May 29, 2015

The Honorable Anthony Foxx, Secretary
Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590-001

Dear Secretary Foxx,

I am writing in support of Snohomish County, Washington’s application for TIGER 2015 discretionary grant funds to complete construction of the Granite Falls Bridge #102 project.

If awarded, the new bridge will include wider lanes, sidewalks, associated drainage, utility work, and access improvements to the nearby waterfall and fish ladder. Granite Falls Bridge #102 carries Mountain Loop Highway traffic over the South Fork Stillaguamish River and provides direct access to the Mountain Loop Scenic Byway and the Mount Baker/Snoqualmie National Forest. This highway is used for recreational opportunities, tourism, and for residents in the rural townships of Verlot, Robe Valley, and Silverton. This bridge is a key through-route for the transport of natural resources including timber, sand, gravel and aggregate resources critical to the Puget Sound Region.

The current 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass safely and the structure itself is considered fracture critical and functionally obsolete. If the bridge were to fail, the detour route is 94 miles on roads that remain closed during the winter months and are built to minimal forest service standards. This is the same route that was opened as a detour after the Oso mudslide disaster.

The project will be at 90% design by the end of 2016, and the TIGER 2015 grant application will allow Snohomish County to complete the construction. I encourage your full and fair consideration, consistent with applicable laws and regulations, of their application.

Regards,

Suzan DelBene
Member of Congress
June 1, 2015

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

RE: Snohomish County, Granite Falls Bridge #102 Project
FOA: Fiscal Year 2015 TIGER Discretionary Funding (TIGER VII)

Dear Secretary Foxx:

I write in support of the TIGER VII grant application submitted by Snohomish County to replace Granite Falls Bridge #102 — the primary access point for a large geographic area including the rural towns of Granite Falls and Darrington, Washington. Reconstruction of the bridge is necessary to maintain an important economic and recreational corridor in Northwest Washington.

The existing 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably and is considered fracture critical and functionally obsolete. Failure of the bridge would seriously threaten public safety, and would also cause a 94-mile detour of traffic to roads built only to minimal United States Forest Service standards that typically remain closed during the winter months. This detour was initiated after the tragic SR 530 mudslide and the loss of revenue for local businesses along the highway is still felt in the community.

The proposed three span, precast, concrete girder bridge supported by TIGER funding will be wider than the existing structure — providing two 15-foot lanes for multiple vehicle access — and will provide pedestrian and bicycle access to ensure the safety of all users. An average 1,200 trucks and 2,700 cars travel over the bridge on a typical summer weekday, when road conditions are most favorable for tourists frequenting the Mountain Loop Highway and the Mount Baker/Snoqualmie National Forest.

Replacement of Granite Falls Bridge #102 is critical to ensuring the consistent transport of timber, sand, gravel, and aggregate commodities to the Puget Sound region and protecting the safety of all travelers. The project will be at 90 percent design by the end of 2016, and TIGER VII grant funding would allow Snohomish County to complete construction of the project. I urge you to give full and fair consideration to the county’s application for this important infrastructure project.

Sincerely,

Maria Cantwell
United States Senator
June 5, 2015

The Honorable Anthony R. Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Foxx:

I am writing in support of an application submitted by Snohomish County, Washington to the U.S. Department of Transportation’s Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants program for the Granite Falls Bridge #102 Replacement project.

Snohomish County is seeking a $19,838,100 grant to construct a new bridge across the South Fork Stillaguamish River. This bridge would replace the current 81-year-old bridge, which is fracture critical and functionally obsolete. The current bridge is too narrow to accommodate more than one large vehicle at a time, and if it were to fail, the detour route would force individuals to drive 94 miles on a road that remains closed in the winter and was built to minimal forest service standards.

This project would bring improvements to a throughway that is heavily used to transport natural resources that are vital to Washington’s economy, including timber, sand, and gravel. The new bridge would feature wider lanes, sidewalks, associated drainage, utility work, and access improvements to a nearby waterfall and fish ladder. It would also provide direct access to the rural townships of Verlot, Robe Valley, and Silverton, and would connect tourists with the Mountain Loop Scenic Byway and the Mount Baker-Snoqualmie National Forest, which receives roughly 5 million visitors annually.

