

# APPENDIX A



## Letters of Support

MARIA CANTWELL  
WASHINGTON



United States Senate  
WASHINGTON, DC 20510-4705

April 14, 2022

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 the Spokane International Airport's application to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program for the From Interstate to Airways: Airport Drive and Spotted Road Safety and Multimodal Improvements 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 by relocating 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 project would also deliver several other benefits, such as facilitating traffic flow for freight traffic, enhancing access to the roadways for both motorized and non-motorized traffic, improving air quality and reducing overall traffic congestions. The project is also located adjacent to Airway Heights, which the Department of Housing and Urban Development has recognized as a disadvantaged community as well as an opportunity zone. The grade-separated project offers a safer and quicker connection for residents and businesses in the area.

This project addresses critical aviation safety and intermodal 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

Congress of the United States  
House of Representatives

April 6, 2022

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, D.C. 20590

Dear Secretary Buttigieg,

I am writing to ask for full and fair consideration for the Spokane International Airport's From Interstate to Airways: Airport Drive and Spotted Road Safety and Multimodal Improvements 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 the Airport passenger vehicle, transit, shuttle, taxi, TNC, cyclist, pedestrian and freight 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. Construction of a grade-separated interchange on Spotted Road would isolate the Critical Urban Freight Corridor route from traffic traveling to the Airport, decrease traffic congestion, reduce greenhouse gas emissions from idling vehicles and improve the access for both motorized and non-motorist traffic using the roadways. The realignment would provide a more efficient connection to the Primary Highway Freight Network, as well as a safer and more convenient connection for nearby Airway Heights, which has been identified as a disadvantaged community by the Department of Housing and Urban Development.

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.



## 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 5<sup>th</sup> 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 3.7% versus 2020 and approximately 11% versus 2019. The passenger airlines serving Spokane launched nonstop service to 4 destinations and a 5<sup>th</sup> was announced to begin in June 2022. Allegiant Airlines returned to the Spokane market in February 2021 and aha! Airlines commenced service in November 2021, and two other airlines, Avelo Airlines and Sun Country Airlines, will offer service starting in May 2022 and June 2022, respectively. As a result of these additional flights, the Airport anticipates passenger traffic levels near pre-pandemic levels this year. We welcomed Prime Air to the Airport in October 2021 to further serve the many Amazon facilities that have been built and those currently under development in our region. With all of this current and anticipated growth in the area, the Airport, in collaboration with several government agencies and stakeholders, has developed a vision and design of a project that provides safe roadways but also accommodates the expected growth.

The Airport's RAISE grant application will resolve current 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.

If you have any further questions, please feel free to contact Paige Blackburn in my Spokane office at [Paige.Blackburn@mail.house.gov](mailto:Paige.Blackburn@mail.house.gov).

Sincerely,



Cathy McMorris Rodgers  
Member of Congress



## Mayor Nadine Woodward

April 7, 2022

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

Dear Secretary Buttigieg:

Please accept this letter of support for the Spokane International Airport's RAISE discretionary grant application for the Airport's From Interstate to Airways: Airport Drive and Spotted Road Safety and Multimodal Improvements 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 two new carriers that began service in 2021, Allegiant Airlines and aha! Airlines, as well as two additional airlines, Avelo Airlines and Sun Country Airlines, that will begin service at the Airport later this year. 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 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 interesting 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, in partnership with the City of Spokane and other government agencies and various stakeholders, has developed the From Interstate to Airways: Airport Drive and Spotted Road Safety and Multimodal Improvements Project to resolve these safety and efficiency issues by realigning Spotted Road outside of the RPZ and constructing an at grade-separated section that eliminates the intersections at Spotted Road and the Airport Inbound and Outbound Roads.

***The City of Choice***

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

While the safety benefit alone is substantial, the project additionally decreases overall traffic congestion, improves traffic flow in and around the Airport, enhances multimodal access for both motorized and non-motorized traffic using the roadways, and reduces the amount of greenhouse gases being emitted. Freight mobility would become more efficient 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. The project also delivers a safer, convenient connection for residents of adjacent Airway Heights, which has been identified as a disadvantaged community and an Opportunity Zone by the Department of Housing and Urban Development.

