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 TIGER grant to construct a new bridge across the South Fork Stillaguamish River. This project would replace an 82-year-old bridge that is functionally obsolete. The current bridge is too narrow to accommodate more than one large vehicle at a time, which is challenging given its use as a transportation corridor by freight and residents alike. If it were to fail, the detour route would be 94 miles on a road that remains closed in the winter and was only built to minimal forest service standards.

The new bridge would be wider and longer than the existing bridge, feature sidewalks and associated drainage and utility work, access improvements to a nearby waterfall and fish ladder, and meet current standards while providing increased traffic capacity. This would make critical improvements to a transportation corridor that is heavily used to transport natural resources that are vital to Washington’s economy, including timber, sand, gravel, and aggregate resources.

The new bridge is part of the Regional Freight Strategy and would connect the Granite Falls Alternative Route and State Route 92 which is a T2 freight corridor, and a critical route to the Aggregate Quarries in the region which provide construction materials for projects throughout the Puget Sound. The Puget Sound Regional Council has identified that construction aggregates, the primary output of this area, constitutes the largest single product moved by truck in the Central Puget Sound Region. In 2010 the volume of this commodity totaled 35 million tons and by 2035 this tonnage is projected to increase to approximately 42 million tons.

The successful completion of this project would provide direct access to the rural townships of Verlot, Robe Valley, and Silverton, and connect local residents to key employment areas in the greater Puget Sound. Finally, it would increase recreational opportunities for tourists and residents alike through the Mountain Loop Highway Scenic Byway and the Mount Baker-Snoqualmie National Forest, which receives 5 million visitors annually.
Thank you for your consideration of Snohomish County's application. Please contact Shavenor Winters in my Washington, D.C. office at 202-224-2621 with any questions.

Sincerely,

Patty Murray
United States Senator
April 28, 2016

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

Dear Secretary Foxx:

I write in support of U.S. Department of Transportation TIGER VIII Grant Program application submitted by Snohomish County to replace Granite Falls Bridge #102. This bridge serves as the primary access point for many rural towns in northwest Washington state. Reconstruction of the bridge is necessary to maintain an important residential, freight, and recreational corridor in Snohomish County.

Granite Falls Bridge #102 sits on a freight corridor essential to the transport of natural resources like timber, sand, gravel, and other aggregate resources to the Puget Sound region. The existing 340-foot long, 20-foot wide bridge deck is not wide enough for two large vehicles to pass comfortably and is considered functionally obsolete. Failure of the bridge would seriously threaten public safety and force a 94-mile traffic detour to roads built only to minimal United States Forest Service standards that typically remain closed during the winter months.

The proposed three span, precast concrete girder bridge would be wider than the existing structure and would provide two 15-foot lanes as well as pedestrian and bicycle access to ensure the safety of all users. When road conditions are most favorable for tourists frequenting the Mountain Loop Highway and the Mount Baker/Snoqualmie National Forest, an average of 4,800 vehicles travel over the bridge daily.

Replacement of Granite Falls Bridge #102 is critical to ensuring the consistent transport of natural resources to market and protecting the safety of all travelers. The project will be at 90 percent design by the end of 2016. Funding from the TIGER VIII Grant Program 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 investment.

Sincerely,

Maria Cantwell
United States Senator
April 27, 2016

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

Dear Secretary Foxx:

I am writing in support of the Granite Falls Bridge #102 Bridge Replacement project in Snohomish County, Washington, submitted under the 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. The bridge provides direct access to the Mountain Loop Scenic Byway and the Mount Baker/Snoqualmie National Forest. The highway is used for recreational opportunities, tourism, and for residents in the rural townships of Verlot, Robe Valley, and Silvertown. The bridge is on a vital-freight 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 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. The proposed plan for the new bridge is wider and longer than the existing bridge and will meet current service standards in addition to providing increased traffic capacity.

I encourage your full and fair consideration, consistent with applicable laws and regulations, of their application.

