

CPM DEVELOPMENT CORPORATION

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Bandon Concrete & Development



Central Pre-Mix Concrete Co.



Central Washington Concrete



Eugene Sand Construction



Eugene Sand & Gravel



Green & White Rock Products



Helena Sand & Gravel



ICON Materials



Inland Asphalt Co.



Interstate Concrete & Asphalt



LS Jensen Construction & Ready Mix



River Bend Sand & Gravel



Salem Road & Driveway



Viking Redi-Mix



Wenatchee Sand and Gravel

March 30, 2016

City Councilmembers
City of Spokane Valley
11707 E Sprague, Suite 106
Spokane Valley, WA 99206

**SUPPORT APPROVED
FOR 2017 FASTLANE II**

RE: Pines Road and Barker Road/BNSF Grade Separation Projects for the 2016 USDOT Grant Application

Honorable Mayor and Councilmembers:

I am writing to express my support of the 2016 FASTLANE grant application for the Pines Road and the Barker Road/BNSF Grade Separation projects. As the Vice President/General Manager of a manufacturing business in the Spokane region, I am keenly aware of the potential detrimental effects of these at-grade crossings, especially given the proposed growth in train traffic through Spokane from increased oil and coal shipments to the west coast. Pines Road, Barker Road and the BNSF tracks provide a vital transportation link to the businesses and residents along the BNSF tracks and I-90.

These projects would significantly improve a key link to I-90 and the BNSF railroad for expanded freight use, and are crucial to jobs and economic development for our region. Because of the current status of existing intersections, many freight trips are forced to access I-90 via a circuitous route, experiencing congestion due to inadequate capacity for vehicles accessing the Barker Road and the Pines Road/I-90 interchanges. Additionally, Pines Road and Barker Road serve as a secondary access to a major commercial and industrial area in Spokane County; these intersections are frequently over capacity.


The high train volumes intersecting Pines Road and Barker Road at the at-grade crossings are an increasing safety risk. Removing the at-grade rail crossings will improve public safety by reducing the potential for rail/vehicle collisions and improve emergency access to residents and businesses.

Both proposed grade separation projects will help improve the efficiency of the rail movements along the corridor and address environmental, noise, safety, and congestion issues impacting the City's street network.

Our business provides ~500 jobs in the greater Spokane area, most of which are well-paying middle class jobs, and is dependent on freight access to I-90 in order to sell our aggregates, asphalt and ready-mix concrete. Improved access will help make our business more efficient, competitive and safe. It will also help to reduce idle time of our trucks which will reduce emissions.

We believe strongly in the future of Spokane Valley as a regional center for manufacturing. A new overpass at these intersections will be an important transportation facility for the city of Spokane Valley, Spokane County, and the Spokane region. In order to help our business and our community thrive, we urge you to provide funding crucial to the construction of the Pines Road and Barker Road/BNSF Grade Separation projects.

Sincerely,


John Shogren
VP/GM
CPM Development Corporation
Central Pre-Mix/Inland Asphalt