

United States Senate  
WASHINGTON, DC 20510-4704

March 16, 2012

The Honorable Ray LaHood  
Secretary  
United States Department of Transportation  
1200 New Jersey Ave, S.E.  
Washington, DC 20590

Dear Secretary LaHood:

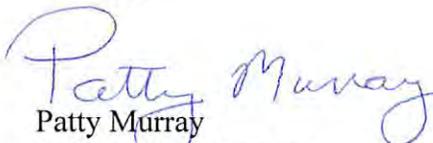
I am writing in support of the application submitted by the Washington State Department of Transportation (WSDOT) to the *Transportation Investment Generating Economic Recovery (TIGER) IV* program to continue construction of the U.S. 395/North Spokane Corridor-BNSF Railroad Structures/Realignment project.

The existing U.S. 395 currently carries billions of dollars worth of freight through Spokane on a congested roadway that winds through neighborhoods, past schools and retail centers. Routing these intra-regional and international freight trips on U.S. 395 results in regional passenger vehicle trips and freight traffic competing for capacity on the local arterial street system, which adversely impacts the livability of the region.

The U.S. 395/North Spokane Corridor-BNSF Railroad Structures/Realignment project will remove a choke point for continuation of the North Spokane Corridor south of the current interim terminus by relocating 7.5 miles of Burlington Northern Santa Fe (BNSF) railroad mainline, switching, and spur tracks; constructing two freeway structures over the BNSF tracks and two pedestrian/bicycle structures; and extending the existing pedestrian/bicycle trail by over one mile into the Hillyard neighborhood.

This project is a crucial element in creating a completely new 10½ mile multi-modal transportation route in Spokane, Washington that will improve freight mobility and efficiency, reduce travel time and congestion, and improve safety for drivers, pedestrians and cyclists. Thank you for your full consideration of the application.

Sincerely,

  
Patty Murray  
United States Senator

PM/ab

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# United States Senate

WASHINGTON, DC 20510-4705

April 6, 2012

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

RE: Washington State Department of Transportation, North Spokane Corridor  
Docket No. DOT-OST-2012-0012

Dear Secretary LaHood:

When complete, the North Spokane Corridor in Spokane, Washington will eliminate a long-missing transportation link between I-90 to the south and US-2 and US-395 to the north; the new connection will support private business development, freight movement, and greater regional mobility. That's why I'm writing to express my strong support for the Washington State Department of Transportation's (WSDOT) *Transportation Investment Generating Economic Recovery (TIGER) IV* application to complete the next phase this project, US-395/North Spokane Corridor BNSF Railroad Structures/Realignment. The North Spokane Corridor has long been one of my top transportation priorities for Eastern Washington, and I am pleased that WSDOT chose to submit this project for the U.S. Department of Transportation's consideration.

As you know, over the past decade, the North Spokane Corridor has progressed as a strong partnership that has brought together the federal government, Governor's office, Washington State Department of Transportation, leadership in our state legislature, local stakeholders, and the community. A *TIGER IV* grant award will continue that partnership by taking the project through the next phase, which will relocate 7.5 miles of BNSF railroad mainline, switching, and spur tracks, construct new freeway structures over the tracks, and provide pedestrian and bicycle improvements that connect an existing 5.5 mile bike/ped trail to the Hillyard neighborhood. These improvements build on federal investments to the North Spokane Corridor that are being funded through the American Recovery and Reinvestment Act.

Put simply, this *TIGER IV* application supports and grows freight and manufacturing jobs in Washington and the Inland Northwest. As one of the most trade dependent states in the nation, Washington understands the importance of freight mobility for both American manufacturers and shippers. The US-395 corridor carries over 7.2 million tons of freight, worth \$13.5 billion, through Spokane annually – winding on local roads with frequent stoplights, past parks, schools, and neighborhoods. As a whole, the North Spokane Corridor will provide a more efficient vehicle for that freight movement – as well as connecting US-395 and US-2 to the large east-west I-90 transportation corridor.

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2930 WETMORE AVENUE  
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FAX: (425) 303-8351

**RICHLAND**  
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JACKSON FEDERAL BUILDING  
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**SPOKANE**  
U.S. FEDERAL COURTHOUSE  
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**WASHINGTON, DC**  
311 HART SENATE OFFICE BUILDING  
WASHINGTON, DC 20510-4705  
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FAX: (202) 228-0514

Additionally, the *TIGER IV*-funded phase will improve access to more than 500 acres of underdeveloped industrial land that can reap the benefits of economically competitive travel time reductions valued at \$240 million per year. These combined benefits will also support the Inland Pacific Hub mission to expand domestic and international commerce. Strongly supported by the business community, it is clear that the North Spokane Corridor is crucial to continued economic growth in Spokane – thousands of businesses depend on this corridor as a vital route for commerce, and completion of the project will spur additional private development and job creation.

I urge you to give careful and thorough consideration to Washington State Department of Transportation's *TIGER IV* application for completion of the US-395/North Spokane Corridor BNSF Railroad Structures/Realignment phase of the North Spokane Corridor. A *TIGER IV* award and future federal and state investments are critical to Spokane job growth, economic development, and freight mobility – all key components to help get our economy back on track after the worst economic downturn in decades. I am pleased to support this application and this project, and remain at your service to answer any questions you may have about the North Spokane Corridor or WSDOT's application.

Sincerely,

A handwritten signature in blue ink that reads "Maria Cantwell". The signature is fluid and cursive, with the first name "Maria" being larger and more prominent than the last name "Cantwell".

Maria Cantwell  
United States Senator

CATHY McMORRIS RODGERS

5TH DISTRICT, WASHINGTON

COMMITTEE:

ENERGY AND COMMERCE  
SUBCOMMITTEE ON HEALTH

SUBCOMMITTEE ON ENERGY AND POWER

SUBCOMMITTEE ON  
ENVIRONMENT AND ECONOMY

REPUBLICAN CONFERENCE  
VICE CHAIR

DEPUTY WHIP

## Congress of the United States House of Representatives

March 16, 2012

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STEVENS  
WALLA WALLA  
WHITMAN

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

Dear Secretary LaHood:

I write in strong support of the Washington State Department of Transportation's application for a TIGER IV grant for the US 395/North Spokane Corridor - BNSF Railroad Structures/Realignment project. A TIGER grant will allow for the immediate and continued construction of the US 395 North Spokane Corridor (NSC), improving freight mobility, reducing congestion, and improving safety.