This project is supported by the City of Arlington, Granite Falls Fire District, Economic Alliance of Snohomish County, Snohomish County Sheriff’s Office, Snohomish County Tourism Board, Puget Sound Regional Council, Darrington Area Resources Advocates, Washington State Department of Transportation, and others. It would improve safe access to an important economic and recreational corridor in Washington state.

Thank you for your consideration of Snohomish County’s application. Please contact Josephine Eckert in my Washington, D.C. office at 202-224-2621 with any questions.

Sincerely,

Patty Murray
United States Senator
May 22, 2015

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

Dear Secretary Foxx:

The Washington State Department of Transportation is pleased to support Snohomish County’s 2015 TIGER grant application for the Granite Falls Bridge #102 Bridge Replacement project.

The proposed project will replace the current bridge providing direct access to the Mountain Loop Scenic Byway and the Mount Baker/Snoqualmie National Forest. The bridge carries Mountain Loop Highway traffic over the South Fork Stillaguamish River and is used for recreational opportunities and tourism, and for residents of the rural towns of Verlot, Robe Valley, and Silvertown.

The current bridge deck is not wide enough for two large vehicles to comfortably pass, and if it were to fail, the detour route is ninety-four miles. This is the same route that was opened as a detour route after the Oso landslide in 2014.

I hope you will give this project serious consideration.

Sincerely,

Lynn Peterson
Secretary of Transportation
May 27, 2015

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

RE: Letter of Support for Granite Falls Bridge #102 in Snohomish County, WA

Dear Secretary Foxx:

On behalf of the Puget Sound Regional Council, I am writing to support the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, application for a Transportation Investment Generating Economic Recovery (TIGER VII) grant through the Federal Highway Administration under the U.S. Department of Transportation.

Granite Falls Bridge #102 is located approximately 1.5 miles north of downtown Granite Falls, Washington, and carries Mountain Loop Highway traffic over the South Fork Stillaguamish River. This bridge provides direct access to the Mountain Loop Scenic Byway and the Mount Baker/Snoqualmie National Forest. This highway is used for recreational opportunities and tourism, and for residents in the rural townships of Verlot, Robe Valley, and Silverton. This bridge is a key through-route for transport of natural resources including timber, sand, gravel and aggregate resources critical to the Puget Sound Region.

The current 340-foot long, 20-foot wide bridge deck does not provide enough for two large vehicles to pass comfortably and is considered fracture critical and functionally obsolete. If the bridge were to fail, the detour route is 94 miles on a route that is closed during the winter months and is only built to minimal forest service standards. This is the same route that was opened as a detour route after the Oso mudslide disaster.

The project is consistent with the region’s long range metropolitan transportation plan, Transportation 2040, and is consistent with the region’s long range growth strategy included in VISION 2040. If selected for funding, PSRC will work with Snohomish County to amend the new funding into the Regional Transportation Improvement Program and State Transportation Improvement Program.

Thank you for the work you do on behalf of the region. I wish you every success in procuring this funding.

Sincerely,

Josh Brown, Executive Director  
Puget Sound Regional Council

1011 Western Avenue, Suite 500 • Seattle, Washington 98101-1035 • (206) 464-7090 • FAX (206) 587-4825 • psrc.org
May 26th, 2015

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

RE: Letter of Support for Granite Falls Bridge #102 in Snohomish County, WA

Dear Secretary Foxx:

Please accept this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the USDOT TIGER Grant program.

American Whitewater is a national non-profit 501(c)(3) river conservation organization founded in 1954. We have approximately 6000 individual members and 100 local-based affiliate clubs, representing whitewater paddlers across the nation. American Whitewater’s mission is to conserve and restore America’s whitewater resources and to enhance opportunities to enjoy them safely. American Whitewater has an interest in conservation of and access to the South Fork Stillaguamish River that supports whitewater recreation.

Granite Falls Bridge #102 is located approximately 1.5 miles north of downtown Granite Falls, Washington, and carries Mountain Loop Highway traffic over the South Fork Stillaguamish River. The bridge right-of-way is an important access point for the whitewater paddling community as it serves as the take-out for the whitewater run on Robe Canyon of the South Fork Stillaguamish River, identified as one of the 50 Whitewater Classics of North America.¹ Paddlers from around the world use this access point to experience this challenging expert whitewater run.

I would like to request your consideration and selection of this important project. We wish to be engaged in this project as it moves forward given the importance of the site for public access to the river.

