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5TH DISTRICT, WASHINGTON

COMMITTEE:
ENERGY AND COMMERCE

REPUBLICAN LEADER,
CONSUMER PROTECTION AND
COMMERCE

Congress of the United States
House of Representatives

February 24, 2020

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WHITMAN

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
Washington, D.C. 20590

Dear Secretary Chao:

I am writing in support of the joint application submitted by the City of Spokane Valley and Spokane County to the U.S. Department of Transportation's *Infrastructure For Rebuilding America (INFRA) Discretionary Grant* program for the Bigelow-Sullivan Corridor Freight Mobility & Safety project.

Spokane Valley and Spokane County teamed up to deliver a regionally significant project that benefits freight movements through the Pacific Northwest. Together, they are seeking INFRA funding to complete corridor improvements that promote economic prosperity to the region while creating a safer transportation network for all users:

The project consists of two critical elements: Spokane County's reconstruction and realignment of a rural freight corridor with narrow and winding two-lane roads that have a deadly crash history, and Spokane Valley's reconstruction of the Sullivan Road-State Route 290 interchange which serves as a gateway for rural freight movements into the greater Spokane-Spokane Valley urban area. At the west end of the project is Washington State Department of Transportation's North Spokane Corridor (US 395) and the City of Spokane's Northeast Public Development Authority. At the east end of the project is the Spokane Business & Industrial Park, which is one of the largest in the county 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.

To highlight the importance of this project, seven other federal or state funding programs have supported the corridor improvements, plus local investments from Spokane County, Spokane Valley, and the City of Spokane. The project requests approximately 50% funding support from INFRA. With your support, this project can reach completion. We need your help to improve the freight mobility and safety on our National Highway Freight Network.

The joint application from Spokane Valley and Spokane County represents a great partnership and seeks to provide much needed freight mobility and safety improvements for a corridor that is in dire need.

I respectfully request that you give full and fair consideration to the Bigelow-Sullivan Corridor Freight Mobility & Safety project application submitted by the City of Spokane Valley and Spokane County.

Sincerely,

Cathy Morris Rodgers
Member of Congress

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