

MICHAEL BAUMGARTNER
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COMMITTEE ON EDUCATION
AND WORKFORCE

COMMITTEE ON FOREIGN AFFAIRS

COMMITTEE ON JUDICIARY

COLLEGE SPORTS CAUCUS,
CHAIRMAN

Congress of the United States
House of Representatives
Washington, DC 20515-4705

March 10, 2025

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
Washington, D.C. 20590

Dear Secretary Duffy:

I support the City of Spokane Valley’s application to the U.S. Department of Transportation’s Better Utilizing Investments to Leverage Development (BUILD) grant program for the Bigelow-Sullivan Corridor Freight Mobility & Safety: Sullivan & Trent Interchange project application submitted by the City of Spokane Valley.

The City is seeking to reconstruct one of the region’s busiest urban, freight interchanges. The Sullivan Road bridge spanning State Route 290 (Trent Avenue) is over 60 years old, has been rated as “structurally deficient,” “high risk,” and in “poor” condition. Further, the bridge has low clearance over Trent Ave and has been struck at least six times in the last ten years. The bridge is also too narrow, limiting Sullivan Road to four lanes, narrow sidewalks, and inadequate space that excludes much needed turn lanes to safely accommodate left-turning trucks.

The proposed interchange project will restore the needed capacity for future growth while adding bike and pedestrian facilities to improve mobility for all users. The project location is a gateway to a regional freight corridor serving as a parallel route to Interstate 90. Spokane County’s Bigelow Gulch corridor connects the project to the west with Washington State Department of Transportation’s North Spokane Corridor (US 395) and the City of Spokane’s Northeast Public Development Authority. On the opposite end, the project is adjacent to the Spokane Business & Industrial Park, one of the largest in the country with 615 acres of property and over 5 million square feet of industrial building space. The corridor is a critical route carrying up to 20% freight and links the region while alleviating the congestion of Interstate 90 through the City of Spokane’s downtown core. This corridor overwhelms the existing Sullivan Road and Trent Avenue interchange, which is experiencing signal back-ups reaching over one-half mile south of the interchange.

I respectfully request that you give full and fair consideration to the application submitted by the City of Spokane Valley.

Sincerely,

A handwritten signature in blue ink that reads "Michael Baumgartner". The signature is fluid and cursive, with "Michael" on the top line and "Baumgartner" on the bottom line.

Michael Baumgartner
Member of Congress

United States Senate
WASHINGTON, DC 20510-4704

March 7th, 2025

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Duffy,

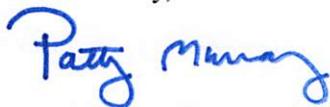
I am writing in support of the application submitted by the City of Spokane Valley (“the City”) to the U.S. Department of Transportation’s Better Utilizing Investments to Leverage Development (BUILD) Grant Program. This funding will support the City’s *Bigelow-Sullivan Corridor Freight Mobility & Safety: Sullivan & Trent Interchange Project*.

This funding will support the reconstruction of the Sullivan Road and Trent Avenue (SR-290) interchange. The project includes the replacement of the structurally deficient Sullivan Road bridge, which is regularly struck by trucks traveling under the bridge along SR-290. The bridge will also be extended over the Burlington Northern Santa Fe (BNSF) Railway’s tracks, allowing for two additional tracks to be added in the future. Furthermore, the project will replace the signalized intersections with a double roundabout interchange, widen Sullivan Road to five lanes at the northerly connection of the Bigelow Gulch Corridor at Wellesley Avenue, add a shared-use pathway along one side of the roadway, and reconstruct all ADA facilities.

The Sullivan Road and SR-290 interchange in Spokane, WA, sees an average of 30,000 vehicles each day and has experienced approximately 148,000 vehicle hours of delay and 45 recorded collisions between 2021 and 2023. The interchange also connects rural freight traffic with one of the region’s busiest urban corridors and has become a preferred alternative route to I-90, significantly increasing traffic volumes along the corridor. The current corridor, designed in 1960, does not account for current freight and traffic volumes and lacks the facilities for non-motorized traffic. Completion of this project will greatly improve freight mobility and roadway safety in the region, reducing collisions at the Sullivan Road bridge and improving access for all roadway users.

Thank you for your fair and full consideration of the City of Spokane Valley’s application. Please contact Emma Abraham in my Seattle office at 206-553-0724 with any questions.