Sincerely,

Thomas O'Keefe, PhD
Pacific Northwest Stewardship Director

May 27, 2015

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

RE: Letter of Support
Granite Falls Bridge #102 Replacement Project
Snohomish County, WA

Dear Secretary Foxx:

The letter is being provided by the City of Arlington in support of the Granite Falls Bridge #102 Replacement Project as submitted by Snohomish County, WA for funding consideration under the USDOT TIGER Grant program.

Granite Falls Bridge #102 spans the South Fork Stillaguamish River and is located approximately 1.5 miles north of downtown Granite Falls, Washington. During the 2014 Oso Slide this bridge was the primary thoroughfare for residents and emergency supplies heading in and out of the town of Darrington, WA. This bridge is also a critical structure to the town of Granite Falls, to citizens who live in the community, and to all who travel on the Mountain Loop Highway, including:

- Visitors to the Mountain Loop Scenic Byway and Mt Baker/Snoqualmie National Forest
- Residents in the rural townships of Verlot, Robe Valley, and Silverton
- Commercial truckers hauling timber, sand, gravel and aggregate resources to the Puget Sound Region.

The bridge currently has a 340-foot long, 20-foot wide bridge deck that is not wide enough for two large vehicles to pass comfortably, is considered fracture critical and functionally obsolete. If the bridge was to fail, the detour route is 94 miles on a route that is closed during the winter months and is only built to minimal forest service standards.

Please consider this selection of this important project for funding under the TIGER Grant program.

Sincerely,

[Signature]

James X. Kelly, PE
Public Works Director
June 1, 2015

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

RE: Letter of Support for Granite Falls Bridge #102 in Snohomish County, WA

Dear Secretary Foxx:

I am writing to express Darrington Area Resources Advocates (DARA) support for the replacement of the Granite Falls Bridge #102 Bridge in Snohomish County, Washington. This project has been submitted under the USDOT TIGER Grant program. DARA is a volunteer organization which among other things, is coordinating an effort to pave the remaining 14 miles of gravel road of the Mountain Loop Highway (MLH) between Barlow Pass and the Whiteshuck River.

Granite Falls Bridge #102 provides direct access to the MLH and the Mount Baker-Snoqualmie National Forest. This highway is used for broad variety of recreational activities and tourism in a magnificent natural setting, and for residents in the rural townships of Verlot, Robe Valley, and Silverton. Data compiled by the Snohomish County Tourism Bureau for 2014 indicates the Verlot Public Service Center located 9.8 miles east of Bridge #102 on the MLH is the most visited public information site in Snohomish County.

The current bridge is not wide enough for two large vehicles to pass comfortably and is considered by Snohomish County as being "fracture critical and functionally obsolete". If the bridge was to fail it would likely significantly reduce recreational use on the Mt. Baker-Snoqualmie National Forest until it was repaired or replaced. Failure of the bridge would also require residents living upriver of the bridge to use a 56 mile detour over the MLH to Darrington. This route is closed in winter and the 14 mile gravel segment is presently maintained to minimal Forest Service standards for most of the year.

Completion of this project will ensure safe recreational and commercial traffic will continue to provide a significant economic and recreational benefit to local communities and Snohomish County as a whole.

Sincerely,

WALTER A. DORTCH
Chair
Darrington Strong, Inc.
P.O. Box 822
Darrington, WA 98241

Date: May 26, 2015

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

RE: Letter of Support for Granite Falls Bridge #102 in Snohomish County, WA

Dear Secretary Foxx:

Please accept this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the USDOT TIGER Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles north of downtown Granite Falls, Washington, and carries Mountain Loop Highway traffic over the South Fork Stillaguamish River. This bridge provides direct access to the Mountain Loop Scenic Byway, the Mount Baker/Snoqualmie National Forest and the town of Darrington. This highway is used for recreational opportunities and tourism which are a vital part of both economies for Granite Falls and Darrington. This highway is an essential evacuation route for Darrington as seen last year during the Oso Mudslide. Residents in the rural townships of Verlot, Robe Valley, Silverton, Reeces Hide Away and Mt. Forgotten rely on the highway as access to the homes & vacation properties. This bridge is a key through-route for transport of natural resources including timber, sand, gravel and aggregate resources critical to the Puget Sound Region.

