

United States Senate
WASHINGTON, DC 20510-4704

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

October 7, 2011

Secretary Raymond LaHood
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood,

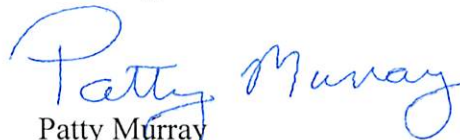
I am writing in support of the application submitted by Kittitas County to the *Transportation Investment Generating Economic Recovery (TIGER) III* program. Funding from this program will be used to construct one mile of the Phase 2 portion of the Interstate 90 Snoqualmie Pass East Project in Washington state.

Interstate 90 (I-90) serves as a primary east-west transportation corridor across the state. Ensuring the safety and efficiency of I-90 is vital to moving people and freight across the Cascade Mountains. Phase 2 of the Snoqualmie Pass East Project will entail adding roadway capacity, replacing deteriorating concrete of existing lanes, straightening sharp roadway curves, and adding chain up/off areas for improved driving conditions and safety during the winter.

In addition to creating needed jobs in rural Kittitas County, this project is also designed to improve the ecological connectivity of the area. Currently, I-90 is a barrier to fish, aquatic, and wildlife movement in the Cascade Mountains. This project includes the installation of fish passage and wildlife crossing structures that allow the safe movement of these species over and under the interstate.

Success of this project will create a transportation corridor that is safe, reliable and respectful of the surrounding wildlife and environment. Thank you for your fullest consideration of the application. Please contact my office with any questions.

Sincerely,



Patty Murray
United States Senator

PM/ab



Washington State Legislature

August 24, 2011

Mr. Kirk Holmes
Kittitas County Department of Public Works
411 N Ruby St., Suite 1
Ellensburg, WA 98926

Dear Mr. Holmes:

We are pleased to write in support of Kittitas County and the Washington State Department of Transportation's (WSDOT) efforts to submit an application for a Transportation Investment Generating Economic Recovery (TIGER III) grant through the Federal Highway Administration under the U.S. Department of Transportation. As you are aware, the grant would provide funding to construct one mile of the Phase 2 portion of the I-90 Snoqualmie Pass East Project (I-90 Project) in Washington State.

We have been strong supporters of Kittitas County and WSDOT's efforts to deliver tangible benefits to the people of Kittitas County (a historically underserved community) and Washington State through the I-90 Project. To that fact, we would ask that Kittitas County encourage WSDOT to use any project savings from Phase 1 as a match to the TIGER III grant funds. The matching funds would not only complete Phase 2B but also show statewide support for this project – making Kittitas' application stronger.

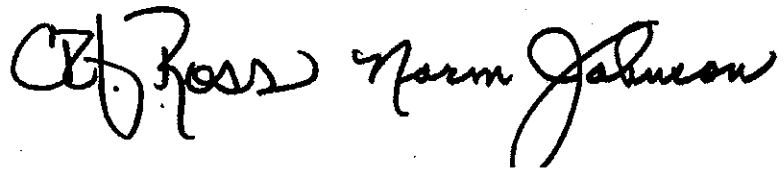
This project has very real safety, economic, and environmental benefits that will impact our region and state immediately, while preserving this critical corridor for generations to come. The Snoqualmie Pass portion of I-90 is a strategic freight corridor due to the international, domestic, and intrastate trade that it carries. Over \$500 billion worth of goods travel across I-90 Snoqualmie Pass each year – making a state and federal investment in this corridor the right thing to do.

We support Kittitas County's TIGER III application and using WSDOT savings as matching funds because we want to ensure that I-90 remains the critical link, connecting Washington's communities to the rest of the nation, and the rest of the nation to the world.

Sincerely,

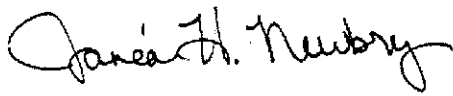


Curtis King
State Senator
14th Legislative District

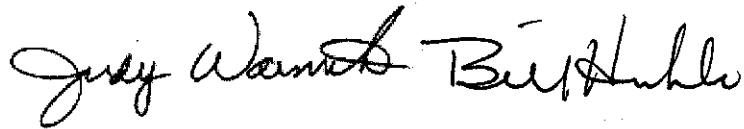


Charles Ross
State Representative
14th Legislative District

Norm Johnson
State Representative
14th Legislative District



Senator Janéa Holmquist Newbry
State Senator
13th Legislative District



Judy Warnick
State Representative
13th Legislative District

Bill Hinkle
State Representative
13th Legislative District



Washington State Legislature

August 24, 2011

The Honorable Secretary Raymond L. LaHood
TIGER Discretionary Grants
U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Ave. SE
Washington, DC 20590

Dear Secretary LaHood:

We are pleased to write in support of Kittitas County's application for a Transportation Investment Generating Economic Recovery (TIGER III) grant through the Federal Highway Administration under the U.S. Department of Transportation. This grant would provide funding to construct one mile of the Phase 2 portion of the I-90 Snoqualmie Pass East Project (I-90 Project) in Washington State.

