



Board of Directors: Robert Dompier
Pam McLeod
Bob Wentworth
Adam Mortensen
Dan Hansen

February 12, 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 and Commissioners:

I am writing to express my support of the Spokane County and City of Spokane Valley joint application for funding of the Bigelow-Sullivan Corridor Freight Mobility & Safety project.

As the Superintendent of West Valley School District in the City of Spokane Valley and Spokane County I support this application which improves freight movements through the greater Spokane region and fixes the safety hazards along a dangerous, busy, narrow, rural connector between two growing industrial, urban areas. We transport thousands of students on the Argonne & Bigelow Corridor every day. During good weather the commute is often long and clogged with traffic, including commercial freight traffic. During inclement weather it can be touch and go. Completing the Bigelow / Sullivan corridor would make the morning and afternoon commutes for our students a much safer undertaking.

I'd like to highlight some of the details of the project that are most significant to my organization:

Mobility

- 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.
- The project adds additional travel lanes, turn lanes, truck climbing lanes and shoulder space to an established freight and commuter corridor.
- The realignment and widening of the Bigelow Gulch Corridor increases capacity providing for efficient and reliable movement of freight and goods.
- The project reconstructs the Sullivan/Trent interchange, improving its intersection operations and rebuilds the bridges over BNSF railroads and over Trent Ave.
- According to WSDOT's Washington State Rail Plan, almost 94 percent of Washington's east-west bulk cargo rail traffic travels through this project's rail corridor.
- The BNSF railway carries an average of 58 freight and two passenger trains daily, and usage on the line is estimated to serve 114 trains by 2035. 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.
- Once the Bigelow Gulch Road project is complete, the Sullivan/Trent interchange will experience almost twice as many peak hour vehicle trips, straining the safety and efficiency of the two intersections at Trent Ave.



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Safety / Quality of Life/Environmental

- This project drastically improves the safety of a narrow, undersized rural collector and commuter route that has a history of fatal and serious crashes.
- Improves ADA-accessible pedestrian facilities to current standards.
- 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.

This project is key to the growth and prosperity 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,

A handwritten signature in blue ink, appearing to read "Gene Sementi", is written over a faint, larger signature.

Dr. Gene Sementi
Superintendent
West Valley School District