

February 27, 2023

The Honorable Secretary Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing in support of the application submitted by the City of Spokane Valley to the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program for the Bigelow-Sullivan Corridor Freight Mobility & Safety: Sullivan & Trent Interchange project.

Spokane Valley has been diligently working to deliver a regionally significant project that improves safety and mobility for all users, replaces deteriorating bridges, and benefits freight movements through the Pacific Northwest. RAISE funding is vital to finally completing the last segment of a regional freight corridor that promotes economic prosperity while creating a safer transportation network for all users.

The project includes the 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. The interchange is the "front door" to the region's industrial center. At the west end of the Bigelow-Sullivan corridor is our (Washington State Department of Transportation's) North Spokane Corridor (US 395) project 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 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.

The interchange has a Level of Service (LOS) of "F" and will only worsen over time. Existing sidewalks create a stressful and dangerous environment due to the close proximity of freight movements and adjacent sidewalks. The improvements will add a new shared use pathway on the west side of Sullivan Road and new, wider sidewalks on the east side. Further, the roundabout configuration will make it easier for non-motorized users to cross traffic, having to manage only one direction of traffic at a time.

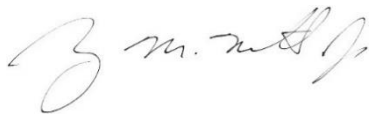
The existing Sullivan Road bridge over Trent Avenue is regularly struck by tall loads travelling on Trent Avenue and is rated in "poor" condition, is deemed "structurally deficient" and considered a "high risk" bridge. The project also lengthens the existing adjacent Sullivan Road bridge over the BNSF Railway track. The existing BNSF

intercontinental railway will be provided with added capacity for the future construction of two new rail lines, totaling four tracks. The city needs your help to improve the freight mobility and safety on our National Highway Freight Network.

As the responsible agency for SR 290/Trent Avenue, we agree and support the assessment that the City of Spokane Valley has provided in regard to the level of service and safety at the intersection of SR 290 with Sullivan Road.

I respectfully request that you give full and fair consideration to the Sullivan & Trent Interchange project application submitted by the City of Spokane Valley.

Sincerely,

A handwritten signature in cursive script, appearing to read "R. Millar".

Roger Millar, PE, FASCE, FAICP

Secretary of Transportation