Sincerely,



Patty Murray
United States Senator

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United States Senate
WASHINGTON, DC 20510-4705

March 26, 2025

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy,

I am writing in support of the City of Spokane Valley's application to the Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) grants program. Spokane Valley is seeking \$25,000,000 for its Bigelow-Sullivan Corridor Freight Mobility and Safety: Sullivan and Trent Interchange Project.

Located between the high plains of eastern Washington and the western edge of the Rocky Mountains, the City of Spokane Valley is home to over 102,000 residents. The local workforce comprises a significant proportion of the regional freight industry, supporting railroads, interstates, and distribution centers for major businesses like Amazon and Kaiser Aluminum. Heavy congestion on I-90 forces freight truck drivers to navigate through the inner city via the Sullivan and Trent Interchange. Sullivan Road and Trent Avenue are important corridors for the freight industry, which supports 85% of the more than 9,000 jobs that rely on these roads. However, the 65-year-old interchange between these roads is continually worn down by the 30,000 daily commuters and the 10 million tons of freight passing per year. From 2021 to 2023, this interchange was responsible for 148,000 hours of shipping delays. Additionally, it was the site of 45 recorded collisions and is consistently responsible for freight truck damages due to overhanging obstacles. The degradation of this interchange has steadily inhibited economic productivity across the region.

If successful, the City of Spokane Valley will use funding for infrastructure development essential to the interchange's long-term safety and durability. Specifically, the city would expand pedestrian and bike safety paths, expand the road to five lanes, and replace the static signalized intersection with a double roundabout. The Central City Bridge would also be extended to accommodate two additional train tracks beneath the bridge, further supporting freighting activity and facilities. This would expedite delivery times and raise the interchange's capacity. Thus, federal investment would stimulate inter-regional transportation and economic activity both within and beyond the city, maximizing the utility of the region's freighting industry.

Thank you for your full and fair consideration of the City of Spokane Valley's application to the BUILD grant program.

Sincerely,



Maria Cantwell

United States Senator



**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

February 26, 2024

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

Dear Secretary Buttigieg:

For a second year in a row, I am writing in support of the application submitted by the city of Spokane Valley to the U.S. Department of Transportation's *Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant* program for the Bigelow-Sullivan Corridor Freight Mobility & Safety: Sullivan & Trent Interchange project.

Spokane Valley has been diligently working to deliver this regionally significant project that improves safety and mobility for all users, replaces deteriorating bridges, and benefits freight movements through the Pacific Northwest. RAISE funding is vital to finally completing the last segment of a regional freight corridor that promotes economic prosperity while creating a safer transportation network for all users.

The project includes the reconstruction of the Sullivan Road-State Route 290 interchange which serves as a gateway for rural freight movements into the greater Spokane-Spokane Valley urban area. The interchange is the “front door” to the region’s industrial center. At the west end of the Bigelow-Sullivan corridor is Washington State Department of Transportation’s North Spokane Corridor (US 395) and the city of Spokane’s Northeast Public Development Authority. At the east end of the project is the Spokane Business and Industrial Park, which is one of the largest in the country with 615 acres of property and over five million square feet of industrial building space. The corridor is a critical route carrying up to 20% freight and links the region while alleviating the congestion of Interstate 90 through the city of Spokane’s downtown core.

The interchange has a Level of Service (LOS) of “F” and will only worsen over time. Existing sidewalks create a stressful and dangerous environment due to the proximity of freight movements and adjacent sidewalks. The improvements will add a new shared use pathway on the west side of Sullivan Road and new, wider sidewalks on the east side. Further, the roundabout configuration will make it easier for non-motorized users to cross traffic, having to manage only one direction of traffic at a time.

The existing Sullivan Road bridge over Trent Avenue is regularly struck by tall loads travelling on Trent Avenue and is rated in “poor” condition, is deemed “structurally deficient” and considered a “high risk” bridge. The project also lengthens the existing adjacent Sullivan Road bridge over the BNSF Railway track.

The Honorable Pete Buttigieg
February 26, 2024
Page 2

The existing BNSF intercontinental railway will be provided with added capacity for the future construction of two new rail lines, totaling four tracks. The city needs your help to improve the freight mobility and safety on our National Highway Freight Network.

