

Congress of the United States  
Washington, DC 20510

April 16, 2012

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

Dear Secretary LaHood:

We are writing to express our strong and united support for Washington State Department of Transportation's *Transportation Investment Generating Economic Recovery (TIGER) IV* application for US-395/North Spokane Corridor BNSF Railroad Structures/Realignment. This critical project is the next phase towards completion of the North Spokane Corridor, a critical artery that will speed movement of vehicles and freight from I-90 north to US-395 and US-2.

Originally conceived in 1946, the North Spokane Corridor will be a 60-mile per hour, 10.5 mile limited access highway that serves the more than 500,000 residents of the Inland Northwest. This new corridor will allow vehicles to bypass a route that now passes through 29 signalized intersections, resulting in travel time reductions valued at \$240 million annually. The benefits will not just be seen by personal vehicles, but by freight traffic – the existing US-395 corridor carries over 7.2 million tons of freight (with a \$13.5 billion value) annually through Spokane. The new North Spokane Corridor will take trucks off of local roads, improve efficiencies, and reduce delays – as well as support the development of the Inland Pacific Hub.

This *TIGER IV* application will allow the next phase of the North Spokane Corridor to move forward with relocation of 7.5 miles of BNSF railroad mainline, switching and spur tracks which supports private industry, construction of two new freeway crossings over the tracks, and bicycle and pedestrian improvements that stretch into the Hillyard neighborhood. These improvements are essential as the project advances south towards the Spokane River and I-90.

The North Spokane Corridor is an economic and mobility necessity for the Inland Northwest. It completes a long-missing link in the region's transportation system, provides new access to underdeveloped industrial and residential property, will reduce travel times, and speeds freight and other goods to market. We encourage you to approve Washington State Department of Transportation's application for *TIGER IV* funding for US-395/North Spokane Corridor BNSF Railroad Structures/Realignment, and are proud to lend our support to this important regional priority.

Sincerely,



MARIA CANTWELL  
United States Senator



PATTY MURRAY  
United States Senator



CATHY MCMORRIS RODGERS  
Member of Congress