This project has very tangible safety, economic, and environmental benefits that will impact the nation, state, and region over the medium and long term. Interstate 90 is the main east-west transportation corridor in Washington, and the uninterrupted movement of people and freight across the state is critically important to our economic vitality. The Snoqualmie Pass portion of I-90 is a strategic freight corridor due to the international, domestic, and intrastate trade that it carries. Thirty-five million tons of freight cargo, or \$500 billion worth of goods, crosses I-90 Snoqualmie Pass every year. This project will have a significant effect on reducing the costs of transporting national and local export cargos by adding roadway capacity, replacing the deteriorated concrete of existing lanes (preserving our nation's infrastructure), straightening sharp roadway curves, and adding chain up/off areas for improved winter time driving conditions and safety.

The project will also have immediate short-term benefits through job creation and stimulus in the economically distressed Kittitas County. It will also improve the ecological connectivity of the area. I-90 currently acts as a barrier to fish, aquatic, and wildlife movement in the Cascade Mountains. This project includes the installation of fish passage and wildlife crossing structures that allow the safe movement of these species over and under the interstate.

In summary, we support this TIGER III application because the I-90 Project creates safe, reliable, and economical transportation for vehicular and freight movement. Additionally, we

want to ensure that I-90 remains the critical link connecting Washington communities, the nation, and the world.

Sincerely,



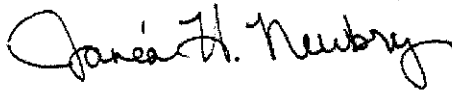
Curtis King
State Senator
14th Legislative District



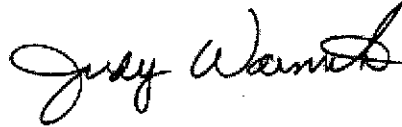
Charles Ross
State Representative
14th Legislative District



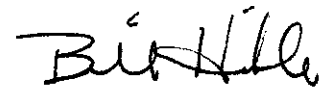
Norm Johnson
State Representative
14th Legislative District



Senator Janéa Holmquist Newbry
State Senator
13th Legislative District



Judy Warnick
State Representative
13th Legislative District



Bill Hinkle
State Representative
13th Legislative District



STATE OF WASHINGTON

DEPARTMENT OF COMMERCE

1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

August 24, 2011

Kirk Holmes
WSDOT I-90 Project
411 North Ruby Suite #1
Ellensburg, WA 98926

RE: Support Letter for TIGER III Grant Application

Dear Mr. Holmes:

The Washington State Department of Commerce (Commerce) supports the Kittitas County application for federal stimulus funding support to supplement state funding for the I-90 Snoqualmie Pass East project (I-90 Project). As the agency responsible to grow and improve jobs in Washington State, we endorse the I-90 Project because it quickly creates jobs, and provides safe, reliable and economical transportation choice for vehicular and freight movement.

The proposed project, Phase 2A, is a continuation of the 15-mile-long I-90 Snoqualmie Pass East Project. Phase 1 of the I-90 Project received funding from the 2005 Transportation Partnership Account (a 9.5 cent gas tax); current funding is \$525 million. Phase 1, which is currently under construction, improves a five-mile section of the project corridor. Phase 2A project improvements pick up where Phase 1 leaves off. Phase 2A calls for the reconstruction of approximately 1.5 miles of highway from Resort Creek (milepost 59.7) to the Price-Noble Creek Wildlife Crossing Structure (milepost 61.0). Project improvements include adding capacity by widening the interstate from four to six lanes; creating a smoother, safer ride by replacing deteriorating concrete pavement; improving visibility and sight distance by realigning the roadway to reduce sharp curves, and improving freight and passenger vehicle safety during wintertime driving conditions by adding chain up and off areas. The project also improves the ecological permeability of the highway for aquatic systems, fish, and wildlife through the installation of two new box culverts at Townsend Creek and Unnamed Creek and a new wildlife overcrossing bridge (which will be the first in Washington State) at Price-Noble Creek.

Support of this proposed project furthers Commerce's efforts to advance business and commerce. Along with you, we ask reviewers for close and careful consideration of this grant proposal.

Sincerely,

Rogers Weed
Director

cc: Ray LaHood, U.S. Secretary of Transportation



United States
Department of
Agriculture

Forest
Service

Okanogan-Wenatchee
National Forest

215 Melody Lane
Wenatchee, WA 98801
TTY (509) 664-9201
Voice (509)664-9200

File Code: 3250

Date: October 28, 2011

Secretary Raymond L. LaHood
TIGER III Discretionary Grants
U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Ave. SE
Washington, DC 20590

Dear Secretary LaHood,

I am writing to support the application of Kittitas County for TIGER Discretionary Grant funds for the Interstate-90 Snoqualmie Pass East project.

I-90 Snoqualmie Pass East is recognized as an award winning project due to the exceptional collaboration between the Washington Department of Transportation, the U.S. Forest Service, Kittitas County, tribal governments, other agencies, and the public. This collaboration led to the development of an innovative design that will not only provide benefits to interstate commerce and the traveling public but also to the National Forests and National Parks in Washington State. This project will restore wildlife population linkages in the North and South Cascades. I strongly support Kittitas County's proposal and urge you to fund this important project. Thank you for your consideration.

