

Spokane International Airport

USDOT

TIGER

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2017 TIGER DISCRETIONARY GRANT APPLICATION

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WA

APPENDIX A LETTERS OF SUPPORT

Congress of the United States

Washington, DC 20510

October 23, 2017

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Chao:

We write in support of an application submitted by the Spokane International Airport for the U.S. Department of Transportation's *Transportation Investment Generating Economic Recovery* (TIGER) *Discretionary Grants* program for the Spokane International Airport Multimodal Transportation Infrastructure Safety Improvement project.

Spokane International Airport is seeking a TIGER grant to construct the Spotted Road interchange and overpass. This would separate industrial and freight traffic on Spotted Road, which is part of the Critical Urban Freight Corridor and serves as the primary access route to the Spokane International Airport Business Park, from Airport Drive, the main access road to the airport, at two intersections. This grade-separation project would increase safety, improve accessibility for traffic traveling to and from the airport and business park, and accommodate current and future growth.

This year, airlines have added five new non-stop destinations at Spokane International Airport, increasing passenger activity by 10 percent. Two additional non-stop flights are expected to be added in early 2018. Air cargo has also increased, with shipments up 8 percent when compared to 2016. This growth has resulted in more vehicles, shuttles, taxis, and freight traveling on Airport Drive and Spotted Road in route to U.S. Highway 2 and I-90. Vehicles and trucks traveling at different speeds on Spotted Road and Airport Drive is also a serious safety concern, with numerous accidents, many with serious injuries and some which have been fatal, occurring at the two intersections. Studies indicate a grade-separation would reduce the number of overall accidents by 80 percent.

The Spokane International Airport Multimodal Transportation Infrastructure Safety Improvement project would improve transportation for current passengers, businesses, and manufacturers, which supports \$750 million in annual economic impact in the greater Spokane region. It would also support continued growth of the airport and business park, allowing Spokane International Airport to compete for new investment opportunities.

We respectfully request that you give full and fair consideration to the application submitted by Spokane International Airport.

Thank you for your consideration.

Sincerely,



Patty Murray
United States Senator



Cathy McMorris Rodgers
Member of Congress

United States Senate

WASHINGTON, DC 20510-4705

October 12, 2017

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

Dear Secretary Chao,

I am pleased to support the application submitted by the Spokane International Airport to the Transportation Investment Generating Economic Recovery (TIGER) program.

The Multimodal Transportation Infrastructure Safety Improvement Project will address a critical safety and freight mobility issue at the Spokane International Airport. As the number of airline routes has increased, so has cargo and passenger traffic in and around the airport. There is a dangerous condition that has been created by the intersection of a crossing roadway called Spotted Road, which is a part of the Critical Urban Freight Corridor that provides access to the Airport Industrial Park with these two very busy inbound and outbound airport access roads. The combination of lower speed traffic trying to cross the inbound and outbound airport access roads with higher speed traffic at two intersecting points has led to multiple routine accidents many of which are serious injury accidents and even some fatalities. These problems continue despite installation of traffic safety measures.

Given the increasing commercial traffic associated with the Airport's growth, the most prudent safety and efficiency solution available is to grade-separate Spotted Road from the Airport inbound and outbound access roads. This grade-separation project will separate the Critical Urban Freight Corridor route from traffic traveling to the Airport, improve the level of service, create a safer connectivity between different modes, and reduce freight mode conflicts. The realignment will continue to connect with the Primary Highway Freight Network, which is important to maintain and is valuable to the region's freight modes.

The Airport's annual economic impact of over \$750 million is testimony to the integral role they play in regional economy. I urge full and fair consideration of Spokane International Airport's application as it will be an investment in improved traffic safety and modal connectivity while also supporting continued passenger and freight growth essential to the regional economy.

Sincerely,



Maria Cantwell
United States Senator

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November 8, 2017

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Secretary Chao:

I am writing this letter of support for the Spokane International Airport Multimodal Transportation Infrastructure Safety Improvement Project TIGER discretionary grant application being submitted by Spokane Airports.

Just this year, air cargo tonnage has increased by 8% YTD from 2017. The airport's growth also correlates to additional traffic, as well as truck and freight traffic transiting on the airport's inbound and outbound roadways to access State Route 2 and Interstate 90. Current infrastructure at this location needs updating to allow for safe movement of increased commercial and passenger traffic around the airport. The combination of lower speed traffic trying to cross the inbound and outbound airport access roads with higher speed traffic at two intersecting points has led to multiple and frequent vehicle accidents, resulting in injuries and some fatalities. Problems continue at this area despite installation of various traffic safety measures.

