

Appendix A: Letters of Support

The following letters supporting the SR 520 Medina to SR 202: Eastside transit and HOV Project's TIGER grant application are included in this appendix:

- Sen. Mary Margaret Haugen, Chair, State Senate Transportation Committee
Rep. Judy Clibborn, Chair, State House Transportation Committee
- City of Clyde Hill
- City of Kirkland
- City of Medina
- City of Redmond
- Town of Hunts Point
- Town of Yarrow Point
- Microsoft
- Ford Motor Company
- Inrix



Washington State Legislature

September 15, 2009

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

RE: TIGER Discretionary Grants

Dear Secretary LaHood:

We are writing to urge your approval of the Washington State Department of Transportation's (WSDOT) application for TIGER discretionary grant funds for the SR 520 Bridge Replacement and HOV Program.

The State of Washington has consistently shown its commitment to the replacement of this vital regional corridor. The Legislature has already committed nearly \$2 billion to the SR 520 corridor program in the form of gas tax and future tolling revenues. In 2003, and again in 2005, the Legislature dedicated substantial allocations from voter-approved gas taxes to fund planning and design of the program. In 2006, the Legislature confirmed the Governor's commitment to construct a new SR 520 floating bridge and its approaches with a complete HOV system and regional transit and bicycle/pedestrian facilities. In the 2009 session, the Legislature authorized an innovative early tolling policy that will enable WSDOT to implement electronic, variable-rate tolling in 2010 to contribute substantially to the program's finance plan.

We are committed to continuing to advance the SR 520 corridor program during the 2010 legislative session. Federal stimulus funding from the TIGER discretionary grant would be a critical component of the funding plan to move the program forward and would continue our partnership with the USDOT and FHWA.

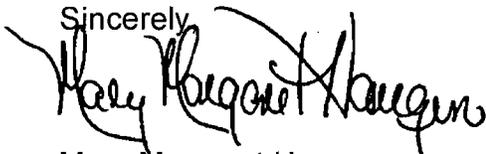
The TIGER grant will ensure construction of critical transportation and safety elements within the SR 520 corridor by contributing to the financing of the Medina to SR 202: Eastside Transit and HOV Project.

The grant meets the objectives set forth in the criteria in the following ways:

- Improving transit access will aid the efficient flow of people between the critical employment areas of downtown Seattle and downtown Bellevue, Kirkland and Redmond, and between the University of Washington and the Microsoft campus, enhancing the economic competitiveness of the region, the State and the Nation.
- Lidded interchanges will improve livability by reconnecting communities that were divided over 40 years ago by construction of the original SR 520 corridor. They will further increase modal options by connecting to transit stations, and regional and local bicycle and pedestrian paths.
- Thousands of jobs will be created. WSDOT estimates that, when fully funded, over 6,000 new construction and construction-related jobs will be created by the Medina to SR 202: Eastside Transit and HOV Project over the life of the project.
- The funds will ensure the SR 520 corridor remains in good repair by rebuilding a critical portion of the highway to ensure that people and goods flow between major commercial centers.
- New high-occupancy vehicle (HOV) lanes and expanded shoulders, coupled with active traffic management (ATM) technology, improve corridor safety and reliability.
- Environmental improvements like minimized greenhouse gas emissions, stormwater treatment, noise walls and restored fish habitat will enhance our region's sustainability.
- WSDOT will implement innovative technologies including real-time driver information and variable speed limits to enhance safety and operational efficiency.

The Puget Sound region is growing rapidly, especially in the areas served by the SR 520 corridor on the east side of Lake Washington. We strongly support the SR 520 Bridge Replacement and HOV Program's efforts to respond to enhance our region's safety and economic competitiveness. We urge you to fund WSDOT's application for the TIGER discretionary grant.

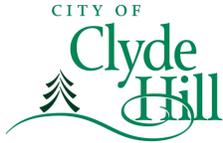
Sincerely,



Mary Margaret Haugen
State Senator, 10th District
Senate Transportation Chairman



Judy Clibborn
State Representative, 41st District
House Transportation Chairman



9605 NE 24th Street • Clyde Hill, Washington 98004
425-453-7800 • Fax: 425-462-1936 • www.clydehill.org

August 26, 2009

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

RE: Support for SR 520 TIGER Discretionary Grants

Dear Secretary LaHood:

On behalf of the City of Clyde Hill, I am writing to support the Washington State Department of Transportation's (WSDOT) application for TIGER discretionary grant funds for the SR 520 Bridge Replacement and HOV Program, Medina to SR 202: Eastside Transit and HOV Project. I have been working with WSDOT on behalf of my constituents to complete this important regional project for over a decade, with some on my staff working on this project even longer than that. We look forward to seeing our vision finally achieved as construction approaches. The TIGER grant will ensure construction of critical transportation, transit and safety elements within the SR 520 corridor that will benefit the region and our community.