Sincerely,


REBECCA LOCKETT HEATH
Forest Supervisor

cc: Kirk Holmes, Kittitas County Public Works, Paula Hammond, Washington Secretary of Transportation





State of Washington
DEPARTMENT OF FISH AND WILDLIFE

Region Three Office: 1701 S 24th Avenue · Yakima, WA 98902-5720 · (509) 575-2740, (509) 575-2474

October 10, 2011

The Honorable Secretary Raymond L. LaHood
TIGER Discretionary Grants
U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Ave, SE
Washington DC 20590

Dear Secretary LaHood,

I am pleased to write in support of Kittitas County's application for a Transportation Investment Generating Economic Recovery (TIGER III) grant through the Federal Highway Administration under the U.S. Department of Transportation. This grant would provide funding to construct one mile of the Phase 2 portion of the I-90 Snoqualmie Pass East Project (I-90 Project) in Washington State.

This project has very tangible safety, economic, and environmental benefits that will impact the nation, state, and region over the medium and long term. Interstate 90 is the main east-west transportation corridor in Washington, and the uninterrupted movement of people and freight across the state is critically important to our economic vitality. The Snoqualmie Pass portion of I-90 is a strategic freight corridor due to the international, domestic, and intrastate trade that it carries. Thirty-five million tons of freight cargo, or \$500 billion worth of goods, crosses I-90 Snoqualmie Pass every year. This project will have a significant effect on reducing the costs of transporting national and local export cargos by adding roadway capacity, replacing the deteriorated concrete of existing lanes (preserving our nation's infrastructure), straightening sharp roadway curves, and adding chain up/off areas for improved winter time driving conditions and safety.

The project will also have immediate short-term benefits through job creation and stimulus in the economically distressed Kittitas County. Lastly, the project will improve the ecological connectivity of the area. I-90 currently acts as a barrier to fish, aquatic, and wildlife movement in the Cascade Mountains. This project includes the installation of fish passage and wildlife crossing structures that allow the safe movement of these species over and under the interstate.

WDFW and its conservation partners have invested significant resources in protecting forest habitats both north and south of I-90. Those investments protect connectivity across the forest for animals moving north and south along the east slopes of the Cascade Mountains. We are working closely with The Nature Conservancy and the Rocky Mountain Elk Foundation to buy 10,000 acres of critical forest habitat south of I-90 and we are working closely with the Cascade Land Conservancy and others to protect 45,000 acres north of I-90. These investments are significantly enhanced by the Snoqualmie Pass East Project because the project helps allow animals to access habitats both north and south of the freeway.

In summary, we support this TIGER III application because the I-90 Project creates safe, reliable, and economical transportation for vehicular and freight movement. Additionally, we want to ensure that I-90 remains the critical link connecting Washington communities, the nation, and world while at the same time allowing fish and wildlife to access important habitat.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Tayer". The signature is written in a cursive style with a large, sweeping initial "J".

Jeff Tayer
Regional Director

October 21, 2011

The Honorable Raymond L. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Ave., S.E.
Washington, D.C. 20590

Re: TIGER Discretionary Grant

Dear Secretary LaHood:

I am writing on behalf of AAA Washington in support of the application from Kittitas County for a TIGER III Federal Highway Administration grant for money to construct one mile of the Phase 2 portion of the Interstate 90 Snoqualmie Pass East Project (I-90 Project) here in Washington state.

Interstate 90 is the largest east-west transportation corridor in Washington, and the uninterrupted movement of people and freight across the state is critically important to our economic vitality. The Snoqualmie Pass portion of I-90 is a strategic freight corridor that carries international, domestic and intrastate goods. Thirty-five million tons of freight cargo, valued at \$500 billion, crosses I-90 every year. This project will have a significant effect on reducing freight costs by adding roadway capacity, replacing deteriorated pavement, straightening sharp roadway curves, and adding chain up and chain off areas for improved safety during the winter.

The I-90 Snoqualmie Pass East Project also benefits the environment by improving the ecological connectivity of the area. Interstate 90 currently acts as a barrier to fish, aquatic and wildlife movement in the Cascade Mountain Range. This project includes the installation of fish passage and wildlife crossing structures that allow their safe movement over and under the interstate.

In summary, AAA Washington supports the Kittitas County TIGER III grant application because the I-90 Project will substantially improve safety for both motorists and wildlife while at the same time providing a critical economic boost to Washington's economy. Thank you for your consideration of this important request.

Sincerely,

Dave Overstreet
Public Affairs Director



October 14, 2011

The Honorable Secretary Raymond L. LaHood
TIGER Discretionary Grants
U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Ave, SE
Washington DC 20590

Dear Secretary LaHood:

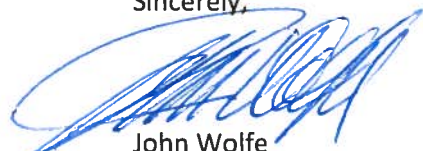
I am pleased to write in support of Kittitas County's application for a Transportation Investment Generating Economic Recovery (TIGER III) grant through the Federal Highway Administration under the U.S. Department of Transportation. This grant would provide funding to construct one mile of the Phase 2 portion of the I-90 Snoqualmie Pass East Project (I-90 Project) in Washington State.