As the Airport continues to grow, separating these roadways and also improving runway and roadway 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 From Interstate to Airways: Airport Drive and Spotted Road Safety and Multimodal Improvements 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,

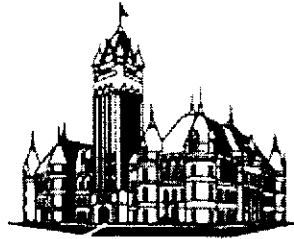


Nadine Woodward  
Mayor



Breëan Beggs  
City Council President





## **Spokane County**

OFFICE OF COUNTY  
COMMISSIONERS

Josh Kerns, 1<sup>st</sup> District | Mary L. Kuney, 2<sup>nd</sup> District | Al French, 3<sup>rd</sup> District

April 11, 2022

**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 From Interstate to Airways: Airport Drive and Spotted Road Safety and Multimodal Improvements 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 2021, the Airport handled nearly 3.3 million total passengers and 76,569 tons of air cargo. This total air cargo tonnage increased by 3.7% from the previous year and approximately 11% from 2019, 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. Another aspect to highlight is the collaboration between the Airport, Spokane County, and other government agencies and stakeholders in developing the vision and design of the project.

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

**SIA RAISE Grant Letter**

**April 11, 2022**

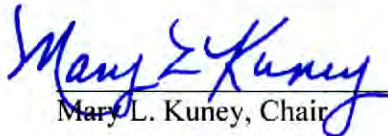
**Page 2**

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. Additionally, the project provides greater multimodal access for motorized and non-motorized traffic to utilize the roadways, improves overall air quality, and reduces traffic congestion. It also offers a roadway that can accommodate the current and anticipated increase in overall vehicle traffic through the area over the next decade, as well as providing a safe and convenient connection for traffic from nearby Airway Heights, which has been recognized by the Department of Housing and Urban Development as a disadvantaged community and an Opportunity Zone area.

I strongly encourage you to support the Airport's \$14.3 Million RAISE discretionary grant application for the From Interstate to Airways: Airport Drive and Spotted Road Safety and Multimodal Improvements 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,

  
Mary L. Kuney, Chair

  
Al French, Vice Chair

  
Josh Kerns, Commissioner





**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](http://www.wsdot.wa.gov)

April 5, 2022

The Honorable Secretary Pete Buttigieg  
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 2022 RAISE grant application for the From Interstate to Airways: Airport Drive and Spotted Road Safety and Multimodal Improvements 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.

This project is consistent with and integral to WSDOT's 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. It will also reduce greenhouse gas emissions, enhanced multimodal access for motorized and non-motorized traffic utilizing the roadways, and decrease overall traffic congestion. WSDOT is committed to being 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 blue ink, appearing to read 'R. Millar'.

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](http://www.cheneysd.org)

April 5, 2022

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 From Interstate to Airways: Airport Drive and Spotted Road Safety and Multimodal Improvements Project.

Over the last few years the West Plains area, the majority of which is located within the Cheney Public 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 the 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; to date, that number has jumped to approximately 5,100 students.

The Airport is located in the Westwood Middle School attendance area, which also includes the adjacent Windsor Elementary School. Approximately 1,095 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 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 one of our district's school buses.

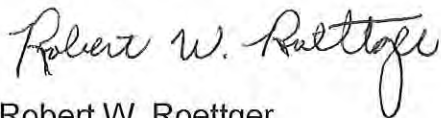


If Spotted Road was modified to pass over the inbound and outbound Airport roadways as the Airport proposes with this project, the risk of an accident diminishes considerably and bus and vehicle traffic heading away/towards Westwood Middle School and Windsor Elementary School can safely transit through 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. Furthermore, the project will decrease overall traffic congestion, enhance multimodal access for motorized and non-motorized traffic utilizing the roadways, and reduce vehicle emissions from traffic idling at the intersections.

Having an improved and safe route for our students to utilize will also 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. The From Interstate to Airways: Airport Drive and Spotted Road Safety and Multimodal Improvements 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 that reads "Robert W. Roettger". The signature is written in a cursive style with a large, stylized 'R' and 'W'.

Robert W. Roettger  
Superintendent  
Cheney Public Schools



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

04/13/2022

**RE: From Interstate to Airways: Airport Drive and Spotted Road Safety and Multimodal Improvements Project**

Dear Secretary Buttigieg;

The Spokane Regional Transportation Council (SRTC) serves as the Metropolitan Planning Organization (MPO) for Spokane County, Washington. SRTC wishes to express support for the Spokane International Airport's \$14.3 Million RAISE discretionary grant application for the **From Interstate to Airways: Airport Drive and Spotted Road Safety and Multimodal Improvements Project**. This surface transportation project is included in SRTC's Horizon 2045 Metropolitan Transportation Plan as part of the regional priority freight network and can be added to our Transportation Improvement Program (TIP) immediately if funding is made available.