I understand that the grant meets the objectives set forth in the criteria in the following ways:

- Improving transit access will aid the efficient flow of people between the critical employment areas of downtown Seattle and downtown Bellevue, Kirkland and Redmond, and between the University of Washington and the Microsoft campus, enhancing the economic competitiveness of the region, the State and the Nation.
- Lidded interchanges will improve livability in our community by reconnecting communities that were divided over 40 years ago by construction of the original SR 520 corridor. The lidded interchanges will further increase modal options by connecting to transit stations, regional and local bicycle and pedestrian paths.
- Thousands of jobs will be created. WSDOT estimates that when fully funded, over 6,000 new construction and construction-related jobs will be created by the Medina to SR 202: Eastside Transit and HOV Project over the life of the project.

- Collaboration with communities and jurisdictions, like Clyde Hill, contributed to context sensitive designs for lids, trails, walls and other corridor elements.
- The funds will ensure the SR 520 corridor remains in good repair by rebuilding a critical portion of the highway to ensure that people and goods flow between major commercial centers.
- New high-occupancy vehicle (HOV) lanes and expanded shoulders, coupled with active traffic management (ATM) technology, improve corridor safety and reliability.
- Environmental improvements like minimized greenhouse gas emissions, stormwater treatment, noise walls and restored fish habitat will enhance our region's sustainability.
- WSDOT will implement innovative technologies including real-time driver information and variable speed limits to enhance safety and operational efficiency.

The Puget Sound region is growing rapidly, especially in the areas served by the SR 520 corridor on the east side of Lake Washington. I strongly support the SR 520 Bridge Replacement and HOV Program's efforts to enhance our region's safety and economic competitiveness. I urge you to fund WSDOT's application for the TIGER discretionary grant. Thank you for your serious consideration of this important application.

Very truly yours,

A handwritten signature in black ink, appearing to read "Martin", written in a cursive style.

George S. Martin
Mayor



September 4, 2009

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

RE: Support for SR 520 TIGER Discretionary Grants

Dear Secretary LaHood:

On behalf of the City of Kirkland, I am writing to support the Washington State Department of Transportation's (WSDOT) application for TIGER discretionary grant funds for the SR 520 Bridge Replacement and HOV Program, Medina to SR 202: Eastside Transit and HOV Project. We have been working with WSDOT on behalf of my constituents to complete this important regional project for many years. We look forward to seeing our vision achieved as construction approaches. The TIGER grant will ensure construction of critical transportation, transit and safety elements within the SR 520 corridor.

The grant meets the objectives set forth in the criteria in the following ways:

- Improving transit access will aid the efficient flow of people between the critical employment areas of downtown Seattle and downtown Bellevue, Kirkland and Redmond, and between the University of Washington and the Microsoft campus, enhancing the economic competitiveness of the region, the State and the Nation.
- Lidded interchanges will improve livability by reconnecting communities that were divided over 40 years ago by construction of the original SR 520 corridor. They will further increase modal options by connecting to transit stations, and regional and local bicycle and pedestrian paths.
- Thousands of jobs will be created. WSDOT estimates that, when fully funded, over 6,000 new construction and construction-related jobs will be created by the Medina to SR 202: Eastside Transit and HOV Project over the life of the project.
- Collaborations with communities and jurisdictions, like mine, contributed to context sensitive designs for lids, trails, walls and other corridor elements.



- The funds will ensure the SR 520 corridor remains in good repair by rebuilding a critical portion of the highway to ensure that people and goods flow between major commercial centers.
- New high-occupancy vehicle (HOV) lanes and expanded shoulders, coupled with active traffic management (ATM) technology, improve corridor safety and reliability.
- Environmental improvements like minimized greenhouse gas emissions, storm water treatment, noise walls and restored fish habitat will enhance our region's sustainability.
- WSDOT will implement innovative technologies including real-time driver information and variable speed limits to enhance safety and operational efficiency.

