

APPENDIX A



Letters of Support

United States Senate

WASHINGTON, DC 20510-4704

COMMITTEES:
APPROPRIATIONS
BUDGET
HEALTH, EDUCATION, LABOR,
AND PENSIONS
VETERANS' AFFAIRS

July 12, 2021

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

Dear Secretary Buttigieg:

I am writing in support of an application submitted by the Spokane Airport Board for the U.S. Department of Transportation's *Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants Program* for the Airport Drive and Spotted Road Realignment and Interchange project.

The Spokane Airport Board is seeking a RAISE grant to address critical aviation safety and intermodal freight mobility issues at the Spokane International Airport. Currently, Spotted Road is located within the Runway Protection Zone (RPZ) for the Airport's Primary Instrument Runway, this condition does not meet Federal Aviation Administration safety standards. Spotted Road also connects the airport's cargo carriers to a T-2 Truck Freight Corridor on U.S. 2 as well as to Interstate 90. Vehicles and trucks traveling at different speeds on Spotted Road and Airport Drive is a serious safety concern, with numerous accidents, many with serious injuries and fatalities, occurring at the two intersections.

In order to mitigate the surface transportation safety issues and address the roadway's conflict with the RPZ, this project would realign the road outside the RPZ and would construct a grade-separated section of Spotted Road that would eliminate the current conflict with the inbound and outbound airport access roads. 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.

The Airport Drive and Spotted Road Realignment and Interchange project would improve transportation for current passengers, businesses, and manufacturers and would support continued growth of the airport and business park, allowing Spokane International Airport to compete for new investment opportunities.

Thank you for your consideration of the Spokane Airport Board's application. Please contact Bree Rabourn in my Seattle office at 206-553-0724 with any questions.

Sincerely,



Patty Murray
United States Senator

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WASHINGTON, DC 20510-4704
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SUITE 903
EVERETT, WA 98201-4107
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950 PACIFIC AVENUE
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THE MARSHALL HOUSE
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SUITE 420
YAKIMA, WA 98901-2760
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United States Senate
WASHINGTON, DC 20510-4705

July 2, 2021

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

Dear Secretary Buttigieg:

I am writing in support of the Spokane International Airport's application to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program for the Airport Drive and Spotted Road Realignment and Interchange Project.

Spotted Road is located within the Runway Protection Zone for the Airport's Primary Instrument Runway. According to the Airport, the current condition of Spotted Road does not meet Federal Aviation Administration safety standards. Spotted Road also connects the Airport's cargo carriers to a T-2 Truck Freight Corridor on State Route 2 as well as to the Interstate Highway System (I-90). Because of the at-grade roadway, lower speed traffic trying to cross the inbound and outbound airport access roads at two intersection points regularly leads to accidents that have resulted in serious injury and fatalities.

With grant funding, the Airport will construct a grade-separated portion of Spotted Road that eliminates the conflict with the inbound and outbound Airport access roads. The project will relocate the Airport Drive/Spotted Road interchange to the east with a new grade separated 230-foot overpass interchange above and across 5 lanes of Airport Drive. This shift to the east will result in another significant safety improvement with the realignment of Spotted Road outside of the Airport's Runway Protection Zone. The Runway Protection Zone is a clear zone designated by the Federal Aviation Administration (FAA) to prevent air navigation hazards as well as to reduce hazards and increase safety to people on the ground.

This project addresses critical aviation safety and intermodal freight mobility issues at the Spokane International Airport. It is an important component of the Spokane International Airport's efforts to develop into a world-class multimodal and intermodal center that leverages strategic infrastructure to create family wage jobs related to transportation and logistics, advanced manufacturing and aerospace. Thank you for your full and fair consideration.