The Port of Tacoma is one of the largest container ports in the United States, located in the state with the most trade dependent economy in our nation. My colleagues and I believe access to efficient, cost-effective transportation is absolutely essential to the success of American businesses competing in the worldwide economy. The I-90 Snoqualmie Pass East Project will play a significant role in raising the competitiveness of businesses throughout Washington and the Pacific Northwest. The Snoqualmie Pass is the main east-west transportation corridor in Washington, providing a critical link between producers and potential markets that is essential to our economic vitality. Thirty-five million tons of freight cargo, or \$500 billion worth of goods, travels across I-90 through the Snoqualmie pass each year on its way to local and international markets.

This project will reduce the costs of transporting national and local export cargos significantly by adding roadway capacity, replacing the deteriorated concrete of existing lanes (preserving our nation's infrastructure), straightening sharp roadway curves, and adding chain up/off areas for improved winter time driving conditions and safety. The project also will have immediate short-term benefits by creating jobs in the economically distressed Kittitas County.

In summary, we support this TIGER III application because the I-90 Project creates safe, reliable, and economical transportation for freight movement and vehicular traffic. Additionally, we want to ensure that I-90 remains the critical link connecting Washington businesses with the international marketplace.

Sincerely,



John Wolfe
Chief Executive Officer

The Honorable Secretary Raymond L. LaHood
TIGER Discretionary Grants
U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Ave. S.E.
Washington, DC 20590

Dear Secretary LaHood:

This letter is to show support of Kittitas County's application for a TIGER III grant through the Federal Highway Administration under the U.S. Department of Transportation. This grant would provide funding to construct one mile of the Phase 2 portion of the I-90 Snoqualmie Pass East Project (I-90 Project) in Washington State.

Without question, the I-90 project is long over-due! As a hay exporter, it is vital that we be able to move our export containers to the ports of Seattle and Tacoma safely and efficiently. Hay exports have grown very rapidly each year over the last ten years. This means that more and more trucks are on our I-90 corridor competing for space with other trucks, busses, and automobiles. The situation has gotten much worse in just the last five years. The grant we are supporting would be just a small step badly needed to improve traffic flow by adding two lanes and replacing badly deteriorating concrete. Safety has become a very serious issue. Just last week two people were killed on I-90 in a truck/car collision. Another lane of highway in this area could have prevented this accident.

This project would also provide short term benefits to the County in terms of jobs and stimulus to a severely economically distressed population. Without question, this project is not a "bridge to nowhere". The I-90 corridor is the lifeblood of the economy of Kittitas County not only in terms of agriculture but tourism as well.

Sincerely,



Rollie Bernth
President/CEO



for three generations - for ages to come

The Honorable Secretary Raymond L. LaHood
TIGER Discretionary Grants
U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Ave, SE
Washington DC 20590

Dear Secretary LaHood,

I am pleased to write in support of Kittitas County's application for a Transportation Investment Generating Economic Recovery (TIGER III) grant through the Federal Highway Administration under the U.S. Department of Transportation. This grant would provide funding to construct 1.5 miles of the Phase 2 portion of the I-90 Snoqualmie Pass East Project (I-90 Project) in Washington State.

This project has very tangible safety, economic, and environmental benefits that will impact the nation, state, and region over the medium and long term. Interstate 90 is the main east-west transportation corridor in Washington, and the uninterrupted movement of people and freight across the state is critically important to our economic vitality. The Snoqualmie Pass portion of I-90 is a strategic freight corridor due the international, domestic, and intrastate trade that it carries. Thirty-five million tons of freight cargo, or \$500 billion worth of goods, crosses I-90 Snoqualmie Pass every year. This project will have a significant effect on reducing the costs of transporting national and local export cargos by adding roadway capacity, replacing the deteriorated concrete of existing lanes (preserving our nation's infrastructure), straightening sharp roadway curves, and adding chain up/off areas for improved winter time driving conditions and safety.

The project will also have immediate short-term benefits through job creation and stimulus in the economically distressed Kittitas County. It will also improve the ecological connectivity of the area. I-90 currently acts as a barrier to fish, aquatic, and wildlife movement in the Cascade Mountains. This project includes the installation of fish passage and wildlife crossing structures that allow the safe movement of these species over and under the interstate.

As one of the largest exporters in the US, ACX utilizes the I-90 corridor with several trucks every day. Having I-90 available as a reliable transportation route, in good weather and bad, assures stability and efficiency to our operations in Ellensburg and as a result benefits the economic community of Central and Eastern Washington.

In summary, we support this TIGER III application because the I-90 Project creates safe, reliable, and economical transportation for vehicular and freight movement. Additionally, we want to ensure that I-90 remains the critical link connecting Washington communities, the nation, and world.

Sincerely,

Chris Carrow
Business Unit Manager
Ellensburg Division



WASHINGTON ASSOCIATION *of*
WINE GRAPE GROWERS
Washington State - The Perfect Climate for Wine™

20 October 2011

The Honorable Secretary Raymond L. LaHood
TIGER Discretionary Grants
U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Ave, SE
Washington DC 20590

Dear Secretary LaHood:

On behalf of the Washington Association of Wine Grape Growers, I'm writing to support Kittitas County's application for a Transportation Investment Generating Economic Recovery (TIGER III) grant. We understand this grant would provide funding to construct a mile of the Phase 2 portion of the I-90 Snoqualmie Pass East Project (I-90 Project) in Washington State.