As the airport and surrounding commercial traffic have increased, studies indicate that the safe solution is to grade separate Spotted Road from the Airport inbound and outbound access roads. This approach will separate the Critical Urban Freight Corridor route from traffic traveling to the airport, creating a safer connectivity between different modes and reducing freight mode conflicts. The realignment will continue to connect with the Primary Highway Freight Network, which is important to maintain and is valuable to the region's freight modes.

The Spokane Airport and its passenger and cargo operations have an annual economic impact of over \$750 million. I strongly support consideration of Spokane Airport's \$5 million TIGER discretionary grant application, which represents a critical infrastructure investment in improved traffic safety, modal connectivity and continued passenger and freight growth that are essential to the regional economy.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chad Wagner".

Chad Wagner
Senior Manager Ramp Operations – Spokane (GEG)
FedEx Express
509.742.5626
chad.wagner@fedex.com



Mayor David A. Condon

October 16, 2017

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Secretary Chao,

On behalf of the City of Spokane, I am pleased to extend my support of the Spokane International Airport Multimodal Transportation Infrastructure Safety Improvement Project TIGER discretionary grant application. Within the City of Spokane, the community has prioritized and placed a focus on Public Safety, Infrastructure, and Jobs and Economic Growth.

The Airport's annual economic impact of over \$750 million is testimony to the integral role they play in regional economy. Just this year, growth in passenger activity has increased by 10 percent while air cargo tonnage as increased 8%. All these factors demonstrate a strong economic recovery for the Spokane region, which can be further supported through this important multimodal infrastructure project. The Airport's growth also correlates to additional traffic including personal vehicles, shuttles, ride-share, and taxis, as well as truck and freight traffic transiting on the Airport's inbound and outbound roadways to access State Route 2 and Interstate 90.

There is a dangerous condition that has been created by the intersection of a crossing roadway called Spotted Road, which is a part of the Critical Urban Freight Corridor that provides access to the Airport Industrial Park with inbound and outbound airport access roads. The combination of lower speed traffic trying to cross the inbound and outbound airport access roads with higher speed traffic at two intersecting points has led to multiple routine accidents many of which are serious injury accidents and even some fatalities. These problems continue despite installation of additional traffic safety measures.

Given the increasing commercial traffic associated with the Airport's growth, the most prudent safety and efficiency solution available is to grade-separate Spotted Road from the Airport inbound and outbound access roads. This grade-separation project will separate the Critical Urban Freight Corridor route from traffic traveling to the Airport, create a safer connectivity between different modes, and reduce freight mode conflicts. The realignment will continue to connect with the Primary Highway Freight Network, which is important to maintain and is valuable to the region's freight modes.

The City of Choice

808 W. Spokane Falls Blvd. • Spokane, Washington 99201-3335
Phone: 509.625.6250 FAX: 509.625.6563

The Honorable Elaine Chao
October 16, 2017
Page 2

I request the Airport's \$5 million TIGER discretionary grant application be given careful consideration as it will be an investment in improved traffic safety and modal connectivity while also supporting continued passenger and freight growth essential to the regional economy.

Sincerely,

A handwritten signature in blue ink, appearing to read "David A. Condon". The signature is stylized with a large initial "D" and a cursive "Condon".

David A. Condon
Mayor



SPOKANE CITY COUNCIL
808 W. Spokane Falls Blvd.
Spokane, WA 99201-3335
(509) 625-6255

Ben Stuckart
Council President

October 10, 2017

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Secretary Chao:

Please accept this as my letter of support for the Spokane International Airport Multimodal Transportation Infrastructure Safety Improvement Project TIGER discretionary grant application being submitted by Spokane Airports.

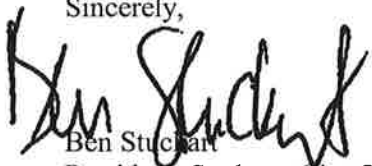
The Airport's annual economic impact of over \$750 million is testimony to the integral role they play in regional economy, and includes the Airport's passenger and cargo operations. Just this year, airlines have added five new nonstop destinations which has accelerated year-to-date growth in passenger activity by 10 percent. Air cargo tonnage has increased 8% compared to 2016. All these factors demonstrate a strong economic recovery for the Spokane region, which can be further supported through this important multimodal infrastructure project.