The Spokane, Washington metropolitan area, with nearly 500,000 residents, utilizes Interstate 90 for the vast majority of east/west regional trips through the area. However, there is no comparable infrastructure for north/south trips through Spokane. Currently, all north/south traffic travels on the urban principal arterial street network. This results in regional passenger vehicle trips and freight traffic competing for capacity on the local arterial street system, seriously impacting travel time, fuel usage, congestion, and safety. The existing US 395 currently carries more than \$13.5 billion worth of freight through Spokane on a congested roadway past schools and parks. Routing these intra-regional trips and international freight and goods movements through neighborhoods, past schools, and in congested retail centers, adversely impacts the livability of the region and impairs the ability to deliver timely public transportation schedules on many routes.

The US 395/North Spokane Corridor - BNSF Railroad Structures/Realignment project will reduce travel time; improve regional freight mobility by providing a limited access control facility; reduce congestion and emissions; provide collision reduction savings; and will allow for the construction of pedestrian/bicycle facilities. Additionally, continued construction of US 395/NSC will enhance the economies of Ferry, Stevens, and Pend Oreille counties. Specifically, this project removes a choke point for continuation of the North Spokane Corridor south of the current interim terminus at the Freya Street interchange by making several improvements, including: relocating 7.5 miles of Burlington Northern Santa Fe (BNSF) Railroad mainline, switching, and spur tracks; constructing two freeway structures over the BNSF tracks in addition to two pedestrian/bicycle structures; and extending the existing 5.5 mile pedestrian/bicycle trail by over one mile into the Hillyard neighborhood.

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[www.mcmorrisrodgers.house.gov](http://www.mcmorrisrodgers.house.gov)  
[www.mcmorrisrodgers.house.gov/facebook](http://www.mcmorrisrodgers.house.gov/facebook)

The NSC is a completely new transportation route located in the greater Spokane, Washington metropolitan area and is the number one transportation priority of the area. When completed, this 10.5 mile corridor will provide a truly multi-modal transportation facility. I encourage you to give this application full and fair consideration.

Sincerely,

A handwritten signature in blue ink that reads "Cathy McMorris Rodgers". The signature is fluid and cursive, with a long horizontal stroke at the end.

Cathy McMorris Rodgers  
Member of Congress



## Washington State Senate

**Senator Lisa Brown**  
**Senate Majority Leader**  
3rd Legislative District

**Olympia Office:**  
307 Legislative Building  
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Legislative Hotline: 1-800-562-6000  
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March 7, 2012

Secretary Raymond LaHood  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: US395/North Spokane Corridor-BNSF Railroad Structures/Realignment TIGER ID Number:  
WSDOT 55788

Dear Secretary LaHood:

I am writing to express my strong support for the TIGER IV grant application for the North Spokane Corridor (NSC) that was submitted by the Washington State Department of Transportation. This project is the Spokane region's top transportation priority and has consistently been my highest transportation priority in the legislature.

**Washington state has made significant contributions to complete earlier phases of the NSC project, funding it at over \$482,000,000 to date.** The state remains committed to the project, and the State Senate and House proposed 2012 Supplemental Transportation Budgets both contain \$5 million in additional funding to support further work on NSC. I strongly advocated in the State Senate to add language allowing any cost savings on state funds appropriated to the NSC to be used on future phases. This has been significant, as the Eastern Washington Department of Transportation, in collaboration with private construction companies, has delivered earlier phases of this project **ahead of schedule and under budget.**

Locally, the project has the united support of business, labor, and local government. This support is united because citizen safety and health will be improved markedly. The project is also good for the environment, as it adds pedestrian facilities where they do not currently exist on this busy, high-traffic road. Removing stop lights and other project features will reduce regional emissions by an estimated 2.4 million pounds of carbon monoxide annually, providing enormous health benefits for residents.

Regionally, the project will help our economy by improving upon our current competitiveness as a regional freight distribution and transportation center. Nationally, the NSC is an important and heavily trafficked U.S.-Canada freight route. Highway improvements will strengthen and

preserve this route, and will improve freight travel time by eliminating 29 stop lights. The NSC also creates a significant number of jobs, which will improve the economic vitality of the region.

Our community is united behind bringing this project to fruition for the reasons above and many more. **With Tiger IV funding we can continue to work with our federal partners to move this shovel ready project forward and make our region safer, healthier, and more economically vibrant.**

Sincerely,

A handwritten signature in cursive script that reads "Lisa Brown". The signature is written in black ink and is positioned above the typed name and title.

Senator Lisa Brown  
Washington State Senate Majority Leader

CC: Senator Patty Murray  
Senator Maria Cantwell  
Representative Cathy McMorris-Rodgers

State of  
Washington  
House of  
Representatives



March 6<sup>th</sup>, 2012

Secretary Raymond LaHood  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington DC, 20590

To: USDOT TIGER Discretionary Grant Program

Re: **Support for WSDOT TIGER Grant Request for North Spokane Corridor Project Funding**

As members of the Washington State House of Representatives, we are writing to express our strong support for the TIGER IV grant application for the North Spokane Corridor (NSC). Submitted by the Washington State Department of Transportation, this project is the Spokane region's top transportation priority and provides many national and regional benefits.

Our community is united as never before behind the goal of finishing what we have started and completing NSC.

Washington State has made significant contributions to complete earlier phases of the NSC project. The state remains committed to the project. This year, both House and Senate versions of the current draft state 2012 supplemental transportation budgets contain \$5 million to support further work on NSC.

Nationally, the NSC is an important and busy U.S.-Canada freight route. Highway improvements will strengthen and preserve this route, and will significantly improve freight travel time by eliminating 29 stop lights.

Regionally, the project will help our economy by improving upon our current competitiveness as a NW regional freight distribution and transportation center. A number of businesses have expressed interest in locating facilities in the region once the corridor is completed.

Locally, the project has the united support of business, labor, local government and environmental advocates. This support is united because citizen safety and health will be improved markedly. The project adds pedestrian facilities where they do not currently exist on this busy, high-traffic road. In addition to the safety benefits, this adds a travel option that essentially does not exist today and will encourage walking and bicycling. Removing stop lights and other project features will reduce regional emissions by an estimated 2.4 million pounds of carbon monoxide annually, providing enormous health benefits for residents. This is particularly important for the children attending schools in the highway's neighborhood.

Residents, elected officials and the business community are united behind this project. The State is contributing significant funding. The local State DOT team in collaboration with private construction companies has delivered earlier phases of this project ahead of schedule and under budget.

State of  
Washington  
House of  
Representatives



This project is ready to go. Once completed, our region will be safer, healthier, and more economic vibrant.

Please select the NSC for a TIGER IV grant.