The Puget Sound region is growing rapidly, especially in the areas served by the SR 520 corridor on the east side of Lake Washington. I strongly support the SR 520 Bridge Replacement and HOV Program's efforts to enhance our region's safety and economic competitiveness. I urge you to fund WSDOT's application for the TIGER discretionary grant.

Sincerely,
Kirkland City Council

A handwritten signature in blue ink, which appears to read "James L. Lauinger".

By: James L. Lauinger, Mayor



501 EVERGREEN POINT ROAD • P.O. BOX 144 • MEDINA, WA 98039
TELEPHONE 425-233-6400 • FAX 425-454-8490 • www.medina-wa.gov

September 2, 2009

Ray LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Ave. S.E.
Washington, DC 20590

Re: Support for SR 520 TIGER Discretionary Grants

Dear Secretary LaHood,

As Mayor of the City of Medina, Washington, I am writing to support the Washington State Department of Transportation's (WSDOT) application for TIGER discretionary grant funds for the SR 520 Bridge Replacement and HOV Program, Medina to SR 202: Eastside Transit and HOV Project. The SR 520 Bridge Replacement and HOV Program is a project of great significance to the City of Medina, it is referenced in the city's strategic goals, and funding for the project is one of the city's legislative priorities for 2009. The TIGER grant will support that priority and provide for construction of critical transportation, transit and safety elements within the SR 520 corridor.

As I understand it, the grant will be used by WSDOT to achieve the following objectives:

- Improving transit access will aid the efficient flow of people between the critical employment areas of downtown Seattle and downtown Bellevue, Kirkland and Redmond, and between the University of Washington and the Microsoft campus, enhancing the economic competitiveness of the region, the State and the Nation.
- Lidded interchanges will improve livability by reconnecting communities that were divided over 40 years ago by construction of the original SR 520 corridor. They will further increase modal options by connecting to transit stations, and regional and local bicycle and pedestrian paths.
- Thousands of jobs will be created. WSDOT estimates that, when fully funded, over 6,000 new construction and construction-related jobs will be created by the Medina to SR 202: Eastside Transit and HOV Project over the life of the project.
- Collaborations with communities and jurisdictions, like mine, contributed to context sensitive designs for lids, trails, walls and other corridor elements.
- The funds will ensure the SR 520 corridor remains in good repair by rebuilding a critical portion of the highway to ensure that people and goods flow between major commercial centers.
- New high-occupancy vehicle (HOV) lanes and expanded shoulders, coupled with active traffic management (ATM) technology, improve corridor safety and reliability.

- Environmental improvements like minimized greenhouse gas emissions, storm water treatment, noise walls and restored fish habitat will enhance our region's sustainability.
- WSDOT will implement innovative technologies including real-time driver information and variable speed limits to enhance safety and operational efficiency.

The Puget Sound region is growing rapidly, especially in the areas served by the SR 520 corridor on the east side of Lake Washington. I strongly support the SR 520 Bridge Replacement and HOV Program's efforts to enhance our region's safety and economic competitiveness. I urge you to fund WSDOT's application for the TIGER discretionary grant.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Nelson", followed by a long horizontal flourish.

Mark Nelson
Mayor Medina, Washington



September 3, 2009

Ray LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

RE: Support for TIGER Discretionary Grant for SR 520 Corridor Improvements

Dear Secretary LaHood:

On behalf of the City of Redmond, Washington, I am writing to support the Washington State Department of Transportation's (WSDOT) application for TIGER discretionary grant funds for the *SR 520 Bridge Replacement and HOV Program, Medina to SR 202: Eastside Transit and HOV Project*. TIGER grant funds will be used to build critical highway, transit and safety improvements within the SR 520 corridor, a major Washington State transportation corridor. I have been working with WSDOT to ensure that this project is completed as expeditiously as possible so as to enhance our region's mobility and economic competitiveness.

The grant meets the objectives set forth in the criteria in the following ways:

- Rebuilding a critical portion of the SR 520 corridor to ensure that people and goods flow safely between major commercial centers is vital to the economic competitiveness of the region and State.
- Improving transit access between the critical employment areas of downtown Seattle and downtown Bellevue, Kirkland and Redmond, and between the University of Washington and the Microsoft campus, enhancing the economic competitiveness of the region, the State and the Nation.
- Innovative use of technology and design, including new high-occupancy vehicle (HOV) lanes, expanded highway shoulders, and use of active traffic management (ATM) technology such as real-time driver information and variable speed limits, will improve corridor safety, operational efficiency and travel reliability.
- Lidded interchanges on the corridor will increase modal options with improved access to transit stations and regional and local bicycle and pedestrian paths, and will reconnect communities that were divided over 40 years ago by construction of the original SR 520 corridor.