Regards,

[Signature]

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

Re: TIGER Letter of Support for Granite Falls Bridge No. 102 in Snohomish County, Washington

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 is on a critical freight corridor for transport of natural resources including timber, sand, gravel and aggregate resources vital to the Puget Sound Region. This bridge also provides direct access to the Mount Baker-Snoqualmie National Forest via the Mountain Loop Scenic Byway for tourism and outdoor recreationists living in Snohomish County and the greater North Puget Sound metropolitan area. A wide variety of outdoor activities are offered on National Forest lands in the scenic Cascade Mountains east of Granite Falls, including hiking, biking, camping, fishing, kayaking, rock climbing, winter sports, sightseeing, bird watching, and educational opportunities. The bridge is also a critical link for residents in the rural townships of Verlot, R sle Valley, and Silverton.

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 were to fail, the detour route is 94 miles, of which the middle portion over Barlow Pass is closed during the winter months. Of the 94 mile route, a 14-mile segment of the 54-mile Mountain Loop Highway between Granite Falls and Darrington is unpaved, narrow and winding, as it was built to a minimal Forest Service standard to accommodate low traffic volumes.

I would like to request your consideration of this important project for funding through the TIGER program.

Sincerely,

JAMIE KINGSBURY
Forest Supervisor
April 11, 2016

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 2016 TIGER grant application for the Granite Falls Bridge #102 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, Rode Valley, and Silverton. Additionally, it is on a vital-freight route for transport of natural resources including timber, sand, gravel and aggregate resources critical to the Puget Sound Region.

The current bridge deck, considered fracture critical and functionally obsolete, 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,

[Signature]

Roger Millar, PE, AICP
Acting Secretary of Transportation
April 5, 2016

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

RE: TIGER Letter of Support - Granite Falls Bridge #102 in Snohomish County, Washington

Dear Secretary Foxx:

On behalf of the Puget Sound Regional Council, I am writing in support of 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, tourism, and for residents in the rural townships of Verlot, Rorie Valley, and Silverton. This bridge is on a vital-freight 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 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.

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

Sincerely,

[Signature]

Josh Brown, Executive Director  
Puget Sound Regional Council
April 11, 2016

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

RE: TIGER Letter of Support - Granite Falls Bridge #102 in Snohomish County, Washington

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, tourism, and for residents in the rural townships of Verlot, Robe Valley, and Silverton. This bridge is on a vital-freight 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 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.

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

Sincerely,

Ty Trenary, Sheriff
April 12th, 2016

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

RE: TIGER Letter of Support - Granite Falls Bridge #102 in Snohomish County, Washington

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, tourism, and for residents in the rural townships of Verlot, Robe Valley, and Silverton. This bridge is on a vital-freight 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 were to fail, the detour route is 94 miles or 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.

Sincerely,

Jim Haverfield
Fire Chief
Date

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

RE: TIGER Letter of Support - Granite Falls Bridge #102 in Snohomish County, Washington

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, tourism, and for residents in the rural townships of Verlot, Robe Valley, and Silverton. This bridge is on a vital-freight 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 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.

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

Sincerely,

[Signature]

Brent Kirk, City Manager  
City of Granite Falls
April 6, 2016

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

RE: TIGER Letter of Support - Granite Falls Bridge #102 in Snohomish County, Washington

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, tourism, and for residents in the rural townships of Verlot, Robe Valley, and Silverton. This bridge is on a vital-freight 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 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.

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

Sincerely,

Daniel O Rankin, Mayor
Town of Darrington
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,

James X. Kelly, PE
Public Works Director
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 Departments 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 fracture critical and functionally obsolete. If the bridge was 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,  

[Signature]
Bob Everitt  
Regional Director  

cc:  Kirk Lakey  
Brendan Brokes  
Ed Eleazer
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

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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 Whitechuck 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

[Signature]
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

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

June 1, 2015

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 is 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.

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 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 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 Silvertown. 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.

Amy Spain
Executive Director
Snohomish County Tourism Bureau