Sincerely,

Rep. Andy Billig, 3<sup>rd</sup> District

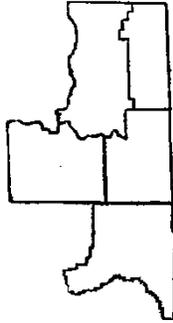
Rep. Timm Ormsby, 3<sup>rd</sup> District

Rep. Kevin Parker, 6<sup>th</sup> District

Rep. Shelly Short, 7<sup>th</sup> District

Rep. Joel Kretz, 7<sup>th</sup> District

cc Sen. Maria Cantwell  
Sen. Patty Murray  
Rep. Cathy McMorris Rodgers  
Wayne Brokaw



## ASSOCIATION OF NORTHEAST WASHINGTON MAYORS

Mayor Steve Peterson, Chairman  
City of Liberty Lake

Patrick Rushing, Vice Chairman  
City of Airway Heights

March 12, 2012

The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington, DC 20590-0001

**RE: US395 North Spokane Corridor BNSF Railroad Structures/Realignment**  
**TIGER ID Number: WSDOT55788**

Dear Secretary LaHood:

The Association of Northeast Washington Mayors is writing to express our strong support for the TIGER grant application for the North Spokane Corridor (NSC). Submitted by the Washington State Department of Transportation, this project is the Spokane region's top transportation priority and provides many national and regional benefits.

Our community is united as never before behind the goal of finishing what we have started and completing the NSC. Washington state has made significant contributions to complete earlier phases of the NSC project. The state remains committed to the project. This year, both House and Senate versions of the current draft state 2012 supplemental transportation budgets contain \$5 million to support further work on the NSC.

Nationally, the NSC is an important and busy U.S. – Canada freight route. Highway improvements will strengthen and preserve this route, and will significantly improve freight travel time by eliminating 29 stop lights.

Regionally, the project will help our economy by improving upon our current competitiveness as a NW regional freight distribution and transportation center. A number of businesses have expressed interest in locating facilities in the region once the corridor is completed.

Locally, the project has the united support of business, labor, local government and environmental advocates. This support is united because citizen safety and health will be improved markedly. The project adds pedestrian facilities where they do not currently exist on this busy, high-traffic road. In addition to the safety benefits, this adds a travel option that essentially does not exist today and will encourage walking and bicycling. Removing stop lights and other project features will reduce regional emissions by an estimated 2.4 million pounds of carbon monoxide annually, providing enormous health benefits for residents. This is particularly important for the children attending schools in the highway's neighborhood.

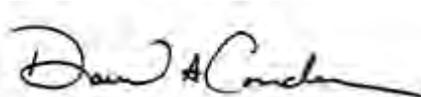
Residents, elected officials and the business community are united behind this project. The State is contributing significant funding. The local State DOT team in collaboration with private construction companies has delivered earlier phases of this project ahead of schedule and under budget.

This project is ready to go. Once completed, our region will be safer, healthier, and more economically vibrant. With this in mind, we respectfully request that you select the NSC project for a TIGER IV grant.

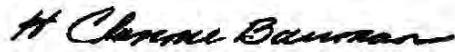
Sincerely,

  
Steve Peterson, Chairman  
City of Liberty Lake, Mayor

  
Patrick Rushing, Vice Chairman  
City of Airway Heights, Mayor

  
David A. Condon  
City of Spokane, Mayor

  
Deborah Rarrick  
City of Colville, Mayor

  
H. Clarence Bauman  
City of Chewelah, Mayor

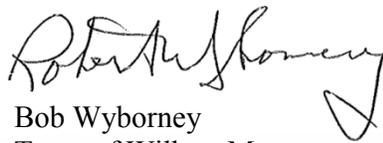
  
Shirley Sands  
City of Newport, Mayor

  
Robert Whisman  
City of Deer Park, Mayor

  
Sherman Johnson  
Town of Reardan, Mayor

  
Tom Trulove  
City of Cheney, Mayor

  
Daniel Mork  
Town of Millwood

  
Bob Wyborne  
Town of Wilbur, Mayor

  
Pete Daggett  
Town of Metaline, Mayor

CC: Paula Hammond & Keith Metcalf, WSDOT

# S P O K A N E C O U N T Y



OFFICE OF COUNTY COMMISSIONERS

TODD MIELKE, 1ST DISTRICT • MARK RICHARD, 2ND DISTRICT • AL FRENCH, 3RD DISTRICT

March 5, 2012

**The Honorable Ray LaHood, Secretary**  
**U.S. Department of Transportation**  
**1200 New Jersey Avenue SE**  
**Washington, DC 20590-0001**

Re: US395 North Spokane Corridor BNSF Railroad Structures/Realignment  
TIGER ID Number: WSDOT55788

Dear Secretary LaHood:

Washington State Department of Transportation ("WSDOT") is submitting a TIGER IV project for consideration by United States Department of Transportation ("USDOT").

This TIGER Grant application is for the continued construction of the US 395 North Spokane Corridor (NSC) ("Project"). Specifically, this Project (i) removes a choke point for continuation of the North Spokane Corridor south of the current interim terminus at the Freya Street interchange by relocation of 7.5 miles of Burlington Northern Sante Fe (BNSF) Railroad mainline, switching, and spur tracks; (ii) constructs two freeway structures over the BNSF tracks and two pedestrian/bicycle structures one over Freya Street and one over the BNSF mainline tracks; and (iii) extends the existing 5.5 mile pedestrian/bicycle trail by over one mile into the Hillyard neighborhood.

The existing US 395 currently carries more than \$13.5 billion worth of freight through Spokane on a congested roadway past schools and parks. The Project will provide travel time reductions, improve regional freight mobility by providing a limited access control facility, reduce congestion and emissions, provide collision reduction savings, and construct pedestrian/bicycle facilities. Continued construction of US 395/NSC also will enhance the economies of not only Spokane County, but also Ferry, Stevens, and Pend Oreille counties.

Finally, the NSC has continually been ranked the *number one regional transportation project* by the RTPO/MPO and confirmed by the same (Spokane Regional Transportation Council) on December 8, 2011. For all of these reasons, we support WSDOT's application for the Tiger IV Grant and urge you to provide funding for this important project.