While the project has safety and environmental benefits, we are particularly sensitive to the economic benefits provided by easy access to Western Washington. Interstate 90 is the main east-west transportation corridor here, and smooth flow of people and freight across the state is critically important to our sustainability. The Snoqualmie Pass portion of I-90 is THE freight corridor with international, domestic, and intrastate trade impacts.

Statistics show that 35 million tons of freight worth \$500 billion crosses Snoqualmie Pass annually which includes our wine and grapes. We appreciate that this project will significantly impact costs of transporting exports by adding roadway capacity, replacing the deteriorated concrete of existing lanes (preserving our nation's infrastructure), straightening sharp curves, and adding chain up/off areas for safer winter driving.

Of course we are sensitive to the immediate short-term benefits of the project by creating jobs...helping to stimulate the somewhat economically challenged Kittitas County. Also, lastly, but certainly not least important is the value of this project to fish, aquatic, and wildlife movement by providing fish passage and wildlife crossings allowing safe movement over, and under, I-90.

WAWGG supports I-90 remaining the critical link connecting our communities with the nation and the world. This stretch of road is truly our lifeblood.

Thank you.

Sincerely,

Vicky Scharlau
Executive Director

Douglas B. MacDonald
902 North 79th Street
Seattle WA 98103
dbmacdonal@earthlink.net
206 420 3453
October 21, 2011

The Honorable Secretary Raymond L. LaHood
TIGER Discretionary Grants
U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Ave, SE
Washington DC 20590

Dear Secretary LaHood,

As a former Washington State Secretary of Transportation (2001 – 2007), I am both pleased and enthusiastically duty-bound to write in support of Kittitas County's application for a Transportation Investment Generating Economic Recovery (TIGER III) grant through the Federal Highway Administration to support construction of the Phase 2 portion of the I-90 Snoqualmie Pass East Project (I-90 Snoqualmie Project) in our state.

Interstate 90 is the main east-west transportation corridor in Washington. The I-90 Snoqualmie Project provides critically needed benefits for capacity expansion coupled with major improvements for environmental conditions that set a widely-recognized and admired national model for forward-looking transportation investment.

As a national strategic freight corridor I-90 across Snoqualmie Pass each year carries on the order of thirty-five million tons of freight in international and domestic trade. The mountain roadway improvements in Phase 2 of the I-90 Snoqualmie Project will add lanes for increased capacity, replace existing concrete pavements that are badly deteriorated from years of heavy traffic in a high altitude climate, straighten dangerous curves and provide safe winter time chain up/off areas from heavy trucks and other vehicles.

On this project, roadway benefits have been integrated in every respect with environmental benefits to improve the ability of fish and wildlife to move across what heretofore has been I-90's restrictive habitat barrier in the Cascade Range. This approach explains why approvals have been cheerfully received from the U.S. Forest Service and the project has enjoyed support from wildlife and environmental constancies locally and across the country as well as from transportation interests.

It is important to ensure that I-90 continues effectively to serve as a critical link in national connectivity, and it is highly suited to TIGER III funding as a project that

exemplifies the power of mutually reinforcing infrastructure, stimulus and environmental goals

Sincerely,

Douglas B. MacDonald
Former Washington State Secretary of Transportation, 2001 – 07



Kittitas County Chamber of Commerce

The Honorable Secretary Raymond L. LaHood
TIGER Discretionary Grants
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington DC 20590

Dear Secretary LaHood,

I support and endorse the Kittitas County, Washington grant application to the Transportation Investment Generating Economic Recovery (TIGER III) grant program. The project proposed for funding in Kittitas County results in the construction of 1.5 miles of the Phase 2 portion of the I-90 Snoqualmie Pass East Project (I-90 Project), the main east-west transportation corridor in Washington State.

The proposed project results in medium and long-term tangible safety, economic, and environmental benefits for the nation, state, and region. As the main east-west transportation corridor in Washington, it is imperative that I-90 provides uninterrupted movement of people and freight across the state. The Snoqualmie Pass portion of I-90 is a strategic freight corridor due to the international, domestic, and intrastate trade that it carries. Thirty-five million tons of freight cargo, or \$500 billion worth of goods, crosses I-90 Snoqualmie Pass every year. The project anticipates having immediate short-term benefits through job creation and stimulus in the economically distressed Kittitas County, and improve the ecological connectivity of the between the south and north sides of I-90 as the proposed project includes the installation of fish passage and wildlife crossing structures which allows for the safe movement of resident species over and under the interstate.

I ask you and the grant review team to give the Kittitas County TIGER III grant application careful and close consideration. The proposed project results in safe, reliable, and economical transportation for vehicular and freight movement, and ensures I-90 continues to be the critical link connecting Washington communities, the nation, and world.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Armstrong".

Jim Armstrong
Kittitas County Chamber of Commerce

cc: Kirk Holmes, Kittitas County, Washington

Wesco International, Inc.

691 Badger Pocket Road Ellensburg, WA 98926

Phone 509-968-9600 Fax 509-968-9700

8/25/11

The Honorable Secretary Raymond L. LaHood
TIGER Discretionary Grants
U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary LaHood,

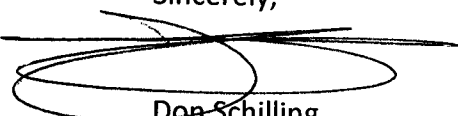
I am writing in support of Kittitas County's application for a Transportation Investment Generating Economic Recovery (TIGER III) grant through the Federal Highway Administration under the U.S. Department of Transportation. This grant would provide funding to construct 1.5 miles of the Phase 2 portion of the I-90 Snoqualmie Pass East Project (I-90 Project) in Washington State.