Sincerely,



Maria Cantwell
United States Senator

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2930 WETMORE AVENUE
SUITE 9B
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(425) 303-0114
FAX: (425) 303-8351

RICHLAND
825 JADWIN AVENUE
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U.S. FEDERAL COURTHOUSE
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FAX: (509) 353-2547

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SUITE 615
TACOMA, WA 98402
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FAX: (253) 572-5879

VANCOUVER
MARSHALL HOUSE
1313 OFFICERS' ROW
FIRST FLOOR
VANCOUVER, WA 98661
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511 HART SENATE OFFICE BUILDING
WASHINGTON, DC 20510-4705
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FAX: (202) 228-0514

Congress of the United States
House of Representatives

June 22, 2021

COUNTIES:
ASOTIN
COLUMBIA
FERRY
GARFIELD
LINCOLN
PEND OREILLE
SPOKANE
STEVENS
WALLA WALLA
WHITMAN

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

Dear Secretary Buttigieg:

I am writing to ask for full and fair consideration of the Spokane International Airport's Airport Drive and Spotted Road Realignment and Interchange Project, being submitted to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. Their \$14.3 million request is a sound and appropriate application of federal funds to address aviation and traffic safety, modal connectivity and the access to jobs related to the substantial current business growth taking place on and in the immediate vicinity of the Airport.

From a surface traffic perspective, the project will address the confluence of Airport passenger vehicle, transit, shuttle, taxi, TNC and truck traffic on the inbound and outbound lanes of Airport Drive and the intersection of Spotted Road. The 2015 Airport Drive Spotted Road Study, which was funded by the Washington State Department of Transportation and the Spokane Regional Transportation Council, revealed these intersections were the site of over 40 collisions that included severe injuries and even fatalities. Constructing a grade-separated interchange on Spotted Road would isolate 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 would provide a more efficient connection to the Primary Highway Freight Network.

With regard to aviation safety, the project will remove Spotted Road from the Runway Protection Zone (RPZ) for the Airport's Primary Instrument Runway. Currently Spotted Road is only a little over 1,000 feet from the end of the runway and bisects the runway approach lighting system. Removing Spotted Road from the RPZ will meet current Federal Aviation Administration safety regulations and also allow the Airport to ultimately extend a properly graded area beyond the Runway Safety Area to provide maximum safety in the event of an aircraft undershoot or overrun. Removing this roadway from the RPZ substantially lowers the risk of any vehicles being involved in an aviation accident.

CATHY McMORRIS RODGERS
5TH DISTRICT, WASHINGTON

REPUBLICAN LEADER,
ENERGY AND COMMERCE
COMMITTEE

Congress of the United States House of Representatives

COUNTIES:
ASOTIN
COLUMBIA
FERRY
GARFIELD
LINCOLN
PEND OREILLE
SPOKANE
STEVENS
WALLA WALLA
WHITMAN

Spokane International Airport is one of the most important transportation assets in the 5th Congressional District. The estimated regional economic impact from the Airport's businesses results in 4,612 jobs: \$222M in labor income all rolling up into a total of \$708,500,000 of output spending.

This past year, air cargo tonnage increased 7% versus 2019. The passenger airlines serving Spokane launched nonstop service to 9 destinations and a 10th, Everett's Paine Field will commence in September. Allegiant Airlines returned to the Spokane market in February with service to Denver and Las Vegas. As a result of these additional flights, there are more seats for sale during the summer of 2021 than were offered in 2019. We are preparing to welcome Prime Air to the Airport in October of this year to further serve the many Amazon facilities that have been built and those currently under development in our region.

The Airport's RAISE grant application will resolve critical air and surface transportation modal safety and efficiency objectives which delivers an outsized benefit for the transportation system and maximizes the impact of federal funds.

Sincerely,



Cathy McMorris Rodgers
Member of Congress

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www.mcmorrisrodgers.house.gov

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CITY OF SPOKANE
808 W. SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3327
509.625.6250

July 1, 2021

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

Dear Secretary Buttigieg:

Please accept this letter of support for the Spokane International Airport's RAISE discretionary grant application for the Spotted Road Realignment and Interchange Project in the amount of \$14,300,000.