The current 340-foot long, 20-foot wide bridge deck does not wide enough for two large vehicles to pass comfortably and is considered fracture critical and functionally obsolete. If the bridge were to fail, the detour route is 94 miles on a route that is closed during the winter months and is only built to minimal forest service standards. This is the same route that was opened as a detour route after the Oso disaster.
I would like to request your consideration and selection of this important project.

Sincerely,

Nels Rasmussen, D.C., president
The Honorable Anthony Foxx  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC  20590

June 1, 2015

RE: Letter of Support for Granite Falls Bridge #102 in Snohomish County, WA

Dear Secretary Foxx:

Please accept this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the USDOT TIGER Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles north of downtown Granite Falls, Washington, and carries Mountain Loop Highway traffic over the South Fork Stillaguamish River. This bridge provides direct access to the Mountain Loop Scenic Byway and the Mount Baker/Snoqualmie National Forest. This highway is used for recreational opportunities and tourism, and for residents in the rural townships of Verlot, Robe Valley, and Silverton. This bridge is a key through-route for transport of natural resources including timber, sand, gravel and aggregate resources critical to the Puget Sound Region.

The current 340-foot long, 20-foot wide bridge deck does not provide for two large vehicles to pass comfortably and is considered functionally obsolete. If the bridge were to fail, the detour would be almost 94 miles on a route that is closed during the winter months and is only built to minimal forest service standards. This is the same route that was opened as a detour route after the Oso disaster.

A new, modern bridge, built to safely accommodate multimodal traffic, will be a beneficial economic development asset for the upper Stillaguamish Valley, as well as provide increased access and opportunities for Darrington WA and other communities on the "Loop".

I would like to request your consideration and selection of this important project.

Sincerely,

Troy McClelland  
President & CEO
The Honorable Anthony Foxx  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC 20590

RE: TIGER Project: Granite Falls Bridge #102 in Snohomish County, WA

Dear Secretary Foxx:

Forterra is pleased to submit this letter in support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted by the county under the USDOT TIGER Grant program. Our organization works with the local community to conserve nearby wild and working forest lands and enhance high-value outdoor recreation in the Stillaguamish River valley. The bridge project is integral to economic health in this rural portion of Snohomish County.

Granite Falls Bridge #102 is located approximately 1.5 miles north of downtown Granite Falls, and carries Mountain Loop Highway traffic over the South Fork Stillaguamish River, a key salmon stream. The highway is used for recreational opportunities and tourism, providing direct access to the Robe Canyon Park and the Mount Baker/Snoqualmie National Forest. A popular trail leads from the bridge down to the waterfall in the canyon. The bridge is a key through-route for transport of natural resources including timber and gravel resources critical to the Puget Sound Region. It also is key critical infrastructure for the only highway linking residents in the rural communities of Verlot, Robe Valley, and Silverton to western destinations.

The current 340-foot long, 20-foot wide bridge deck does not meet current safety standards for large vehicles and is considered fracture critical and functionally obsolete. If the bridge were to fail, the detour route is 94 miles on a route that is closed during the winter months and is only built to basic Forest Service standards. This is the same route that was opened as a detour route after the Oso slide disaster.

I would like to request your consideration and selection of this important project.

Sincerely,

Skip Swenson  
Senior Managing Director
May 29th, 2015

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

RE: Letter of Support for Granite Falls Bridge #102 in Snohomish County, WA

Dear Secretary Foxx:

Please accept this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the USDOT TIGER Grant program.

Granite Falls Bridge #102 is located in Fire District #17 where I reside as the Fire Chief. Bridge #102 is approximately 1.5 miles north of downtown Granite Falls, Washington, and carries Mountain Loop Highway traffic over the South Fork Stillaguamish River. This bridge provides direct access to the Mountain Loop Scenic Byway and the Mount Baker/Snoqualmie National Forest. This highway is used for recreational opportunities and tourism, and for residents of rural Fire District #17 as well as the rural townships of Verlot, Robe Valley, and Silverton. This bridge is a key through-route for transport of natural resources including timber, sand, gravel and aggregate resources critical to the Puget Sound Region.

The current 340-foot long 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably and is considered fracture critical and functionally obsolete. If the bridge was to fail, the detour route is 94 miles on a route that is closed during the winter months and is only built to minimal forest service standards. This is the same route that was opened as a detour route after the Oso disaster.