As the responsible agency for SR 290/Trent Avenue, we agree and support the assessment that the city of Spokane Valley has provided regarding the level of service and safety at the intersection of SR 290 with Sullivan Road.

I respectfully request that you give full and fair consideration to the Sullivan & Trent Interchange project application submitted by the city of Spokane Valley.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Millar".

Roger Millar, PE, FASCE, FAICP
Secretary of Transportation

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

February 20, 2024

RE: Bigelow-Sullivan Corridor Freight Mobility & Safety: Sullivan & Trent Interchange Project

Dear Secretary Buttigieg:

The Spokane Regional Transportation Council (SRTC) serves as the Metropolitan Planning Organization for Spokane County, Washington. SRTC is pleased to express our support of the application submitted by the City of Spokane Valley to the U.S. Department of Transportation's *Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant* program for the **Bigelow-Sullivan Corridor Freight Mobility & Safety: Sullivan & Trent Interchange Project**. This surface transportation project is consistent with SRTC's Horizon 2045 Metropolitan Transportation Plan and is identified as part of the regional priority freight project needs adopted by SRTC.

Spokane Valley has been working diligently to deliver a regionally significant project that improves safety and mobility for all users, replaces deteriorating bridges, and benefits freight movements in the Pacific Northwest. RAISE funding is vital to completing the last segment of a regional freight corridor that promotes economic prosperity while creating a safer transportation network for all users.

The project includes the reconstruction of the Sullivan Road-State Route 290 interchange which serves as a gateway for rural freight movements into the greater Spokane-Spokane Valley urban area. At the east end of the project is the Spokane Business & Industrial Park, which is one of the largest in the country with 615 acres of property and over 5 million square feet of industrial building space. The corridor is a critical freight route carrying up to 20% truck traffic. It also serves to alleviate congestion of Interstate 90 through the City of Spokane's downtown core. However, the interchange currently operates with a Level of Service (LOS) of "F" and is projected to worsen over time.

The existing sidewalk network also requires improvements to maintain a safe environment as commercial activity has increased. This project will add a new shared use pathway on the west side of Sullivan Road and new, wider sidewalks on the east side. Additionally, the roundabout configuration will make it easier for non-motorized users to cross traffic, having to manage only one direction of traffic at a time.

The Sullivan Road bridge over Trent Avenue is regularly struck by tall loads travelling on Trent Avenue. It is rated in "poor" condition, is deemed "structurally deficient" and is considered a "high risk" bridge. The project also lengthens the existing adjacent Sullivan Road bridge over the BNSF Railway track. The existing BNSF transcontinental railway will be provided with added capacity for the future construction of two new rail lines, totaling four tracks.

On behalf of SRTC, I respectfully request that you give full consideration to the merits of the **Bigelow-Sullivan Corridor Freight Mobility & Safety: Sullivan & Trent Interchange Project** as reflected in the project application submitted by the City of Spokane Valley.

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



February 22, 2023

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

Dear Secretary Buttigieg:

I am writing in support of the application submitted by the City of Spokane Valley to the U.S. Department of Transportation's *Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant* program for the Bigelow-Sullivan Corridor Freight Mobility & Safety: Sullivan & Trent Interchange project.

The City of Spokane Valley has been diligently working to deliver a regionally significant project that improves safety and mobility for all users, replaces deteriorating bridges, and benefits freight movements through the Pacific Northwest. RAISE funding is vital to finally completing the last segment of a regional freight corridor that promotes economic prosperity while creating a safer transportation network for all users.

The Greater Spokane Valley Chamber of Commerce provides business assistance to our members but more importantly we actively promote important regional transportation and economic competitiveness objectives in the greater Spokane Valley region. Spokane Valley's application will have a positive impact of every dollar of transportation funding consistent with USDOT policy and Administration goals of livable communities, community connectivity and necessary safety improvements near one of our Historically Disadvantaged Community.

The project includes the reconstruction of the Sullivan Road-State Route 290 interchange which serves as a gateway for rural freight movements into the greater Spokane-Spokane Valley urban area. The interchange is the "front door" to the region's industrial center. At the west end of the Bigelow-Sullivan corridor is Washington State Department of Transportation's North Spokane Corridor (US 395) and the City of Spokane's Northeast Public Development Authority. At the east end of the project is the Spokane Business & Industrial Park, which is one of the largest in the country with 615 acres of property and over 5 million square feet of industrial building space. The corridor is a critical route carrying up to 20% freight and links the region while alleviating the congestion of Interstate 90 through the City of Spokane's downtown core.

