



February 18, 2020

City Councilmembers
City of Spokane Valley
10210 E Sprague Ave.
Spokane Valley, WA 99206

RE: Project Support for Bigelow-Sullivan Corridor Freight Mobility & Safety Project

Councilmembers:

I am writing to express the support of Spokane Regional Transportation Council (SRTC) for the Spokane County and City of Spokane Valley joint application for funding of the Bigelow-Sullivan Corridor Freight Mobility & Safety project.

SRTC enthusiastically supports this application as it improves freight movements through the greater Spokane region and addresses the safety hazards along a dangerous and insufficient corridor between two growing industrial, urban areas. As the federally designated Metropolitan Planning Organization (MPO) for Spokane County and state designated Regional Transportation Planning Organization (RTPO), we work closely with both the City of Spokane Valley and Spokane County to coordinate and plan regionally significant transportation projects.

The Bigelow-Sullivan Freight Mobility & Safety Project is listed and supported as a regionally significant project, in the long-range Metropolitan Transportation Plan (MTP), *Horizon 2040*. Several components of this project have received federal funds that are programmed into the regional Transportation Improvement Program (TIP). In addition to being a vital corridor serving local, regional and interstate traffic, this project will improve the safety and connectivity of several T-1 classified Freight and Goods Transportation System (FGTS) truck freight corridors, moving more than 10 million tons of goods per year around the region. This project supports the mission and vision of SRTC; the Spokane region possesses the best multi modal/multi-jurisdictional transportation network that optimizes safety, capacity and efficiency in the movement of people and goods for a region of our size.

Below are some details of this project that support SRTC's collaboratively derived vision for the region:

Safety

- This project improves the safety of an undersized rural collector and commuter route that has a history of fatal and serious crashes due to lack of shoulder
- Improves network redundancy, important for emergency vehicles, travel reliability and transit operations
- Reduces congestion, fuel consumption and tailpipe emissions for vehicles idling in delayed traffic using Spokane's arterial system and Interstate 90
- The project reconstructs the Sullivan/Trent interchange, improving its intersection operations and rebuilds the bridges over BNSF railroads and over Trent Ave

Capacity

- The project adds additional travel lanes, turn lanes, truck climbing lanes and shoulder space to an established freight and commuter corridor
- This project allows the BNSF the opportunity to progress with their double track expansion project and increase rail capacity through a bottleneck on its system
- The realignment and widening of the Bigelow Gulch Corridor will increase capacity providing for efficient and reliable movement of freight and goods

Efficiency

- Promotes efficient freight mobility via road and rail networks
- Enhance the access and reliability to buildable industrial properties in northeast Spokane or east Spokane Valley
- The project adds Intelligent Transportation Systems for the length of the corridor, alerting drivers to road conditions or hazards and notifying users of travel time delays or suggested alternate routes

This project is essential to the growth and success of the Spokane region and its booming manufacturing and industrial businesses. If our transportation network cannot safely and efficiently support commerce in the region, we cannot succeed. In order to help our business and community thrive, we urge you to provide funding crucial to the construction of the Bigelow-Sullivan Corridor Freight Mobility & Safety project.

Sincerely,



Sabrina C. Minshall
Executive Director
Spokane Regional Transportation Council