Sincerely,

  
Todd Mielke, Chair

  
Mark Richard, Vice Chair

  
Al French, Commissioner

cc: Honorable Patty Murray  
Honorable Maria Cantwell  
Honorable Cathy McMorris-Rodgers  
Paula Hammond, Washington State Secretary of Transportation  
Keith Metcalf, WSDOT Eastern Regional Administrator



March 14, 2012

The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington, DC 20590-0001

**Subject: US395 North Spokane Corridor BNSF Railroad Structures/Realignment**  
**TIGER ID Number: WSDOT55788**

Dear Mr. Secretary:

I am writing in support of the Washington State Department of Transportation (WSDOT) request for a TIGER IV grant for the North Spokane Corridor (NSC), one of three projects to be submitted by the state of Washington. As the sole transit operator in the area, we work closely with the WSDOT Eastern Region Administrator and his staff in coordinating and improving transportation in our region.

Spokane Transit has identified the NSC as a corridor of the region's future High Performance Transit (HPT) Network. An "HPT" corridor is a corridor where premium transit service is provided all-day in each direction with greater frequency, reliability and passenger amenities than typical fixed route bus service. The WSDOT clearly supports this designation and other multimodal investments, including acquisition of future park and ride lots, right-of-way allocated for future HOV lanes and/or grade-separated fixed-guideway transit infrastructure. Completion of the NSC will support the implementation of HPT service in this regional multimodal corridor.

Completing this section of the NSC is also critically important to the movement of freight; by accelerating its travel North & South, and also by taking freight traffic off other congested arterials improving travel time for transit and motorists.

Please contact me if further information is needed.

Sincerely,

A handwritten signature in black ink that reads 'E. Susan Meyer'.

E. Susan Meyer  
Chief Executive Officer

Cc: Paula Hammond, WSDOT Secretary  
Keith Metcalf, WSDOT Regional Administrator



*Spokane Regional Transportation Council*

221 W. First Ave., Suite 310 • Spokane, WA 99201-3613 • (509) 343-6370 • FAX (509) 343-6400

March 12, 2012

The Honorable Raymond H. LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590-0001

**RE: US 395/North Spokane Corridor-BNSF Railroad Structures/Realignment  
TIGER ID Number: WSDOT55788**

Dear Secretary LaHood:

The Spokane Regional Transportation Council (SRTC) concurs with the Washington State Department of Transportation's (WSDOT's) TIGER IV application for the US-395/North Spokane Corridor-BNSF Railroad Structures/Realignment Project. This project represents the next important step in completing the North Spokane Corridor (NSC), which is included in our 20-year Metropolitan Transportation Plan and has been a top regional and statewide transportation priority for over twenty years. Since the full NSC project has already been incorporated into our Metropolitan Transportation Plan, SRTC will be able to promptly include the project in our Transportation Improvement Program, if federal funds are secured through the TIGER IV program.

Support for the NSC is strong among local elected officials in our region. In December 2011, the SRTC Policy Board approved a list of regional transportation priorities for consideration during the 2012 Washington State Legislature. In approving the list, the Policy Board also identified the NSC as the top transportation priority for this region. The Policy Board took this action because completing the NSC is a vital component of our future transportation system, and will have significant economic, freight, environmental, and safety benefits.

Thank you in advance for considering our top regional transportation priority for funding as part of the TIGER IV application process.

Sincerely,

A handwritten signature in black ink that reads "Kevin Wallace".

Kevin Wallace  
Executive Director

c: Paula Hammond, WSDOT  
Keith Metcalf, WSDOT



March 2, 2012

The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington DC 20590-0001

RE: US 395/North Spokane Corridor-BNSF Railroad Structures/Realignment  
TIGER ID Number: WSDOT55788

Dear Secretary LaHood;

The North South Corridor (NSC) has been on the top three list for Washington State's Mega projects for the last 20 years, and still continues to be our region's top transportation priority project. We—Greater Spokane Incorporated, Associated General Contractors, the Good Roads Association, and the 14 municipalities in our region request that you consider the \$18,900,000 Tiger IV proposal for the US-395/North Spokane Corridor-BNSF Railroad Structures/Realignment.

We would like to finish what we started. The US-395/North Spokane Corridor Rail Road Structure Realignment is one of the three projects submitted by Washington State Secretary of Transportation Paula J. Hammond. The NSC continues to be advocated for at the state, local, and federal level. Senator Patty Murray was instrumental in assisting our region in acquiring the first TIGER Grant for the additional south bound lanes that travel from Freya St. to Farwell Road. Senator Maria Cantwell and Congresswomen McMorris Rodgers also continue to advocate for NSC.

Once completed, the US 395/North Spokane Corridor-BNSF Railroad Structures/Realignment will be another step in the completion of the NSC. This project will have a significant economic impact on the Nation by providing for a more efficient system for the export and import of goods, and will assist locally by opening up nearly 1,000 acres of industrial zoned land that is served with infrastructure but, presently lacks highway access.

Currently there are only two north-south routes through Spokane; however both are on local arterials that run through neighborhoods, shopping malls, schools,



Page 2

parks, and 29 stop lights. The average travel time for freight shipments from North Spokane to US-2 or I-90 (about 10 miles) is forty minutes.

The NSC would provide a long-term solution to reducing travel time by an estimated two million hours each year, with an annual dollar savings of approximately \$28 million and will provide an alternate route for the 7.2 million tons of freight that is carried annually through Spokane. The time savings provided by the NSC will lead to gas savings, an estimated 1.7 million gallons of gas annually, while reducing regional emissions by 2.4 million pounds of carbon monoxide each year.

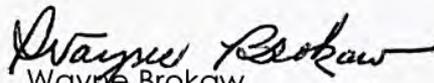
The BNSF Railroad Structure/Realignment will remove current congestion problems on Freya St, which is one of Spokane's main arterials. The realignment will provide for the construction of two roadway structures and two pedestrian structures over the relocated BNSF tracks. The two pedestrian bridges will extend pedestrian and bike paths to over 6 miles and will provide an alternative mode of transportation that will connect to major north-south and east-west arterials.

The NSC is a priority to many stakeholders, and is a project that we advocate for each year during our D.C. Regional Fly-in, in which we are accompanied by over 40 of our members, elected officials, and various representatives of business organizations. We need to complete the NSC. It will provide for multiple modes of transportation that will improve livability, pedestrian safety, and will decrease our carbon footprint by reducing emissions.

Thank you for your support and interest to meet with us and our regional delegation each year. We look forward to your continued support and the nation's investment in our region.