Ray LaHood, Secretary

RE: Support for TIGER Discretionary Grant for SR 520 Corridor Improvements

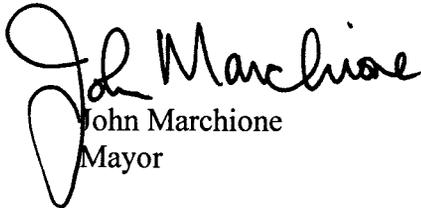
September 3, 2009

Page 2 of 2

- Collaboration with WSDOT, communities and jurisdictions, like mine, contributed to public support for the project and context sensitive designs for lids, trails, walls and other corridor elements.
- Environmental improvements like minimized greenhouse gas emissions, stormwater treatment, noise walls and restored fish habitat will enhance our region's sustainability.
- Thousands of jobs will be created. WSDOT estimates that, when fully funded, over 6,000 new construction and construction-related jobs will be created by the Medina to SR 202: Eastside Transit and HOV Project over the life of the project.

The Puget Sound region is growing rapidly, especially in the areas served by the SR 520 corridor on the east side of Lake Washington. This project is necessary for the safety and economic well-being of the region. I strongly support the State's efforts to enhance our region's safety and economic competitiveness. I urge you to fund WSDOT's application for the TIGER discretionary grant.

Sincerely,



John Marchione
Mayor



3000 Hunts Point Road
Hunts Point, Washington 98004 -1121
425.455.1834 fax 425.454.4586
www.huntspoint-wa.gov

September 3, 2009

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

RE: Support for SR 520 TIGER Discretionary Grants

Dear Secretary LaHood:

On behalf of the Town of Hunts Point, I am writing to support the Washington State Department of Transportation's (WSDOT) application for TIGER discretionary grant funds for the SR 520 Bridge Replacement and HOV Program, Medina to SR 202: Eastside Transit and HOV Project. I have been working with WSDOT on behalf of my constituents to complete this important regional project for over a decade. We look forward to seeing our vision achieved as construction approaches. The TIGER grant will ensure construction of critical transportation, transit and safety elements within the SR 520 corridor.

The grant meets the objectives set forth in the criteria in the following ways:

- Improving transit access will aid the efficient flow of people between the critical employment areas of downtown Seattle and downtown Bellevue, Kirkland and Redmond, and between the University of Washington and the Microsoft campus, enhancing the economic competitiveness of the region, the State and the Nation.
- Lidded interchanges will improve livability by reconnecting communities that were divided over 40 years ago by construction of the original SR 520 corridor. They will further increase modal options by connecting to transit stations, and regional and local bicycle and pedestrian paths.
- Thousands of jobs will be created. WSDOT estimates that, when fully funded, over 6,000 new construction and construction-related jobs will be created by the Medina to SR 202: Eastside Transit and HOV Project over the life of the project.
- Collaborations with communities and jurisdictions, like mine, contributed to context sensitive designs for lids, trails, walls and other corridor elements.
- The funds will ensure the SR 520 corridor remains in good repair by rebuilding a critical portion of the highway to ensure that people and goods flow between major commercial centers.
- New high-occupancy vehicle (HOV) lanes and expanded shoulders, coupled with active traffic management (ATM) technology, improve corridor safety and reliability.

- Environmental improvements like minimized greenhouse gas emissions, stormwater treatment, noise walls and restored fish habitat will enhance our region's sustainability.
- WSDOT will implement innovative technologies including real-time driver information and variable speed limits to enhance safety and operational efficiency.

The Puget Sound region is growing rapidly, especially in the areas served by the SR 520 corridor on the east side of Lake Washington. I strongly support the SR 520 Bridge Replacement and HOV Program's efforts to enhance our region's safety and economic competitiveness. I urge you to fund WSDOT's application for the TIGER discretionary grant.

Sincerely,

A handwritten signature in cursive script that reads "Fred McConkey". The signature is written in black ink and is positioned above the printed name.