The Airport's annual economic impact of over \$1.8 billion is testimony to the integral role it plays in the regional economy, and includes the Airport's passenger and cargo operations, along with direct and indirect jobs and associated salaries and benefits. Even during the pandemic, the Airport continued to attract new air service and added a new carrier, Allegiant Airlines. Significant commercial development activity is happening now within and around the Airport's boundaries, principally attributed to Amazon, which is helping move our economy in a positive direction.

This project will eliminate a major traffic safety issue that exists at 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 two separate and 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 accidents many of which are serious injury accidents and even includes some fatalities.

Spotted Road is also located inside of the Runway Protection Zone (RPZ) for the Airport's Primary Instrument Runway which does not meet current Federal Aviation Administration (FAA) safety requirements to protect people on the ground from aircraft that may undershoot or overshoot the runway.

The Airport has developed the Spotted Road Realignment and Interchange project to resolve these safety and efficiency issues by realigning Spotted Road outside of the RPZ and constructing a grade-separated section that eliminates the intersections at Spotted Road and the Airport Inbound and Outbound Roads. While the safety benefit alone is substantial, the efficiencies gained for freight mobility are equally important as trucks would be able to move unimpeded through the Airport area to and from State Route 2, a T-2 Truck Freight Corridor and Interstate 90. As the Airport continues to grow, separating these roadways and also improving

The Honorable Pete Buttigieg

July 1, 2021

Page 2

runway safety is a strategic approach to maximizing benefits for air and surface transportation modes.

Accordingly, we strongly encourage you to support Spokane International Airport's \$14.3 million RAISE discretionary grant application for the Spotted Road Realignment and Interchange project 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,



Nadine Woodward
Mayor



Breean Beggs
Council President



Spokane County

OFFICE OF COUNTY
COMMISSIONERS

Commissioner Josh Kerns | District 1

June 22, 2021

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

Dear Secretary Buttigieg:

I am writing to voice my support for Spokane International Airport's \$14.3 Million RAISE discretionary grant application for the Airport Drive and Spotted Road Realignment and Interchange Project.

The Airport's annual economic impact of over \$1.8 billion is testimony to the integral role it plays in our regional economy. In 2019, the Airport handled 4.11 million total passengers and 69,000 tons of air cargo. In 2020, the Airport's total air cargo tonnage increased by 7% and the Airport anticipates a summer passenger travel period that may exceed pre-pandemic levels. The Airport's growth and the additional commercial development in the surrounding West Plains area, including several recently built and announced Amazon facilities, brings with it the need to safely and efficiently accommodate additional traffic, including transit as well as truck freight, transiting on the Airport's inbound and outbound roadways to access State Route 2, a T-2 Truck Freight Corridor and Interstate 90.

One of the unique aspects of this project that is noteworthy is the opportunity to achieve several objectives related to aviation safety and traffic safety as well as enhancing freight mobility, transit circulation and even bus routes to nearby schools.

Spotted Road, crossing both the Airport Inbound and Outbound Roads as well as being located inside the Runway Protection Zone (RPZ) for the Airport's Primary Instrument Runway, is simply not configured well. The roadway geometry creates two at-grade intersections at which drivers have to come to a complete stop and then attempt to cross through a flow of high speed traffic on the airport access roads. As a result, there are multiple routine accidents, as many as multiples per week, some of which are serious injury accidents and there have even been fatalities.

Spotted Road is also located in the Runway 21 RPZ, which does not meet current FAA safety standards. The Airport has conducted planning studies and that have established the feasibility of realigning Spotted Road and removing it from within the Runway 21 RPZ and constructing a grade-separated section that eliminates the two at-grade intersections from the Airport inbound and outbound access roads. This grade-separation project will allow trucks to travel more safely and efficiently through a more protected

Critical Urban Freight Corridor route and improve the connection with the Primary Highway Freight Network.

I strongly encourage you to support the Airport's \$14.3 Million RAISE discretionary grant application for the Airport Drive and Spotted Road Realignment and Interchange Project. It will be an investment in a rare opportunity to improve aviation and 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, appearing to read "Josh Kerns", written over a light gray rectangular background.