Sincerely,

  
Richard G. Hadley  
President & CEO  
Greater Spokane Incorporated

  
Wayne Brokaw  
Executive Director  
Inland Northwest AGC

  
Joe Tortorelli  
Secretary  
Spokane Area Good Roads Association



801 W. Riverside, Suite 100, Spokane, WA 99201

Phone: 509.624.1393 or 1.800.SPOKANE

Fax: 509.747.0077

[www.greaterspokane.org](http://www.greaterspokane.org)

March 2, 2012

The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington DC 20590-0001

RE: US 395/North Spokane Corridor-BNSF Railroad Structures/Realignment  
TIGER ID Number: WSDOT55788

Dear Secretary LaHood;

The North South Corridor (NSC) has been on the top three list for Washington State's Mega projects for the last 20 years, and still continues to be our region's top transportation priority project. Greater Spokane Incorporated requests that you consider the \$18,900,000 Tiger IV proposal for the US-395/North Spokane Corridor-BNSF Railroad Structures/Realignment.

We would like to finish what we started. The US-395/North Spokane Corridor Rail Road Structure Realignment is one of the three projects submitted by Washington State Secretary of Transportation Paula J. Hammond. The NSC continues to be advocated for at the state, local, and federal level. Senator Patty Murray was instrumental in assisting our region in acquiring the first TIGER Grant for the additional south bound lanes that travel from Freya St. to Farwell Road. Senator Maria Cantwell and Congresswomen McMorris Rodgers also continue to advocate for NSC.

Once completed, the US 395/North Spokane Corridor-BNSF Railroad Structures/Realignment will be another step in the completion of the NSC. This project will have a significant economic impact on the Nation by providing for a more efficient system for the export and import of goods, and will assist locally by opening up nearly 1,000 acres of industrial zoned land that is served with infrastructure but, presently lacks highway access.

Currently there are only two north-south routes through Spokane; however both are on local arterials that run through neighborhoods, shopping malls, schools,

parks, and 29 stop lights. The average travel time for freight shipments from North Spokane to US-2 or I-90 (about 10 miles) is forty minutes.

The NSC would provide a long-term solution to reducing travel time by an estimated two million hours each year, with an annual dollar savings of approximately \$28 million and will provide an alternate route for the 7.2 million tons of freight that is carried annually through Spokane. The time savings provided by the NSC will lead to gas savings, an estimated 1.7 million gallons of gas annually, while reducing regional emissions by 2.4 million pounds of carbon monoxide each year.

The BNSF Railroad Structure/Realignment will remove current congestion problems on Freya St, which is one of Spokane's main arterials. The realignment will provide for the construction of two roadway structures and two pedestrian structures over the relocated BNSF tracks. The two pedestrian bridges will extend pedestrian and bike paths to over 6 miles and will provide an alternative mode of transportation that will connect to major north-south and east-west arterials.

The NSC is a priority to many stakeholders, and is a project that we advocate for each year during our D.C. Regional Fly-in, in which we are accompanied by over 40 of our members, elected officials, and various representatives of business organizations. We need to complete the NSC. It will provide for multiple modes of transportation that will improve livability, pedestrian safety, and will decrease our carbon footprint by reducing emissions.

Thank you for your support and interest to meet with us and our regional delegation each year. We look forward to your continued support and the nation's investment in our region.

Sincerely,



Thomas M. Fritz  
President & CEO, INHS  
2011-2012 GSI Chairman



Richard G. Hadley  
President & Chief Executive Officer  
Greater Spokane Incorporated



<b>Colleen K Weatherford</b>	<b>BNSF Railway Company</b>
<i>Dir. Public Private Partnerships</i>	2500 Lou Menk Drive Fort Worth, TX 76131
	817-352-2053 office
	817-352-7154 fax
	817-694-0311 cell
	colleen.weatherford@bnsf.com

March 15, 2012

The Honorable Raymond H. LaHood, Secretary  
United States Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC 20590

Dear Secretary LaHood:

BNSF Railway has been cooperating with Washington Department of Transportation for many years in developing plans for the North Spokane Corridor and understands Washington Department of Transportation has submitted the US395/North Spokane Corridor BNSF Railroad Structures/Realignment project application for funding from the TIGER 2012 Discretionary Grant Program.

The scope of work for this project application is the relocation of 7.5 miles of BNSF mainline, switching, and spur tracks. This phase of work would further the region's goal to complete the North Spokane Corridor, connecting US 395 and US 2 to Interstate 90, and would promote mobility and economic development opportunities for the region.

BNSF looks forward to continued partnership with WsDOT and are prepared to proceed pending satisfactory review of funding requirements and negotiation of definitive agreements.

Sincerely,

Colleen K. Weatherford



Kalispel Tribe of Indians  
P.O. Box 39  
Usk, WA 99180

(509) 445-1147  
(509) 445-1705 fax  
[www.kalispeltribe.com](http://www.kalispeltribe.com)

March 7, 2012

The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington, DC 20590-0001

**Re: US395 North Spokane Corridor BNSF Railroad Structures/Realignment**  
***TIGER ID Number: WSDOT55788***

Dear Secretary LaHood:

The Kalispel Tribe of Indians, located in rural eastern Washington approximately 50 miles north of Spokane the region's largest metropolitan center, strongly supports the continued construction of the US 395 North Spokane Corridor (NSC).

The tribe utilizes this corridor on a daily basis. It is our main linkage to jobs, services, medical facilities, regional transportation nodes, and other amenities and venues which are absent in our isolated rural geographic area. Many of our import commodities are transported along this section of roadway, and it is important to us that the corridor provides a safe, efficient, and reliable mode of transport.

We strongly encourage your continued support for the completion of this key transportation and community project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Glen Nenema".

Glen Nenema  
Chairman, Kalispel Tribe of Indians



Wayne Brokaw  
4935 E. Trent Avenue  
Spokane, WA 99212

March 7, 2012

**Re: Support for WSDOT TIGER Grant Request for North Spokane Corridor Project Funding**  
*ID #US395/North Spokane Corridor-BNSF Railroad structures/Realignment*  
*Tiger ID #: WSDOT 55788*

Dear Wayne,

The Castlegar & District Chamber of Commerce (British Columbia, Canada) is writing to express our strong support for the TIGER grant application for the North Spokane Corridor (NSC). Submitted by the Washington State Department of Transportation, this project is the Spokane region's top transportation priority and provides many national and regional benefits.

Our community is united as never before behind the goal of finishing what we have started and completing NSC.

Washington State has made significant contributions to complete earlier phases of the NSC project. The state remains committed to the project. This year, both House and Senate versions of the current draft state 2012 supplemental transportation budgets contain \$5 million to support further work on NSC.

Nationally, the NSC is an important and busy U.S.-Canada freight route. Highway improvements will strengthen and preserve this route, and will significantly improve freight travel time by eliminating 29 stop lights.

Regionally, the project will help our economy by improving upon our current competitiveness as a NW regional freight distribution and transportation center. A number of businesses have expressed interest in locating facilities in the region once the corridor is completed.