Fred McConkey
Mayor, Town of Hunts Point

TOWN OF YARROW POINT

4030 - 95th Avenue N.E.
Yarrow Point, Washington 98004
Tel: (425) 454-6994 / Fax: (425) 454-7899

September 3, 2009

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

RE: Support for SR 520 TIGER Discretionary Grants

Dear Secretary LaHood:

On behalf of the Town of Yarrow Point, I am writing to support the Washington State Department of Transportation's (WSDOT) application for TIGER discretionary grant funds for the SR 520 Bridge Replacement and HOV Program, Medina to SR 202: Eastside Transit and HOV Project. I have been working with WSDOT on behalf of my constituents to complete this important regional project for over a decade. We look forward to seeing our vision achieved as construction approaches. The TIGER grant will ensure construction of critical transportation, transit and safety elements within the SR 520 corridor.

The grant meets the objectives set forth in the criteria in the following ways:

- Improving transit access will aid the efficient flow of people between the critical employment areas of downtown Seattle and downtown Bellevue, Kirkland and Redmond, and between the University of Washington and the Microsoft campus, enhancing the economic competitiveness of the region, the State and the Nation.
- Lidded interchanges will improve livability by reconnecting communities that were divided over 40 years ago by construction of the original SR 520 corridor. They will further increase modal options by connecting to transit stations, and regional and local bicycle and pedestrian paths.
- Thousands of jobs will be created. WSDOT estimates that, when fully funded, over 6,000 new construction and construction-related jobs will be created by the Medina to SR 202: Eastside Transit and HOV Project over the life of the project.
- Collaborations with communities and jurisdictions, like mine, contributed to context sensitive designs for lids, trails, walls and other corridor elements.
- The funds will ensure the SR 520 corridor remains in good repair by rebuilding a critical portion of the highway to ensure that people and goods flow between major commercial centers.
- New high-occupancy vehicle (HOV) lanes and expanded shoulders, coupled with active traffic management (ATM) technology, improve corridor safety and reliability.

- Environmental improvements like minimized greenhouse gas emissions, stormwater treatment, noise walls and restored fish habitat will enhance our region's sustainability.
- WSDOT will implement innovative technologies including real-time driver information and variable speed limits to enhance safety and operational efficiency.

The Puget Sound region is growing rapidly, especially in the areas served by the SR 520 corridor on the east side of Lake Washington. I strongly support the SR 520 Bridge Replacement and HOV Program's efforts to enhance our region's safety and economic competitiveness. I urge you to fund WSDOT's application for the TIGER discretionary grant.

Sincerely,

A handwritten signature in black ink, appearing to be 'David Cooper', written in a cursive style.

David Cooper
Mayor of Yarrow Point



September 9, 2009

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

RE: TIGER Discretionary Grants

Dear Secretary LaHood:

I am writing to urge your approval of the Washington State Department of Transportation's (WSDOT) application for TIGER discretionary grant funds for the SR 520 Bridge Replacement and HOV Program.

Ford Motor Company, Inrix, and Microsoft have joined WSDOT for a public/private partnership to implement an innovative NewMobility component of the SR 520 project. Using information technology to integrate vehicles, electricity grid, transportation data, and infrastructure, the NewMobility program enhances mobility and livability in the region.

The TIGER grant will ensure construction of critical transportation and safety elements within the SR 520 corridor. The application meets the objectives set forth in the criteria in the following ways:

- Ford/Microsoft's SYNC platform integrates technologies to provide drivers with real time trip planning information online from home, via hands-free mobile devices, and at strategically placed NewMobility kiosks. Commuters benefit from enhanced multimodal travel options, better connections, and improved mobility.
- The NewMobility component also promotes sustainable communities and continues the region's investment in vehicle electrification, helping meet greenhouse gas reduction goals, create green jobs, and advance energy independence.
- The funds will ensure the SR 520 corridor remains in good repair by rebuilding a critical portion of the highway to ensure that people and goods flow between major commercial centers.
- Improving transit access will aid the efficient flow of people between the critical employment areas of downtown Seattle and downtown Bellevue, and between the University of Washington and the Microsoft campus, enhancing the economic competitiveness of the region, the State and the Nation.
- New high-occupancy vehicle (HOV) lanes and expanded shoulders improve corridor safety and reliability.
- Environmental improvements like stormwater treatment, noise walls and restored fish habitat will enhance our region's sustainability.