The interchange has a Level of Service (LOS) of "F" and will only worsen over time. Existing sidewalks create a stressful and dangerous environment due to the close proximity of freight movements and adjacent sidewalks. The improvements will add a new shared use pathway on the west side of Sullivan Road and new, wider sidewalks on the east side. Further, the roundabout configuration will make it easier for non-motorized users to cross traffic, having to manage only one direction of traffic at a time.

The existing Sullivan Road bridge over Trent Avenue is regularly struck by tall loads travelling on Trent Avenue and is rated in "poor" condition, is deemed "structurally deficient" and considered a "high risk" bridge. The project also lengthens the existing adjacent Sullivan Road bridge over the BNSF Railway track. The existing BNSF intercontinental railway will be provided with added capacity for the future construction of two new rail lines, totaling four tracks. The City needs your help to improve the freight mobility and safety on our National Highway Freight Network.

I respectfully request that you give full and fair consideration to the Sullivan & Trent Interchange project application submitted by the City of Spokane Valley.

Respectfully,

A handwritten signature in black ink that reads "Lance Beck".

Lance Beck
President and CEO
Greater Spokane Valley Chamber of Commerce

10808 E. Sprague Ave. | Spokane Valley, WA 99206
(509) 924-4994 | info@spokanevalleychamber.org
www.spokanevalleychamber.org

Genuine

Inclusive

Friendly

Credible

Impactful



February 27, 2023

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

Dear Secretary Buttigieg:

I am writing in support of the application submitted by the City of Spokane Valley to the U.S. Department of Transportation's *Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant* program for the Bigelow-Sullivan Corridor Freight Mobility & Safety: Sullivan & Trent Interchange project.

Spokane Valley has been diligently working to deliver a regionally significant project that improves safety and mobility for all users, replaces deteriorating bridges, and benefits freight movements through the Pacific Northwest. RAISE funding is vital to completing the last segment of a regional freight corridor that promotes economic prosperity while creating a safer transportation network for all users.

As the region's transit agency, we recognize the safety and mobility benefits that this project brings to the region. Benefits such as:

- The reconstruction of the Sullivan Road-State Route 290 interchange which serves as a gateway for rural freight movements into the urban area. The corridor is a critical route carrying up to 20% freight, linking the region while alleviating congestion of Interstate 90 through the City of Spokane's downtown core.
- A new shared use pathway on the west side of Sullivan Road and new, wider sidewalks on the east side to promote active transportation.
- Lengthening the existing adjacent Sullivan Road bridge over the BNSF Railway track, providing capacity for the future construction of two new rail lines, totaling four tracks.

We believe the proposed project will increase economic competitiveness, increase mobility, upgrade safety features and improve the quality of life in the area, while supporting the long-range regional transportation strategy. I respectfully request that you give full and fair consideration to the Sullivan & Trent Interchange project application submitted by the City of Spokane Valley.

Sincerely,

A handwritten signature in blue ink that reads "E. Susan Meyer".

E. Susan Meyer
Chief Executive Officer



French Thompson
General Director
Public Infrastructure & Investments

BNSF Railway Company
P. O. Box 961502
Fort Worth, TX 76161-0052

2600 Lou Menk Drive
Fort Worth, Texas 76131-2830
(817) 352-6316

French.Thompson@BNSF.com

February 28, 2024

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

Subject: BNSF Letter of Support – Bigelow-Sullivan Corridor Freight Mobility & Safety: Sullivan & Trent Interchange Project

Dear Secretary Buttigieg,

BNSF Railway supports efforts by the City of Spokane Valley, Washington to secure federal discretionary funding under the 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant for the Bigelow-Sullivan Corridor Freight Mobility & Safety: Sullivan & Trent Interchange Project, so long that the structure allows for three tracks for future expansion. If awarded, the project will replace both Sullivan Road Bridges over the railroad and four lanes of Trent Avenue.

BNSF values our working relationship with the City of Spokane Valley and is prepared to work with all involved public agencies on further development of this project, subject to satisfactory review of final engineering and entering into definitive agreements as may be required by BNSF or other project stakeholders.