CASTLEGAR & DISTRICT CHAMBER OF COMMERCE  
1995-6TH AVE CASTLEGAR, B.C. V1P 4B7 P:(250) 365-6313 F:(250) 365-5778  
WWW.CASTLEGAR.COM



Locally, the project has the united support of business, labor, local government and environmental advocates. This support is united because citizen safety and health will be improved markedly. The project adds pedestrian facilities where they do not currently exist on this busy, high-traffic road. In addition to the safety benefits, this adds a travel option that essentially does not exist today and will encourage walking and bicycling. Removing stop lights and other project features will reduce regional emissions by an estimated 2.4 million pounds of carbon monoxide annually, providing enormous health benefits for residents. This is particularly important for the children attending schools in the highway's neighborhood.

Residents, elected officials and the business community are united behind this project. The State is contributing significant funding. The local State DOT team in collaboration with private construction companies has delivered earlier phases of this project ahead of schedule and under budget.

This project is ready to go. Once completed, our region will be safer, healthier, and more economic vibrant.

Please select the NSC for a TIGER IV grant.

Castlegar & District Chamber of Commerce  
Executive Director  
Pam McLeod

CC: Secretary Raymond LaHood  
U.S. Department of Transportation  
Senator Patty Murray  
United States Senate  
Senator Maria Cantwell  
United State Senate  
Representative Cathy McMorris-Rodgers  
United States House Representatives

# ACME

## Concrete Paving, Inc.



March 5, 2012

Wayne Brokaw  
4935 E. Trent Avenue  
Spokane, WA 99212

Re: Support for WSDOT TIGER Grant Request for North Spokane Corridor Project Funding  
US395/North Spokane Corridor-BNSF Railroad Structures/Realignment TIGER ID Number: WSDOT 55788

Dear Mr. Brokaw,

Acme Concrete Paving is writing to express our strong support for the TIGER grant application for the North Spokane Corridor (NSC). Submitted by the Washington State Department of Transportation, this project is the Spokane region's top transportation priority and provides many national and regional benefits.

Our community is united as never before behind the goal of finishing what we have started and completing the NSC.

Washington State has made significant contributions to complete earlier phases of the NSC project. The state remains committed to the project. This year, both House and Senate versions of the current draft State 2012 Supplemental Transportation Budgets contain \$5 million to support further work on the NSC.

Nationally, the NSC is an important and busy U.S.-Canada freight route. Highway improvements will strengthen and preserve this route, and will significantly improve freight travel time by eliminating 29 stop lights.

Regionally, the project will help our economy by improving upon our current competitiveness as a NW regional freight distribution and transportation center. A number of businesses have expressed interest in locating facilities in the region once the corridor is completed.

Locally, the project has the united support of business, labor, local government, and environmental advocates. This support is united because citizen safety and health will be improved markedly. The project adds pedestrian facilities where they do not currently exist on this busy, high-traffic road. In

4124 East Broadway, Spokane, WA 99202 • (509) 242-1234 • FAX (509) 242-1232

*An Equal Opportunity Employer*

addition to the safety benefits, this adds a travel option that essentially does not exist today and will encourage walking and bicycling. Removing stop lights and other project features will reduce regional emissions by an estimated 2.4 million pounds of carbon monoxide annually, providing enormous health benefits for residents. This is particularly important for the children attending schools in the highway's neighborhood.

Residents, elected officials, and the business community are united behind this project. The State is contributing significant funding. The local State DOT team, in collaboration with private construction companies, has delivered earlier phases of this project ahead of schedule and under budget.

This project is ready to go. Once completed, our region will be safer, healthier, and more economically vibrant.

Please select the NSC for a TIGER IV grant.

Sincerely,

A handwritten signature in black ink, appearing to read 'Robert Seghetti', written over a horizontal line.

Robert Seghetti

Vice President



March 6, 2012

Secretary Raymond LaHood  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**Reference: USDOT TIGER Discretionary Grant Program**

**Support for WSDOT TIGER Grant Request for North Spokane  
Corridor Project Funding**

**US395/North Spokane Corridor-BNSF Railroad  
Structures/Realignment TIGER ID Number WSDPT 55788**

Dear Mr. LaHood:

Graham Construction is writing to express our strong support for the TIGER grant application for the North Spokane Corridor (NSC). Submitted by the Washington State Department of Transportation, this project is the Spokane region's top transportation priority and provides many national and regional benefits.

Our community is united as never before behind the goal of finishing what we have started and completing NSC.

Washington state has made significant contributions to complete earlier phases of the NSC project. The state remains committed to the project. This year, both House and Senate versions of the current draft state 2012 supplemental transportation budget's contain \$5 million to support further work on NSC.

Nationally, the NSC is an important and busy U.S.-Canada freight route. Highway improvements will strengthen and preserve this route, and will significantly improve freight travel time by eliminating 29 stop lights.

Regionally, the project will help our economy by improving upon our current competitiveness as a NW regional freight distribution and transportation center. A number of businesses have expressed interest in locating facilities in the region once the corridor is completed.

331 NORTH FANCHER ROAD, SPOKANE WA 99212

OFFICE 509.534.1030  
FAX 509.534.9735

WA REG# GRAHACM954CG

WEB WWW.GRAHAMUS.COM  
EQUAL OPPORTUNITY EMPLOYER

COMMITMENT

INTEGRITY

RELIABILITY



Locally, the project has the united support of business, labor, local government and environmental advocates. This support is united because citizen safety and health will be improved markedly. The project adds pedestrian facilities where they do not currently exist on this busy, high-traffic road. In addition to the safety benefits, this adds a travel option that essentially does not exist today and will encourage walking and bicycling. Removing stop lights and other project features will reduce regional emissions by an estimated 2.4 million pounds of carbon monoxide annually, providing enormous health benefits for residents. This is particularly important for the children attending schools in the highway's neighborhood.

Residents, elected officials and the business community are united behind this project. The State is contributing significant funding. The local State DOT team in collaboration with private construction companies has delivered earlier phases of this project ahead of schedule and under budget.

This project is ready to go. Once completed, our region will be safer, healthier, and more economic vibrant.

Please select the NSC for a TIGER IV grant.