Commissioner Josh Kerns

Chair of the Board of Spokane County Commissioners



**Washington State
Department of Transportation**

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

June 24, 2021

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

Dear Secretary Buttigieg:

The Washington State Department of Transportation (WSDOT) supports Spokane International Airport's 2021 RAISE grant application for the Spotted Road Realignment and Interchange project.

This project is regionally significant and is included in the Spokane Regional Transportation Council's (MPO) Transportation Improvement Plan – the comprehensive four-year list of priority projects and their Horizon 2040 Plan – the regional long range transportation plan. This project has been properly vetted and is a worthy investment of federal funds. The Airport has also committed a greater than 50% match of project funds, which demonstrates strong partnership and the involvement of critical local stakeholders.

WSDOT, through the Connecting Washington Transportation Package, has rebuilt the I-90/State Route 902 (Medical Lake) Interchange and have just commenced the rebuild of the I-90/Geiger Boulevard Interchange. Combined, these two projects alone were in excess of \$23 million. We have also initiated an aggressive planning study of State Route 2, a T-2 Truck Freight Corridor, in an effort to safely and efficiently manage the increased traffic demand being generated by the area's rapid economic growth. The Spotted Road Realignment and Interchange Project is consistent with and integral to our objectives of providing safe and efficient solutions for passenger and freight traffic transiting between I-90, the Airport's passenger terminal and air cargo complexes, and State Route 2. We are committed to be a good partner with the Airport as its passenger and cargo operations are of critical importance to the continued expansion of the regional economy.

The scope of the Airport's project has many advantages in that it constructs a grade-separated section of Spotted Road that eliminates two at-grade intersections where traffic using Spotted Road is crossing the Airport's Inbound and Outbound Drives allowing for much better flow of truck freight to and from the Airport. Additionally, the project also resolves an aviation safety issue by removing Spotted Road from the Runway Protection Zone (RPZ) of the Airport's Primary Instrument Runway.

We hope you give this project full and fair consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Millar', written over a light blue horizontal line.

Roger Millar, PE, FASCE, AICP
Secretary of Transportation



For our children, our community, our world, our future
CHENEY PUBLIC SCHOOLS
12414 S. ANDRUS RD., CHENEY, WA 99004

(509) 559-4599 * FAX 559-4508
www.cheneysd.org

June 30, 2021

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

Dear Secretary Buttigieg:

I am pleased to write this letter of support for the Spokane International Airport's \$14.3 million RAISE discretionary grant application for the Airport Drive and Spotted Road Realignment and Interchange Project.

Over the last few years the West Plains area, the majority of which is located within the Cheney School District, has seen substantial growth in transportation, logistics, industrial and commercial development. This growth has not only provided a number of sustainable family-wage jobs to area residents, it has also contributed towards a strong economic recovery and a significant increase in population for the Spokane region. As a consequence, our school district has been similarly impacted by significant population growth. The Cheney Public School District encompasses 381 square miles in western Spokane County adjacent to the Airport, and residential property has expanded rapidly within our district's boundaries. In 2016 our school district had 4,400 students enrolled in grades K-12; by 2020, that number had jumped to nearly 5,100 students.

The Airport is located in the Westwood Middle School attendance area, which also includes the adjacent Windsor Elementary School. Approximately 1,081 students attend these schools, requiring the use of 40 bus trips each school day to transport them to and from their homes. A portion of students attending one of these two schools live north of U.S. Highway 2, and transporting these students to their respective schools requires crossing two major intersections on Spotted Road with the inbound and outbound Airport Drive roadways. Also, there is one high school that services all of Airway Heights, the greater

The Honorable Pete Buttigieg

June 30, 2021

Page 2

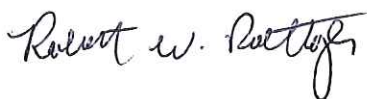
West Plains area, and Cheney causing high school students to use that thoroughfare as well. The current layout of the Airport Drive/Spotted Road intersections are not suitable to the rising levels of vehicle traffic from the Airport, freight traffic from the area's industrial and commercial companies and the number of students traveling to and from school with their parent/guardian or on one of our district's buses.