BNSF appreciates your thorough review of this application and looks forward to continuing its relationship with the City of Spokane Valley through this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "French Thompson". The signature is fluid and cursive, with a small "F" at the beginning and a stylized "T" at the end.

French Thompson
General Director – Public Infrastructure & Investments

February 27, 2023

City Councilmembers
City of Spokane Valley
10210 E Sprague Ave.
Spokane Valley, WA 99206

RE: Project Support for Bigelow-Sullivan Corridor Freight Mobility & Safety Project

Councilmembers and Commissioners:

I am writing to express my support of the City of Spokane Valley's application for funding of the Bigelow-Sullivan Corridor Freight Mobility & Safety project: Sullivan & Trent Interchange Project.

As the Vice President and General Manager of Crown West Realty in Spokane Valley and a voice in this community, I support this application which improves freight movement through the greater Spokane region and fixes the safety hazards along a dangerous, busy, narrow, rural connector between two growing industrial, urban areas. Crown West Realty owns and operates the Spokane Business and Industrial Park (The Park), which is considered one of the largest industrial parks in the country. The Park is currently home to more than 170 businesses with nearly 4,500 employees and still growing. Whether it is to get to and from the place of work or to compete and serve their customers, a safe and effective transportation network is imperative to this community.

The Park is not only a regional center for manufacturing, it is a regional freight center and foreign trade zone to support the businesses within this region. The Park boasts direct service by both the Burlington Northern Santa Fe and Union Pacific rail networks and numerous local, regional and national freight services.

The Bigelow-Sullivan corridor is and has long been a necessary link between east Spokane Valley and north Spokane for the businesses and citizens of this region. As this region experiences substantial growth in our economy, this link has become weak and extremely inefficient in serving needs of this region. This project promotes a higher level of efficiency, safety and capacity to meet our growing needs. It is imperative that this project move forward in the best interest of this region.

This project is vital to the growth and prosperity of the Spokane region and its booming manufacturing and industrial businesses. If our transportation network cannot safely and efficiently support commerce in the region, we cannot succeed. In order to help our business and community thrive, we urge you to provide funding crucial to the construction of the Bigelow-Sullivan Corridor Freight Mobility & Safety project.

Sincerely,

CROWN WEST REALTY, LLC


Dean Stuart

Vice President and General Manager



3808 N. Sullivan Road, Bldg N-15, Suite 202 Spokane Valley, WA 99216 509.924.1720 509.924.3748 fax

www.crownwest.com

February 27, 2023

City Councilmembers
City of Spokane Valley
10210 E Sprague Ave.
Spokane Valley, WA 99206

RE: Project Support for Bigelow-Sullivan Corridor Freight Mobility & Safety Project

Councilmembers and Commissioners:

I am writing to express my support of the City of Spokane Valley's application for funding of the Bigelow-Sullivan Corridor Freight Mobility & Safety project: Sullivan & Trent Interchange Project.

As the Asset and Development Manager of Crown West Realty in Spokane Valley and a voice in this community, I support this application which improves freight movement through the greater Spokane region and fixes the safety hazards along a dangerous, busy, narrow, rural connector between two growing industrial, urban areas. Crown West Realty owns and operates the Spokane Business and Industrial Park (The Park), which is considered one of the largest industrial parks in the country. The Park is currently home to more than 170 businesses with nearly 4,500 employees and still growing. Whether it is to get to and from the place of work or to compete and serve their customers, a safe and effective transportation network is imperative to this community.

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The Bigelow-Sullivan corridor is and has long been a necessary link between east Spokane Valley and north Spokane for the businesses and citizens of this region. As this region experiences substantial growth in our economy, this link has become weak and extremely inefficient in serving needs of this region. This project promotes a higher level of efficiency, safety and capacity to meet our growing needs. It is imperative that this project move forward in the best interest of this region.

This project is vital to the growth and prosperity of the Spokane region and its booming manufacturing and industrial businesses. If our transportation network cannot safely and efficiently support commerce in the region, we cannot succeed. In order to help our business and community thrive, we urge you to provide funding crucial to the construction of the Bigelow-Sullivan Corridor Freight Mobility & Safety project.

Sincerely,

CROWN WEST REALTY, LLC



Oliver Lawrence
Asset and Development Manager