will restore the needed capacity for future growth while adding bike and pedestrian facilities to improve mobility for all users. The project location is a gateway to a regional freight corridor serving as a parallel route to Interstate 90. Spokane County's Bigelow Gulch corridor connects the project to the west with Washington State Department of Transportation's North Spokane Corridor (US 395) and the City of Spokane's Northeast Public Development Authority. On the opposite end, the project is adjacent to the Spokane Business & Industrial Park, one of the largest in the country with 615 acres of property and over 5 million square feet of industrial building space. The corridor is a critical route carrying up to 20% freight and links the region while alleviating the congestion of Interstate 90 through the City of Spokane's downtown core. This corridor overwhelms the existing Sullivan Road and Trent Avenue interchange, which is experiencing signal back-ups reaching over one-half mile south of the interchange.

Thank you for your full and fair consideration of the City of Spokane Valley's application.

Sincerely,

Maria Cantwell
United States Senator