If Spotted Road was modified to pass over the inbound and outbound Airport roadways as the Airport proposes with this project, the risk of an accident diminishes considerably and bus and vehicle traffic heading away/towards Westwood Middle School and Windsor Elementary School can more safely transit through the Airport. Additionally, the proposed roadway realignment and separation would save time as the buses and vehicle traffic would no longer have to stop at each intersection to wait for cross-traffic to pass.

Having an improved and safe route for our buses to utilize will be even more critical in the coming years. A ten-year student population projection study we conducted two years ago anticipates the number of K-12 students in our district to increase to almost 7,900 students by 2030, an increase of 55.4% over current enrollment levels, and we are exploring opportunities for additional school facilities in the West Plains that would increase frequency of our bus traffic on Spotted Road.

The Cheney Public Schools' mission is to guarantee a safe and caring environment where all students can learn at high levels and graduate with options for post-secondary education, careers, and civic engagement. This mission extends to the transportation of our students in the safest manner possible. The Airport Drive and Spotted Road Realignment and Interchange Project helps us to fulfill that mission, and because of that I strongly support the Airport's \$14.3 million RAISE discretionary grant application.

Sincerely,

A handwritten signature in black ink, reading "Robert W. Roettger". The signature is fluid and cursive, with the first name "Robert" being the most prominent.

Robert W. Roettger
Superintendent
Cheney Public Schools



June 30, 2021

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

Dear Secretary Buttigieg:

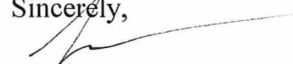
I am writing in support of Spokane International Airport's \$14,300,000 USDOT RAISE discretionary grant application for the Spotted Road Realignment and Interchange Project.

During the past year, air cargo tonnage at Spokane International Airport increased by 7%. The growth in air freight also correlates to additional truck and freight trips on the Airport's inbound and outbound roadways to access State Route 2 (a T-2 Truck Freight Corridor) and Interstate 90. The combination of lower speed traffic, typically cargo or commercial-based, trying to cross the inbound and outbound airport access roads with higher speed traffic at two intersecting points has resulted in numerous and routine accidents many of which are serious injury accidents and even some of these accidents have resulted in fatalities. In addition to the above surface transportation safety issues, Spotted Road is also located within a Runway Protection Zone for the Airport's primary instrument runway, which does not meet Federal Aviation Administration safety standards. Accordingly, the project also achieves an important aviation safety objective.

Studies conducted by the Airport in cooperation with the Washington State Department of Transportation and the Spokane Regional Transportation Council have resulted in the Airport selecting a realignment and grade-separated concept that removes Spotted Road from the Runway Protection Zone and from the Airport inbound and outbound access roads. This grade-separation project will isolate the Critical Urban Freight Corridor route from traffic traveling to and from the Airport, create safer connectivity between different vehicle transportation 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 \$1.8 billion is testimony to the integral role they play in regional economy, and includes the Airport's passenger and cargo operations and the direct and indirect employment and the corresponding salaries and benefits. As the Manager of FedEx's GEG operations and a daily user of the roadway network, I know first-hand the conditions that exist at the intersections of inbound and outbound Airport Drive with Spotted Road and would strongly encourage you to support the Airport's \$14.3 million RAISE discretionary grant application.

Sincerely,



Jared Anthony
Sr. Operations Manager
FedEx Express



July 2, 2021

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

Dear Secretary Buttigieg:

On behalf of Greater Spokane Incorporated (GSI), I am writing today to express our support of the Spokane International Airport's \$14,300,000 RAISE discretionary grant application for the Spotted Road Realignment and Interchange Project.