The Airport's growth also correlates to additional traffic including personal vehicles, shuttles, ride-share, taxis, and public transit, as well as truck and freight traffic transiting on the Airport's inbound and outbound roadways to access State Route 2 and Interstate 90. There is a dangerous condition that has been created by the intersection of a crossing roadway called Spotted Road, which is a part of the Critical Urban Freight Corridor that provides access to the Airport Industrial Park with these two very busy inbound and outbound airport access roads. The combination of lower speed traffic trying to cross the inbound and outbound airport access roads with higher speed traffic at two intersecting points has led to multiple routine accidents many of which are serious injury accidents and even some fatalities. These problems continue despite installation of traffic safety measures.

Given the increasing commercial traffic associated with the Airport's growth, the most prudent safety and efficiency solution available is to grade-separate Spotted Road from the Airport inbound and outbound access roads. This grade-separation project will separate the Critical Urban Freight Corridor route from traffic traveling to the Airport, improve the level of service, create a safer connectivity between different modes, and reduce freight mode conflicts. The realignment will continue to connect with the Primary Highway Freight Network, which is important to maintain and is valuable to the region's freight modes.

I would strongly encourage you to consider Spokane Airport's \$5 million TIGER discretionary grant application, as it will be an investment in improved traffic safety and modal connectivity while also supporting continued passenger and freight growth essential to the regional economy.

Sincerely,


Ben Stuckart
President, Spokane City Council



Spokane County

OFFICE OF COUNTY
COMMISSIONERS

Josh Kerns, 1st District | Mary Kuney, 2nd District | Al French, 3rd District

October 16, 2017

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Secretary Chao:

*RE: Support for the Spokane International Airport Multimodal Transportation Infrastructure
Safety Improvement Project (TIGER)*

I am pleased to write this letter of support for the Spokane International Airport Multimodal Transportation Infrastructure Safety Improvement Project TIGER discretionary grant application for \$5 million. As an Advisory Committee Chairman representing Counties on the Washington State Freight Advisory Committee, I recognize this project is a great example of one that represents investing and improving the Critical Urban Freight Corridor route within the State Freight Plan. Furthermore, as a member of the newly aligned West Plains/Airport Area Public Development Authority, this project is in line with our primary target of attracting new manufacturing and aerospace development to grow jobs in the area.

The Airport's passenger and cargo operations are of critical importance to the regional economy. Just this year, airlines have added five new nonstop destinations which has accelerated year-to-date growth in passenger activity by 10 percent. To compliment this success, in April 2018, Southwest Airlines will add nonstop service to San Jose and Frontier Airlines will begin service to Denver. Air cargo tonnage has increased 8% compared to 2016. All these factors demonstrate a strong economic recovery for the Spokane region, which can be further supported through this important multimodal infrastructure project.

The Airport's growth also correlates to additional traffic including personal vehicles, shuttles, ride-share, taxis, and public transit, as well as truck and freight traffic transiting on the Airport's inbound and outbound roadways to access State Route 2 and Interstate 90. There is a dangerous condition that has been created by the intersection of a crossing roadway called Spotted Road, which is a part of the Critical Urban Freight Corridor that provides access to the Airport Industrial Park with these two very busy inbound and outbound airport access roads. The

The Honorable Elaine Chao
Secretary
SIA (Tiger Support Letter)

combination of lower speed traffic trying to cross the inbound and outbound airport access roads with higher speed traffic at two intersecting points has led to multiple routine accidents many of which are serious injury accidents and even some fatalities. These problems continue despite installation of traffic safety measures.

Given the increasing commercial traffic associated with the Airport's growth, the most prudent safety and efficiency solution available is to grade-separate Spotted Road from the Airport inbound and outbound access roads. This grade-separation project will separate the Critical Urban Freight Corridor route from traffic traveling to the Airport, improve the level of service, create a safer connectivity between different modes, and reduce freight mode conflicts. The realignment will continue to connect with the Primary Highway Freight Network, which is important to maintain and is valuable to the region's freight modes.

I support the TIGER discretionary grant be considered for Spokane International Airport as it will be an investment in improved traffic safety and modal connectivity. This grant will financially assist in constructing the \$20 million safety project to support continued passenger and freight growth essential to the regional economy.

Sincerely,


Al French, Chair


Josh Kerns, Vice Chair


Mary Kuney, Commissioner

October 12, 2017

The Honorable Elaine Chao
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

**RE: Multimodal Transportation Infrastructure Safety Improvement Project
(Spokane International Airport) Letter of Support**

Dear Secretary Chao:

As Chair of the Board of Directors, I represent the Spokane Regional Transportation Council (SRTC)-the Metropolitan Planning Organization for Spokane County, WA. **SRTC wishes to express our support of the TIGER grant application for the Spokane International Airport (SIA) Multimodal Transportation Infrastructure Safety Improvement Project.**

An Eastern Washington University study identified that Spokane International Airport has an annual regional economic impact of \$754 million. According to WSDOT's Draft Freight Plan, air cargo at SIA is forecasted to be more than 76,000 metric tons by 2024 and nearly 98,000 by 2034. It is also expected that overall airport operations will increase 53 percent from 79,120 in 2010 to almost 121,000 in the year 2030. This increasing demand demonstrates the importance of the proposed infrastructure project to our regional economy.