Interstate 90 is the main east-west transportation corridor in Washington, and the uninterrupted movement of people and freight across the state is critically important to our economic vitality. The Snoqualmie Pass portion of I-90 is a strategic freight corridor due the international, domestic, and intrastate trade that it carries. Thirty-five million tons of freight cargo, or \$500 billion worth of goods, crosses I-90 Snoqualmie Pass every year. This project will have a significant effect on reducing the costs of transporting national and local export cargos by adding roadway capacity, replacing the deteriorated concrete of existing lanes (preserving our nation's infrastructure), straightening sharp roadway curves, and adding chain up/off areas for improved winter time driving conditions and safety.

The project will also have immediate short-term benefits through job creation and stimulus in the economically distressed Kittitas County. It will also improve the ecological connectivity of the area. This project includes the installation of fish passage and wildlife crossing structures that allow the safe movement of these species over and under the interstate.

In summary, we support this TIGER III application because the I-90 Project creates safe, reliable, and economical transportation for vehicular and freight movement. Additionally, we want to ensure that I-90 remains the critical link connecting Washington communities, the nation, and world.

Sincerely,



Don Schilling
President

The Honorable Secretary Raymond L. LaHood
TIGER Discretionary Grants
U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Ave, SE
Washington DC 20590

October 19, 2011

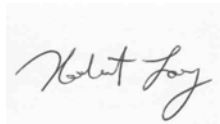
Dear Secretary LaHood,

I appreciate this opportunity to write in support of Kittitas County's application for a Transportation Investment Generating Economic Recovery (TIGER III) grant through the Federal Highway Administration under the U.S. Department of Transportation. As you know, this grant would provide critical funding to construct a one-mile segment of the Phase 2 portion of the I-90 Snoqualmie Pass East Project (I-90 Project) in Washington.

The Western Transportation Institute (WTI), a renowned leader in the study of road effects on the natural environment, is working to develop and implement solutions to road ecology problems throughout western North America. Since 2007, we have been working with the Washington State Department of Transportation to conduct pre-construction wildlife monitoring in the I-90 Snoqualmie Pass region. The I-90 Project serves as a global model in its efforts to enhance ecological connectivity across a major transportation corridor, and to work with a broad and diverse suite of partners to achieve this important goal. Skirted on either side by the rugged Okanogan-Wenatchee and Mt. Baker-Snoqualmie National Forests, I-90 bisects a vital link in the north-south movement of wildlife in the Cascades. The construction of wildlife crossing structures and wildlife fencing will help facilitate the safe passage of wildlife throughout the area.

In these challenging times, the I-90 Project provides very tangible safety, economic, and environmental benefits to Washington and the nation. We appreciate your giving consideration to this important grant application.

Sincerely,



Robert Long, Ph.D.
Research Ecologist



CENTRAL WASHINGTON UNIVERSITY

October 21, 2011

The Honorable Secretary Raymond L. LaHood
TIGER Discretionary Grants
U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Ave, SE
Washington DC 20590

Dear Secretary LaHood:

I am writing in support of the I-90 Project, I-90 Snoqualmie East Phase 2B, named in the TIGER III application submitted by Kittitas County Department of Public Works. The project is important to the university in many ways. First, it improves safety of this vital east-west passage for our students and faculty who traverse the pass between Ellensburg and the Puget Sound area frequently. Second, it is responsive to CWU's interest in the environment and in responsible management of the earth's resources. Third, it provides an outstanding opportunity for faculty and students to be engaged in research in the public interest.

I also want to confirm and document Central Washington University's (CWU) interest in continuing our partnership with your agency in planning for and assessing enhancements to ecological connectivity and traffic safety in the project area. While WSDOT works diligently to alleviate avalanche danger, stabilize slopes, build new bridges and resurface the highway, CWU scientists and students are using their knowledge and expertise to study of the effects of proposed highway upgrades on fish and wildlife. As a committed member of a team of partners we will help ensure the project provides safe passage for both motorists and wildlife.

The university brings much to this project. Our biologists have expertise in this area of investigation and have already conducted preliminary studies that position them to contribute to the scientific investigations in real-world conditions. As a regional university, we have a long-standing devotion to applied research. CWU has a strong interest and long history in developing and sustaining partnerships toward solving human and environmental problems. This project establishes just such a partnership among CWU, your agency, and non-governmental organization such as the I-90 Wildlife Bridges Coalition, and brings the unique strengths of each to bear on a solution that benefits the entire state.

President's Office

400 East University Way . Ellensburg WA 98926-7501 . Office: 509-963-2111 . Fax: 509-963-3206

EEO/AA/TITLE IX INSTITUTION • TDD 509-963-2143

If you have any questions about CWU's commitment to and participation in this project please contact Dr. David Darda, associate dean of the College of the Sciences (509-963-3207, dardad@cwu.edu) or Dr. Paul James, chair of the Department of Biology (509-963-1895, jamesp@cwu.edu).