The Spokane Region's economic health and continued well-being is predicated on safe and efficient passenger and cargo air transportation connectivity. The Airport's pre-pandemic passenger volumes established historic records for growth and even during the last year new routes have been added and a new airline has started service. Economic growth is often lead by increased air service, opening new markets for business expansion. Air cargo is essential for the transportation of high-value products produced and needed in Spokane. Air cargo tonnage increased 7% from 2019. Amazon will soon open a new air freight facility in support of its Fulfillment Center and several other distribution facilities in the region. We expect the amount of cargo moved by air to increase.

The Airport Inbound and Outbound Roads are Principal Arterials that facilitate the movement of people and freight along with Spotted Road, which is a Major Collector. Because these roadways intersect, there have been numerous accidents that have resulted in serious injuries and fatalities. Additionally, Spotted Road is located within the Runway Protection Zone (RPZ) of the Airport's Primary Instrument Runway which does not meet Federal Aviation Administration (FAA) safety regulations.

The Airport has developed the Spotted Road Realignment and Interchange Project to address the aviation safety and traffic safety issues by removing Spotted Road from the RPZ and constructing a grade-separated flyover that eliminates the two high-accident at-grade intersections. The project will untangle the flow of trucks and vehicles from one another and allow unimpeded access to State Route 2 and I-90, which will improve freight mobility. Removing Spotted Road from the RPZ will protect people in the event of an aircraft undershoot or overshoot of the runway and meet current FAA safety standards.

For these reasons, we support the Airport's \$14.3 million USDOT RAISE discretionary grant application and urge you to respond favorably to the funding request.

Sincerely,

A handwritten signature in black ink that reads 'Alisha Benson'.

Alisha Benson, CEO
Greater Spokane, Inc.

TOGETHER WE'RE GREATER

801 W RIVERSIDE | SPOKANE, WA 99201 | GREATERSPOKANE.ORG | ADVANTAGESPOKANE.COM

June 23, 2021

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

Dear Secretary Buttigieg:

The Spokane Regional Transportation Council (SRTC) serves as the Metropolitan Planning Organization for Spokane County, WA. SRTC wishes to express support of the Spokane International Airport's \$14.3 Million RAISE discretionary grant application for the Airport Drive and Spotted Road Realignment and Interchange Project. This surface transportation project is included in SRTC's Horizon 2040 Plan (our Long-Range Transportation Plan) as part of the regional priority freight network and can added to our Transportation Improvement Program (TIP) immediately if funding is made available.

It is rare to have a project that accomplishes important safety and efficiency objectives across both air and surface transportation modes. Recognizing the importance of this project, SRTC participated in and provided funding to conduct planning studies to assist in the selection of an alternative that best served the long-range needs of the Airport from the standpoints of improving runway safety, freight mobility, safety, and connectivity to the National Highway System (NHS).

The Airport's passenger and cargo operations are of critical importance to the regional economy and at the center of the recovery from the pandemic. This past year air cargo tonnage increased by 7% and Amazon is preparing to open an on-airport freight facility that will become operational this October. This facility is part of five other Amazon facilities either open or being developed in our region, the first being a 2 million square foot Fulfillment Center directly adjacent to the Airport.

Removing Spotted Road from the Runway Protection Zone (RPZ) of the Airport's Primary Instrument Runway is of utmost importance to meet Federal Aviation Administration safety requirements. Realignment of Spotted Road around the RPZ provides the opportunity to construct a grade-separated section of Spotted Road. This eliminates the high-accident intersections of Spotted Road with the inbound and outbound Airport roads and contributes to meeting regional and statewide safety performance goals. The configuration will allow for better and safer movement of freight out to a T-2 Truck Freight Corridor and to the Interstate Highway System (I-90). The Spotted Road Realignment and Interchange Project has unique and considerable merit and benefits to aviation and surface transportation in our region and we request that the Airport's application be fully funded at the \$14.3M amount.