Sincerely,

**GRAHAM CONSTRUCTION AND MANAGEMENT INC.**

**Robert D. Askins**  
President of the Inland Northwest AGC



# Spokane Regional Labor Council, AFL-CIO

*Helping working families in Eastern Washington.*

**Beth Thew, Secretary-Treasurer**

510 S Elm Street • Spokane WA 99201-5621

Telephone: (509) 327-7637 • Fax: (509) 327-8631 • Cell (509) 939-0688

Email: [bthew@spokanelabor.org](mailto:bthew@spokanelabor.org)

Meetings: Fourth Tuesday 7:00 pm

March 1, 2012

The Honorable Ray LaHood, Secretary  
US Department of Transportation  
1200 New Jersey Ave SE  
Washington, DC 20590-0001

Dear Secretary LaHood,

We would like to express our support of the TIGER grant application for the North Spokane Corridor (NSC). The Washington State Department of Transportation has submitted this project for consideration. The project is the Spokane region's top transportation priority. As a busy U.S.-Canada corridor, the NSC will provide many national and regional benefits including short-term and long-term economic development opportunities, improvements in public safety, improvements in public health, and improvements in our regional environment.

The NSC is an important U.S.-Canada freight route. The project will improve our current competitiveness as a freight distribution and transportation center. Already several businesses have expressed interest in expanding facilities and/or locating facilities in the region once the corridor is complete. The project will provide the immediate construction jobs to boost the economy and thus this project provides for both short-term and long-term job growth.

From a safety and health standpoint, the project will have a positive impact on the environment and citizens' health and safety. Project features such as the elimination of 28 stoplights on a freight corridor will reduce an estimated 2.4 million pounds of carbon monoxide annual. The project adds pedestrian facilities where they currently do not exist on this busy, high-traffic road. The project also will encourage walking and bicycling. These safety and health issues are particularly important for the families living in the highway's neighborhood.

Labor, business, residents and elected officials are united behind this project. Washington State is contributing significant funding. Earlier phases of this project have been delivered ahead of schedule and under budget.

This project is ready to go. With your help, once completed, the project will result in a healthier, safer and more economically vibrant region.

We urge you to select the North Spokane Corridor for a TIGER IV grant.

Sincerely,

Beth Thew, Secretary-Treasurer  
Spokane Regional Labor Council, AFL-CIO



March 6, 2012

To: USDOT TIGER Discretionary Grant Program

Re: **Support for WSDOT TIGER Grant Request for North Spokane Corridor Project Funding**

Cowles Company is writing to express our strong support for the TIGER grant application for the North Spokane Corridor (NSC). Submitted by the Washington State Department of Transportation, this project is the Spokane region's top transportation priority and provides many national and regional benefits.

Our community is united as never before behind the goal of finishing what we have started and completing NSC.

Washington State has made significant contributions to complete earlier phases of the NSC project. The state remains committed to the project. This year, both House and Senate versions of the current draft state 2012 supplemental transportation budgets contain \$5 million to support further work on NSC.

Nationally, the NSC is an important and busy U.S.-Canada freight route. Highway improvements will strengthen and preserve this route, and will significantly improve freight travel time by eliminating 29 stop lights.

Regionally, the project will help our economy by improving upon our current competitiveness as a NW regional freight distribution and transportation center. A number of businesses have expressed interest in locating facilities in the region once the corridor is completed.

Locally, the project has the united support of business, labor, local government and environmental advocates. This support is united because citizen safety and health will be improved markedly. The project adds pedestrian facilities where they do not currently exist on this busy, high-traffic road. In addition to the safety benefits, this adds a travel option that essentially does not exist today and will encourage walking and bicycling. Removing stop lights and other project features will reduce regional emissions by an estimated 2.4 million pounds of carbon monoxide annually, providing enormous health benefits for residents. This is particularly important for the children attending schools in the highway's neighborhood.

Residents, elected officials and the business community are united behind this project. The State is contributing significant funding. The local State DOT team in collaboration with private construction companies has delivered earlier phases of this project ahead of schedule and under budget.

This project is ready to go. Once completed, our region will be safer, healthier, and more economic vibrant.

Please select the NSC for a TIGER IV grant.

A handwritten signature in black ink, appearing to read "Bob Louder". The signature is written in a cursive, flowing style.

Chairman

Avista Corp.  
1411 East Mission PO Box 3727  
Spokane, Washington 99220-3727  
Telephone 509-489-0500



Scott L. Morris  
Chairman of the Board  
President and Chief Executive Officer

March 6, 2012

Secretary Raymond LaHood  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary LaHood:

**Re: Support for WSDOT #55788 TIGER Grant Request for ID # US 395/North Spokane Corridor-BNSF Railroad Structures/Realignment Project Funding**

Avista Corporation is writing to express our strong support for the TIGER grant application for the North Spokane Corridor (NSC). Submitted by the Washington State Department of Transportation, this project is the Spokane region's top transportation priority and provides many national and regional benefits.

Our community is united as never before behind the goal of finishing what we have started and completing NSC.

Washington State has made significant contributions to complete earlier phases of the NSC project. The state remains committed to the project. This year, both House and Senate versions of the current draft state 2012 supplemental transportation budget's contain \$5 million to support further work on NSC.

Nationally, the NSC is an important and busy U.S.-Canada freight route. Highway improvements will strengthen and preserve this route, and will significantly improve freight travel time by eliminating 29 stop lights.

Regionally, the project will help our economy by improving upon our current competitiveness as a NW regional freight distribution and transportation center. A number of businesses have expressed interest in locating facilities in the region once the corridor is completed.

Locally, the project has the united support of business, labor, local government and environmental advocates. This support is united because citizen safety and health will be improved markedly. The project adds pedestrian facilities where they do not currently exist on this busy, high-traffic road. In addition to the safety benefits, this adds a travel option that essentially does not exist today and will encourage walking and bicycling. Removing stop lights

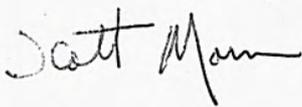
and other project features will reduce regional emissions by an estimated 2.4 million pounds of carbon monoxide annually, providing enormous health benefits for residents. This is particularly important for the children attending schools in the highway's neighborhood.

Residents, elected officials and the business community are united behind this project. The State is contributing significant funding. The local State DOT team in collaboration with private construction companies has delivered earlier phases of this project ahead of schedule and under budget.

This project is ready to go. Once completed, our region will be safer, healthier, and more economic vibrant.

Please select the NSC for a TIGER IV grant.