Sincerely,

A handwritten signature in black ink, appearing to read "James A. Gaudino". The signature is fluid and cursive, with the first name "James" being the most prominent.

James A. Gaudino
President

CC:
Kirk Holmes, Kittitas County
Secretary of Transportation Paula Hammond
Brian White, WSDOT



CENTRAL WASHINGTON UNIVERSITY

October 21, 2011

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TIGER Discretionary Grants
U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Ave, SE
Washington DC 20590

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Sincerely,

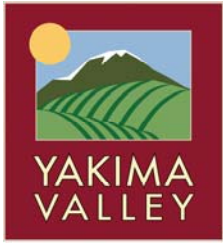
Sid Morrison
Board of Trustees Chair, Central Washington University

CC: Kirk Holmes, Kittitas County
Secretary of Transportation Paula Hammond
Brian White, WSDOT

Board of Trustees

400 East University Way . Ellensburg WA 98926-7501 . Office: 509-963-2111 . Fax: 509-963-3206

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**Yakima Valley
Visitors & Convention Bureau**

10 North 8th Street
Yakima, WA 98901

T: 509-575-3010
F: 509-575-6252
800-221-0751
www.visityakima.com

October 19, 2011

The Honorable Secretary Raymond L. LaHood
TIGER Discretionary Grants
U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Ave, SE
Washington DC 20590

Dear Secretary LaHood,

I strongly support Kittitas County's application for a Transportation Investment Generating Economic Recovery (TIGER III) grant through the Federal Highway Administration under the U.S. Department of Transportation. This grant would provide funding to construct one mile of the Phase 2 portion of the I-90 Snoqualmie Pass East Project (I-90 Project) in Washington State.

As you may be aware, interstate 90 is the main east-west transportation corridor in Washington, and the uninterrupted movement of people and freight across the state is critically important to our economic vitality. You will undoubtedly here from many others about the critical need to continue to improve I-90 for freight capacity. As one of the major agricultural regions in the United States, the Yakima Valley exports large quantities of our products over Snoqualmie Pass and it is crucial to the success of the Eastern Washington agricultural industry.

I would like to point out the value I-90 plays in our state's tourism industry. According to most recent research by the Washington State Department of Commerce, tourism is a \$15 billion industry for Washington creating or supporting 140,000 jobs. I-90 is the major arterial to transport visitors around our state, and for the 19 counties in Eastern Washington, I-90 is the lifeline to bring visitors to our region.

We support this TIGER III application because ongoing upgrades to I-90 create safe, reliable, and economical transportation for vehicular and freight movement. We want to ensure that I-90 remains the critical link connecting Washington communities, the nation, and world.

Sincerely,

John Cooper

John Cooper
President and CEO



CENTER FOR LARGE LANDSCAPE CONSERVATION

22 September 2011

The Honorable Secretary Raymond L. LaHood
TIGER Discretionary Grants
U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Ave, SE
Washington DC 20590

Dear Secretary LaHood,

I am pleased to write in support of Kittitas County's application for a Transportation Investment Generating Economic Recovery (TIGER III) grant through the Federal Highway Administration under the U.S. Department of Transportation. This grant would provide funding to construct one mile of the Phase 2 portion of the I-90 Snoqualmie Pass East Project (I-90 Project) in Washington State.

The Center for Large Landscape Conservation, established in 2007, is a nonprofit corporation located in Bozeman, Montana. Our mission is to create strategies to solve nature's large scale challenges such as climate change and habitat fragmentation. We see the I-90 Snoqualmie Pass East Project as a transportation effort that not only addresses transportation capacity needs, but is designed in a manner that incorporates habitat connectivity measures that assist wildlife in adapting to a changing climate. These measures impact wildlife locally and regionally, while setting a strong example at the national level for how to integrate economic and ecological values into a project.

In addition to the important environmental benefits of the project, the I-90 project has very tangible safety and economic benefits that will impact the nation, state, and region over the medium and long term. The Snoqualmie Pass portion of I-90 is a strategic freight corridor due the international, domestic, and intrastate trade that it carries. Thirty-five million tons of freight cargo, or \$500 billion worth of goods, crosses I-90 Snoqualmie Pass every year. This project will have a significant effect on reducing the costs of transporting national and local export cargos by adding roadway capacity, replacing the deteriorated concrete of existing lanes (preserving our nation's infrastructure), straightening sharp roadway curves, and adding chain up/off areas for improved winter time driving conditions and safety.

In summary, CLLC supports this TIGER III application because the I-90 Project creates safe, reliable, and economical transportation for vehicular and freight movement. Additionally, we want to ensure that I-90 remains the critical link connecting Washington communities, the nation, and world.

Sincerely,

Gary Tabor
Executive Director

CENTER FOR LARGE LANDSCAPE CONSERVATION
P.O. Box 1587, Bozeman, MT 59771 406.586.8082
www.climateconservation.org

August 26, 2011

The Honorable Secretary Raymond L. LaHood
TIGER Discretionary Grants
U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary LaHood,

I am pleased to write in support of Kittitas County's application for a Transportation Investment Generating Economic Recovery (TIGER III) grant through the Federal Highway Administration under the U.S. Department of Transportation. This grant would provide funding to construct one miles of the Phase 2 portion of the I-90 Snoqualmie Pass East Project (I-90 Project) in Washington State.