Sincerely,



Kevin Wallace
SRTC Interim Executive Director

UPS Airport Properties
1400 N Hurstbourne Parkway
Louisville, KY 40223
502.329.3990



June 29, 2021

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

Dear Secretary Buttigieg:

I am writing on behalf of UPS in support of Spokane International Airport's \$14.3 Million RAISE discretionary grant application for the Airport Drive and Spotted Road Realignment and Interchange Project.

UPS operates an on-airport facility and off-airport facilities throughout the Spokane metro area. Spokane has been experiencing considerable economic growth, much of it concentrated in the immediate vicinity of the Airport in an area known as the West Plains. One of the most obvious impacts of this growth is increased traffic, particularly on roadways that are critical to UPS for freight movement to and from the Airport to critical freight corridors on State Route 2, a T-2 Truck Freight Corridor, as well as to Interstate 90.

We have a unique viewpoint to our support for the Airport's RAISE grant application because of our dual interests in the aspects of the project that will improve aviation safety as well as the safe and efficient movement of freight. We understand that part of Spotted Road is located within the Runway Protection Zone for the Airport's Primary Instrument Runway which does not meet Federal Aviation Administration (FAA) safety standards. The realignment of Spotted Road outside of the RPZ is an important improvement to aviation safety. Further, the current geometry of Spotted Road creates two at-grade intersections that require drivers to cross over the higher speed inbound and outbound access roads serving the Airport terminal area, including our on-airport facility. As a result, there have been numerous accidents that have become routine occurrences at these intersections ranging from fender-benders to serious injury rollovers and unfortunately even some fatalities.

UPS assigns the utmost value to the safety of our employees who operate our aircraft and our vehicles. Our business model depends on safe and efficient air and surface infrastructure. The Airport's solution to resolve the aviation safety and traffic safety deficiencies created by the current Spotted Road by realigning it and constructing a grade-separated roadway is a very worthwhile project and we strongly encourage you to support their \$14.3M RAISE grant request.

Sincerely,

A handwritten signature in black ink, appearing to read "Shane J Seely".

Shane J Seely
Airport Properties Manager
United Parcel Service

June 21, 2021

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

Dear Secretary Buttigieg:

I serve as the Spokane Post Master and the Manager of the Regional Processing and Distribution Facility (RPDF), based at Spokane International Airport. I am writing today in support of Spokane International Airport's \$14,300,000 USDOT RAISE discretionary grant application for the Airport Drive and Spotted Road Realignment and Interchange Project.

The RPDF is a 362,000 square foot facility and a work site for approximately 450 employees January – October. In November and December, we increase employment to approximately 575 persons to accommodate the additional holiday mail volume. Annually, the RPDF processes nearly 650 million pieces of mail and the facility is served by over 67,000 annual truck trips. The facility also receives mail via our contract with UPS. As a result, the RPDF is a significant Airport Area employment site and the safety of our employees and the truck drivers we contract with to serve the facility are of utmost importance. The safety concerns posed by the intersection of Spotted Road at inbound and outbound Airport Drive are something that I know of first-hand. I applaud the Airport for performing the traffic studies and implementing a number of traffic safety measures, however, the safest solution available is to grade-separate Spotted Road from the Airport's inbound and outbound access roads. This grade-separation project will separate Spotted Road from traffic traveling to and from the Airport, improve the level of service and efficiency, create a safer connectivity between different modes, and reduce freight mode conflicts. The realignment will continue to connect with Interstate 90 and State Route 2, which is important to the USPS and is valuable to the region's freight modes. I also understand that this project will remove Spotted Road from the Runway Protection Zone (RPZ) for the Airport's Primary Instrument Runway which is also a major benefit and will remove our drivers from an area that is meant to have no such facilities inside of it due to its proximity to the runway.

Once again, I strongly support the Spokane International Airport's \$14,300,000 USDOT RAISE discretionary grant application. It is a necessary safety improvement and a smart and strategic investment of federal resources.

Sincerely,



Earl R. Eisenrich
Spokane Post Master and Manager
Regional Processing & Distribution Facility