I would like to request your consideration and selection of this important project.

Sincerely,

Jim Haverfield
Fire Chief

Fire Commissioners
Kevin Hayes, John Gillett, Ron Stephenson

Fire Chief
Jim Haverfield
May 27, 2015

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

RE: Letter of Support for Granite Falls Bridge #102 in Snohomish County, WA

Dear Secretary Foxx:

Please accept this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the USDOT TIGER Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles north of downtown Granite Falls, Washington, and carries Mountain Loop Highway traffic over the South Fork Stillaguamish River. This bridge provides direct access to the Mountain Loop Scenic Byway and the Mount Baker/Snoqualmie National Forest. This highway is used for recreational opportunities and tourism, and for residents in the rural townships of Verlot, Robe Valley, and Silvertown. This bridge is a key through-route for transport of natural resources including timber, sand, gravel and aggregate resources critical to the Puget Sound Region.

The current 340-foot long, 20-foot wide bridge deck does not narrow enough for two large vehicles to pass comfortably and is considered fracture critical and functionally obsolete. If the bridge was to fail, the detour route is 94 miles on a route that is closed during the winter months and is only built to minimal forest service standards. This is the same route that was opened as a detour route after the Oso disaster.

I would like to request your consideration and selection of this important project.

Sincerely,

Ty Trenary, Sheriff
May 27, 2015

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

RE: Letter of Support for Granite Falls Bridge #102 in Snohomish County, WA

Dear Secretary Foxx:

I am writing to voice our support for the Snohomish County, Washington grant request to fund the Granite Falls Bridge #102 submitted under the USDOT TIGER Grant program.

The Snohomish County Tourism Bureau is the non-profit economic development agency responsible for the year-round professional tourism marketing of Snohomish County, Washington. Visitors spend nearly $993 million in Snohomish County annually, contributing more than $94.2 million in state and local tax revenues. Direct visitor spending benefits retailers, restaurants, attractions, transportation services, hotels and other businesses, and provides employment for over 10,300 people in Snohomish County.

The Mountain Loop highway is a significant tourism draw for east Snohomish County supporting access to recreational opportunities in the Mount Baker/Snoqualmie National Forest. This bridge is critical infrastructure for that access. This highway is used for recreational opportunities and tourism, and for residents in the rural townships of Verlot, Robe Valley, and Silverton. Perhaps even more importantly, this route was the alternative road connecting the towns of Oso and Darrington to the greater Everett area following the tragedy of the Oso landslide in March 2014.

It is my understanding that the current 340-foot long, 20-foot wide bridge deck does not wide enough for two large vehicles to pass comfortably and is considered fracture critical and functionally obsolete. If the bridge was to fail, the detour route is 94 miles on a route that is closed during the winter months and is only built to minimal forest service standards.

I would like to request your consideration and selection of this important project.

Thank you for your consideration.

[Signature]

Amy Spain  
Executive Director  
Snohomish County Tourism Bureau
Friday, May 22, 2015

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

RE: Letter of Support for Granite Falls Bridge #102 in Snohomish County, WA

Dear Secretary Foxx:

Please accept this letter of support for the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the USDOT TIGER Grant program.

Granite Falls Bridge #102 is located approximately 1.5 miles north of downtown Granite Falls, Washington, and carries Mountain Loop Highway traffic over the South Fork Stillaguamish River. This bridge provides direct access to the Mountain Loop Scenic Byway and the Mount Baker/Snoqualmie National Forest. This highway is used for recreational opportunities including hunting and fishing opportunities as well as tourism. This bridge is directly upstream of the Granite Falls Fishway operated by the Washington Department of Fish and Wildlife; failure of the bridge could impact the Department's ability to maintain this structure.

The current 340-foot long, 20-foot wide bridge deck over the South Fork of the Stillaguamish River is not wide enough for two large vehicles to pass comfortably and is considered a fracture critical and functionally obsolete. If the bridge were to fail, the detour route is 94 miles on a road that is closed during the winter months and is only built to minimal forest service standards. This is the same route that was opened as a detour after the Oso disaster.

I would like to request your consideration and selection of this important project.

Sincerely,

Bob Everitt
Regional Director

cc: Kirk Lakey
    Brendan Brokes
    Ed Eleazer