Given the increasing commercial traffic associated with the Airport's growth, the **most prudent, safest, and efficient** solution available is to grade-separate Spotted Road from the Airport inbound and outbound access roads. This grade-separation project will separate the Critical Urban Freight Corridor route from traffic traveling to the Airport, **improve the level of service, create better connectivity between different modes, and reduce freight mode conflicts.** The realignment will continue to connect with the Primary Highway Freight Network, which is important to maintain and is valuable to the region's freight modes.

The Airport's annual economic impact of over \$750 million is yet another testimony to the integral role they play in regional economy. I would strongly encourage the funding of the Spokane Airport's TIGER discretionary grant application. This project is consistent with SRTC's Regional Long Range Transportation Plan and will be incorporated into the Transportation Improvement Plan (TIP) upon successful funding.

Sincerely,



Mayor Tom Trulove, City of Cheney
Chairman, Board of Directors of Spokane Regional Transportation Council



801 W. Riverside | Suite 100 | Spokane WA 99201

Phone: 509.624.1393 | 800.SPOKANE

Fax: 509.747.0077

October 12, 2017

The Honorable Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Secretary Chao:

On behalf of Greater Spokane Incorporated (GSI) – the region’s largest business development organization -- I am writing today to indicate my support of the Spokane International Airport Multimodal Transportation Infrastructure Safety Improvement Project TIGER discretionary grant application.

One of GSI’s Community Initiatives is AIR Spokane, which supports the expansion of aerospace and advanced manufacturing industries. There are more than 120 aerospace-related companies in the region employing more than 12,000 people. GSI is dedicated to growing the region’s capacity to serve as a supply chain for the aerospace industry. Spokane International Airport is also a partner in the AIR Spokane Initiative. In order for Spokane International Airport to continue its growth, safety and capacity infrastructure improvements are necessary.

Just this year, airlines have added five new nonstop destinations which has accelerated year-to-date growth in passenger activity by 10 percent. To compliment this success, two additional nonstop flights will be added to San Jose and Denver in early 2018. In addition, Air cargo tonnage has increased 8% compared to 2016. All these factors demonstrate a strong economic recovery for the Spokane region, which can be further supported through this important multimodal infrastructure project.

The Airport’s growth also correlates to additional traffic including personal vehicles, shuttles, ride-share, and taxis, as well as truck and freight traffic transiting on the Airport’s inbound and outbound roadways and crossing Spotted Road to access State Route 2 and Interstate 90. Spotted Road is a part of the Critical Urban Freight Corridor and also provides access to the Airport Industrial Park with these two very busy inbound and outbound airport access roads. The Spotted Road intersections and geometry are dangerous and improvements are necessary to improve safety. The combination of lower speed traffic trying to cross the inbound and outbound airport access roads with higher speed traffic at two intersecting points has led to multiple routine accidents many of which are serious injury accidents and even some fatalities. These problems continue despite installation of additional traffic safety measures.

BE PART OF SOMETHING GREATER!

Greater Spokane Incorporated – The Spokane Region’s Business Development Organization

Creating Something Greater for the Spokane region since 1881.

GreaterSpokane.org | facebook.com/greaterspokane | twitter.com/greaterspokane | AdvantageSpokane.com

Given the increasing commercial traffic associated with the Airport's growth, the most prudent safety and efficiency solution available is to grade-separate Spotted Road from the Airport inbound and outbound access roads. This grade-separation project will separate the Critical Urban Freight Corridor route from traffic traveling to the Airport, improve the level of service, create a safer connectivity between different modes, and reduce freight mode conflicts. The realignment will continue to connect with the Primary Highway Freight Network, which is important to maintain and is valuable to the region's freight modes.

The Airport's annual economic impact of over \$750 million is testimony to the integral role they play in regional economy. I would strongly encourage you to give their \$5 million TIGER discretionary grant application careful consideration as it will be an investment in improved traffic safety and modal connectivity while also supporting continued passenger and freight growth essential to the regional economy.

Sincerely,

A handwritten signature in black ink that reads "Todd Mielke". The signature is fluid and cursive, with a large initial "T" and a stylized "M".

Todd Mielke
Chief Executive Officer