This project has very tangible safety, economic, and environmental benefits that will impact the nation, state, and region over the medium and long term. Interstate 90 is the main east-west transportation corridor in Washington, and the uninterrupted movement of people and freight across the state is critically important to our economic vitality. The Snoqualmie Pass portion of I-90 is a strategic freight corridor due the international, domestic, and intrastate trade that it carries. Thirty-five million tons of freight cargo, or \$500 billion worth of goods, crosses I-90 Snoqualmie Pass every year. This project will have a significant effect on reducing the costs of transporting national and local export cargos by adding roadway capacity, replacing the deteriorated concrete of existing lanes (preserving our nation's infrastructure), straightening sharp roadway curves, and adding chain up/off areas for improved winter time driving conditions and safety.

The project will also have immediate short-term benefits through job creation and stimulus in the economically distressed Kittitas County. It will also improve the ecological connectivity of the area. I-90 currently acts as a barrier to fish, aquatic, and wildlife movement in the Cascade Mountains. This project includes the installation of fish passage and wildlife crossing structures that allow the safe movement of these species over and under the interstate.

It is vital for our industry that the Interstate roadways stay viable. Alone, our company is trucking an average of 320 containers each week over I-90. Within our industry, it's estimated to be over 1200 containers each week. It is crucial to keep the roadway maintained so that we can quickly and easily get our products to the Ports of Seattle and Tacoma and on to our customers worldwide in a timely matter.

In summary, we support this TIGER III application because the I-90 Project creates safe, reliable, and economical transportation for vehicular and freight movement. Additionally, we want to ensure that I-90 remains the critical link connecting Washington communities, the nation, and world.

Sincerely,

Mark T. Anderson
CEO/President

I-90

WILDLIFE BRIDGES

COALITION



**SAFE PASSAGE
HYAK TO EASTON**

STEERING COMMITTEE MEMBERS

Alpine Lakes Protection Society
Biodiversity Northwest
Conservation Northwest
Kittitas Audubon Society
Seattle Audubon Society
Sierra Club
The Cascades Conservation Partnership

ENDORING ORGANIZATIONS

American Rivers
Animal Advocates of the Inland NW
Crystal Conservation Coalition
Defenders of Wildlife
Center for Tribal Water Advocacy
Earth Ministry
Friends of the Carbon River
Gifford Pinchot Task Force
Humane Society of the USA
League of Women Voters of WA
Middle Green River Coalition
North Cascades Audubon Society
Rainier Audubon Society
Tahoma Audubon Society
The Mountaineers
The Nature Conservancy of WA
The Rewilding Institute
WashPIRG
Washington Environmental Council
Wildlands Ctr for Preventing Roads
Wolf Haven International
1000 Friends of Washington

ENDORING BUSINESSES

BUTY Winery
Fish Brewing Company
Grouse Mountain Farm
Mellon Private Wealth Management
Okanogan Bottling Company
Olympic Outfitters
Outdoor Research
Portage Bay Goods
Seventh Generation

October 27, 2011

Secretary Raymond L. LaHood
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: TIGER Grants- I-90 Snoqualmie Pass East, Washington State

Dear Secretary LaHood:

The I-90 Wildlife Bridges Coalition is pleased to support the Washington Department of Transportation's application for a Transportation Investment Generating Economic Recovery (TIGER) Grant for the I-90 Snoqualmie Pass East project (I-90 Project) in Washington state. Our coalition recognizes the remarkable innovation used in designing this project that will improve the safety of I-90 for both people and wildlife, while upgrading the roadway to allow the important movement freight and traffic across the Cascade mountains in our state.

I-90 is the main east-west transportation corridor across Washington state, and the uninterrupted movement of people, freight, and recreation across this interstate is critically important to the economic vitality of our state. WSDOT, through this project, is working to ensure that I-90 remains as the critical link connecting the large population centers and businesses of the Puget Sound with the agricultural and recreational activities of eastern Washington for decades to come. The I-90 project not only provides jobs immediately to our state, but addresses infrastructure issues that will have long lasting positive impacts on our economy.

The I-90 Wildlife Bridges Coalition advocates for high quality wildlife connectivity measures on I-90, and has become a strong partner with WSDOT in ensuring the successful implementation and monitoring of the I-90 Snoqualmie Pass East Project. We have nearly 100 citizen volunteers tracking wildlife on the roadway, and are on our 5th year of going into classrooms across the state with WSDOT to discuss the importance of transportation planning that considers the needs of wildlife and waterways. We commend the I-90 Project Team for developing a highway project that helps our Cascades ecosystem adapt to the uncertainties of climate change.

Despite tight budgets, our state legislature has made significant investments in I-90. The TIGER grant will allow WSDOT to continue to implement key elements of this innovative design. We fully support WSDOT in their efforts to secure TIGER grant funding for this important project.

Sincerely,

Charles C. Raines
Director

ADMINISTERED BY
Conservation Northwest
ADDRESS
3600 15th Ave W #101
Seattle, WA 98119

PHONE
(206) 675-9747
FAX
(206) 675-1007

WEB
www.i90wildlifebridges.org
EMAIL
info@i90wildlifebridges.org