This regional transportation project improves safety by eliminating high-crash intersections and improves freight mobility between a T-2 Truck Freight Corridor and the Interstate Highway System. The net result is expected to include a decrease in greenhouse gas emissions; enhanced multimodal access for motorized and non-motorized traffic; and a reduction in overall traffic congestion and crashes. The project provides a safer and more convenient connection for residents of nearby Airway Heights, which the Department of Housing and Urban Development has identified as a disadvantaged community and an opportunity zone. Finally, the Airport's passenger and cargo operations are of critical importance to the regional economy and at the center of the pandemic recovery.

Recognizing the potential value of this surface transportation project, SRTC participated in, and provided funding, to identify an alternative that best serves the long-range needs of the Airport and the community. The SRTC Board has also acknowledged the importance of this project by including it on our Unified List of Regional Transportation Priorities. The network improvements that will result from this project support the advancement of the SRTC's Mission and Guiding Principles. SRTC has previously provided letters of support for this project, and on April 14, 2022, the SRTC Board will be taking additional action to support this project.

The **From Interstate to Airways: Airport Drive and Spotted Road Safety and Multimodal Improvements Project** has unique and considerable merit and benefits to both aviation and surface transportation in our region and we request that the Airport's application be fully funded at the \$14.3M amount.

Sincerely,



Lois Bollenback, Executive Director  
Spokane Regional Transportation Council

SRTC MEMBER AGENCIES

- City of Airway Heights • City of Cheney • City of Deer Park • City of Medical Lake • City of Millwood • City of Spokane
- City of Spokane Valley • Kalispel Tribe of Indians • Spokane County • Spokane Transit Authority • Spokane Tribe of Indians
  - Town of Fairfield • Town of Latah • Town of Rockford • Town of Spangle • Town of Waverly
  - Washington State Dept of Transportation • Washington State Transportation Commission



April 8, 2022

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 From Interstate to Airways: Airport Drive and Spotted Road Safety and Multimodal Improvements 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 several new routes have been added and two new airlines have started service. Economic growth is often led 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 3.7% from 2020 and almost 11% from 2019. Amazon recently opened 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 area has also seen an increase in residential neighborhoods, including adjacent Airway Heights, which has been identified by the Department of Housing and Urban Development as a disadvantaged community.

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, with considerable input from multiple government agencies and stakeholders, has developed the From Interstate to Airways: Airport Drive and Spotted Road Safety and Multimodal Improvements 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. 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. 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. In addition, the project will enhance multimodal access for motorized traffic as well as cyclists and pedestrians, decrease vehicle emissions from vehicle traffic idling at the intersections, and reduce overall traffic congestion.

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 cursive script that reads "Alisha Benson".

Alisha Benson  
Chief Executive Officer

**TOGETHER WE'RE GREATER**

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



April 12, 2022

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 Executive Plant 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 **From Interstate to Airways: Airport Drive and Spotted Road Safety and Multimodal Improvements 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, **which not only increases safety but also enhances the mobility for our truck drivers navigating the roadways around the Airport and reduces overall travel time.**

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. **In addition, the project will decrease greenhouse gas emissions, improve multimodal access for both motorized traffic and cyclists and pedestrians using the roadways, and reduce overall traffic congestion for our employees and other traffic who use this route.**

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,

A handwritten signature in dark ink, appearing to read "Earl Eisenrich".

Earl R. Eisenrich  
Spokane Executive Plant Manager  
Regional Processing & Distribution Facility

2928 S. SPOTTED ROAD  
SPOKANE, WA 99224-9997  
509-363-6001  
FAX: 509-363-6045





April 12, 2022

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 From Interstate to Airways: Airport Drive and Spotted Road Safety and Multimodal Improvements Project.

During the past year, air cargo tonnage at Spokane International Airport increased by 3.7%, and nearly 11% over 2019. 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, while also continuing to connect with the Primary Highway Freight Network, which is important to maintain and is valuable to the regions' freight modes. In addition to enhancing safety and freight traffic mobility, the project will also improve multimodal access for motorized and non-motorized traffic using the roadways, decrease vehicle emissions and reduce overall traffic congestion.

The Airport's annual economic impact of \$1.8 billion is testimony to the integral role they play in the 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

April 14, 2022

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 From Interstate to Airways: Airport Drive and Spotted Road Safety and Multimodal Improvements 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.

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.

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, and that the realignment of Spotted Road outside of the RPZ is an important improvement to aviation safety. We also see a significant benefit with the increased efficiency of freight traffic mobility the project will provide, as well as reduced traffic congestion, improved air quality and the enhanced access for multimodal traffic, including both motorized and non-motorized vehicles, to use the roadways safely.

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 dark ink, appearing to read "Shane J Seely". The signature is fluid and cursive, with the first name "Shane" and last name "Seely" clearly distinguishable.

Shane J Seely  
Airport Properties Manager  
United Parcel Service