- Thousands of jobs will be created. WSDOT estimates that, when fully funded, over 6,900 construction and construction-related jobs will be created by the Medina to SR 202: Eastside Transit and HOV Project.
- WSDOT will implement innovative technologies including real-time driver information and variable speed limits to enhance safety and operational efficiency.
- Lidded interchanges will improve livability by reconnecting communities that were divided over 40 years ago by construction of the original SR 520 corridor. They will further increase modal options by connecting to transit stations, and regional and local bicycle and pedestrian paths.
- Collaborations with the private sector and communities and jurisdictions, like mine, contributed to context sensitive designs for lids, trails, walls and other corridor elements.

Sincerely,

A handwritten signature in black ink that reads "DeLee Shoemaker". The signature is written in a cursive, flowing style.

DeLee Shoemaker

Microsoft Corporation – Director State Government Affairs



Ford Motor Company

Sustainable Business Strategies
Ford Motor World Headquarters
Dearborn, Michigan 48126

September 8, 2009

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

RE: TIGER Discretionary Grants

Dear Secretary LaHood:

As a leading global auto manufacturer, with a long standing commitment to the design, development, and production of vehicles with electrified powertrains, Ford Motor Company is acutely interested in the successful deployment of Washington State Department of Transportation's (WSDOT) application for TIGER discretionary grant funds for the SR 520 Bridge Replacement and HOV Program.

We believe this project will provide the technologies required to maximize the integration of electric transportation into the grid. As such, we have joined WSDOT, Inrix, and Microsoft for a public/private partnership to implement an innovative component of the SR 520 project. Using information technology to integrate vehicles, electricity grid, transportation data, and infrastructure, the sustainable mobility program enhances mobility and livability in the region. It is a significant first step toward moving our nation to a robust demonstration of smart grid/vehicle integration. We believe substantial opportunities exist, moving forward, to develop and demonstrate the tools necessary to maximize grid efficiency while supporting energy efficient transportation.

Contingent on the award and subsequent discussions, Ford Motor Company hopes to be a major supplier of electrified vehicles for fleets within the demonstration, and work with the team to develop mobility solutions – both with vehicle technology as well as mobility connectivity tools.

Sincerely,

A handwritten signature in black ink that reads "John Viera". The signature is written in a cursive style with a large initial "J".

John Viera
Director, Sustainable Business Strategies

September 1, 2009

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

RE: TIGER Discretionary Grants

Dear Secretary LaHood:

I am writing to urge your approval of the Washington State Department of Transportation's (WSDOT) application for TIGER discretionary grant funds for the SR 520 Bridge Replacement and HOV Program.

Ford Motor Company, Inrix, and Microsoft have joined WSDOT for a public/private partnership to implement an innovative NewMobility component of the SR 520 project. Using information technology to integrate vehicles, electricity grid, transportation data, and infrastructure, the NewMobility program enhances mobility and livability in the region.

The TIGER grant will ensure construction of critical transportation and safety elements within the SR 520 corridor. The application meets the objectives set forth in the criteria in the following ways:

- Ford/Microsoft's SYNC platform integrates technologies to provide drivers with real time trip planning information online from home, via hands-free mobile devices, and at strategically placed NewMobility kiosks. Commuters benefit from enhanced multimodal travel options, better connections, and improved mobility.
- The NewMobility component also promotes sustainable communities and continues the region's investment in vehicle electrification, helping meet greenhouse gas reduction goals, create green jobs, and advance energy independence.
- The funds will ensure the SR 520 corridor remains in good repair by rebuilding a critical portion of the highway to ensure that people and goods flow between major commercial centers.
- Improving transit access will aid the efficient flow of people between the critical employment areas of downtown Seattle and downtown Bellevue, and between the University of Washington and the Microsoft campus, enhancing the economic competitiveness of the region, the State and the Nation.
- New high-occupancy vehicle (HOV) lanes and expanded shoulders improve corridor safety and reliability.

- Environmental improvements like stormwater treatment, noise walls and restored fish habitat will enhance our region's sustainability.
- Thousands of jobs will be created. WSDOT estimates that, when fully funded, over 6,900 construction and construction-related jobs will be created by the Medina to SR 202: Eastside Transit and HOV Project.
- WSDOT will implement innovative technologies including real-time driver information and variable speed limits to enhance safety and operational efficiency.
- Lidded interchanges will improve livability by reconnecting communities that were divided over 40 years ago by construction of the original SR 520 corridor. They will further increase modal options by connecting to transit stations, and regional and local bicycle and pedestrian paths.
- Collaborations with the private sector and communities and jurisdictions, like mine, contributed to context sensitive designs for lids, trails, walls and other corridor elements.

Sincerely,



Bryan P. Mistele
President & CEO