Sincerely,

A handwritten signature in black ink that reads "Scott Mann". The signature is written in a cursive style with a large, sweeping "S" and a long, horizontal tail on the "M".

c: U.S. Senator Maria Cantwell  
c: U.S. Senator Patty Murray  
c: U.S. Representative Cathy McMorris-Rodgers



# Frank Gurney Inc.



## General Contractor

P.O. BOX 11557 - PARKWATER STATION  
SPOKANE VALLEY, WASHINGTON 99211  
PH. (509) 535-3069 FAX (509) 535-1911  
CONTR. LIC. #FR-AN-KG\*3060J

Since 1959

To: USDOT TIGER Discretionary Grant Program

Re: **Support for WSDOT TIGER Grant Request for North Spokane Corridor Project Funding**

Frank Gurney, Inc. is writing to express our strong support for the TIGER grant application for the North Spokane Corridor (NSC). Submitted by the Washington State Department of Transportation, this project is the Spokane region's top transportation priority and provides many national and regional benefits.

Our community is united as never before behind the goal of finishing what we have started and completing NSC.

Washington state has made significant contributions to complete earlier phases of the NSC project. The state remains committed to the project. This year, both House and Senate versions of the current draft state 2012 supplemental transportation budget's contain \$5 million to support further work on NSC.

Nationally, the NSC is an important and busy U.S.-Canada freight route. Highway improvements will strengthen and preserve this route, and will significantly improve freight travel time by eliminating 29 stop lights.

Regionally, the project will help our economy by improving upon our current competitiveness as a NW regional freight distribution and transportation center. A number of businesses have expressed interest in locating facilities in the region once the corridor is completed.

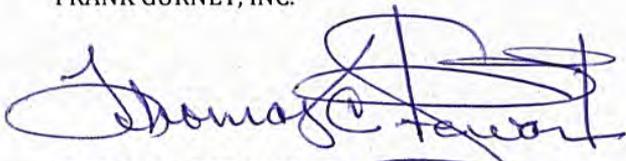
Locally, the project has the united support of business, labor, local government and environmental advocates. This support is united because citizen safety and health will be improved markedly. The project adds pedestrian facilities where they do not currently exist on this busy, high-traffic road. In addition to the safety benefits, this adds a travel option that essentially does not exist today and will encourage walking and bicycling. Removing stop lights and other project features will reduce regional emissions by an estimated 2.4 million pounds of carbon monoxide annually, providing enormous health benefits for residents. This is particularly important for the children attending schools in the highway's neighborhood.

Residents, elected officials and the business community are united behind this project. The State is contributing significant funding. The local State DOT team in collaboration with private construction companies has delivered earlier phases of this project ahead of schedule and under budget.

This project is ready to go. Once completed, our region will be safer, healthier, and more economic vibrant.

Please select the NSC for a TIGER IV grant.

Sincerely,  
FRANK GURNEY, INC.



THOMAS C. STEWART - President



3613 E. Main Avenue  
PO Box 4219  
Spokane, WA 99220

(509) 535-0657 • (800) 541-6354  
www.haskinssteelinc.com

March 7, 2012

Secretary Raymond LaHood  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

COPY

Re: Support for WSDOT TIGER Grant Request for North Spokane Corridor Project Funding  
ID# US395/North Spokane Corridor-BNSF Railroad Structures/Realignment  
TIGER ID Number: WSDOT 55788

Haskins Steel Co., Inc. is writing to express our strong support for the TIGER grant application for the North Spokane Corridor (NSC). Submitted by the Washington State Department of Transportation, this project is the Spokane region's top transportation priority and provides many national and regional benefits.

Our community is united as never before behind the goal of finishing what we have started and completing NSC.

Washington State has made significant contributions to complete earlier phases of the NSC project. The state remains committed to the project. This year, both House and Senate versions of the current draft state 2012 supplemental transportation budgets contain \$5 million to support further work on NSC.

Nationally, the NSC is an important and busy U.S.-Canada freight route. Highway improvements will strengthen and preserve this route, and will significantly improve freight travel time by eliminating 29 stop lights.

Regionally, the project will help our economy by improving upon our current competitiveness as a NW regional freight distribution and transportation center. A number of businesses have expressed interest in locating facilities in the region once the corridor is completed.

Locally, the project has the united support of business, labor, local government and environmental advocates. This support is united because citizen safety and health will be improved markedly. The project adds pedestrian facilities where they do not currently exist on this busy, high-traffic road. In addition to the safety benefits, this adds a travel option that essentially does not exist today and will encourage walking and bicycling. Removing stop lights and other project features will reduce regional emissions by an estimated 2.4 million pounds of carbon monoxide annually, providing enormous health benefits for residents. This is particularly important for the children attending schools in the highway's neighborhood.

Residents, elected officials and the business community are united behind this project. The State is contributing significant funding. The local State DOT team in collaboration with private construction companies has delivered earlier phases of this project ahead of schedule and under budget.

This project is ready to go. Once completed, our region will be safer, healthier, and more economic vibrant.

Please select the NSC for a TIGER IV grant. Thank you for your time and consideration.

Respectfully,  
HASKINS STEEL CO., INC.

Craig E. Dias  
VP & General Manager



# HILLYARD NEIGHBORHOOD COUNCIL

LUKE TOLLEY, CHAIR

10 March 2012

The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington, DC 20590-0001

RE: Letter of Support, US395 North Spokane Corridor BNSF Railway  
Structures/Realignment, TIGER ID Number: WSDOT55788

Dear Sec. LaHood,

The Hillyard Neighborhood Council and the Greater Hillyard - Northeast Planning Alliance are proud to support the Washington State Department of Transportation TIGER IV federal highways grant application for the US395 North Spokane Corridor BNSF Railway Structures/Realignment project. At our February 15th meeting, we unanimously voted to support the application.

For several years, we have worked collaboratively with WSDOT and the Railroad to envision a vibrant, healthy and sustainable community adjacent to the North Spokane Corridor. On the west side of the corridor we've planned together the walking path and the interaction with the historic business district. On the east side, there is over 500 acres of undeveloped and underdeveloped industrial and commercial land that we envision becoming a major economic engine with the completion of the North Spokane Corridor. We believe that the completion of this project is the single most important factor in the future prosperity of the Greater Hillyard Neighborhood, the City of Spokane and the Greater Spokane region. The capacity for job creation is uncanny.



# HILLYARD NEIGHBORHOOD COUNCIL

LUKE TOLLEY, CHAIR

Thank you for your support of this important project. We look forward to the speedy completion of the North Spokane Corridor and this grant would be a significant step in that direction.

Sincerely,

A handwritten signature in black ink, appearing to read 'Luke Tolley', written in a cursive style.

Luke Tolley  
Chair, Hillyard Neighborhood Council  
Stakeholder Manager, Greater Hillyard - Northeast Planning Alliance

C.C.:  
Paula Hammond, WSDOT  
Keith Metcalf, WSDOT