



City of Kenmore - 18120 68th Avenue NE - P.O. Box 82607 - Kenmore, WA 98028  
Phone: 425-398-8900 - Fax: 425-481-3236 - E-mail: [cityhall@kenmorewa.gov](mailto:cityhall@kenmorewa.gov)

**City of Kenmore**  
**Joint City Council Special Meeting to Discuss Sound Transit 3**  
**City Councils of Bothell, Kenmore, Lake Forest Park and Shoreline**  
**with the Mayor of Woodinville Attending**  
**Tuesday, January 12, 2016**  
Kenmore City Hall, Council Chambers  
18120 68th Ave. NE, Kenmore, WA 98028

**6:30 p.m. Reception**

**7:00 p.m. CALL SPECIAL MEETING TO ORDER**

**BUSINESS AGENDA**

Welcome - Mayor David Baker, Kenmore

Housekeeping Business

Introductions

Sound Transit 3 and SR 522/145th Street Corridor Topic Introduction - Mayor Baker

Sound Transit Board Members' Perspectives

- Sound Transit Board Member Claudia Balducci
- Sound Transit Board Member Fred Butler

Sound Transit 3 Overview and Process - Ric Ilgenfritz, Sound Transit Executive Director of Planning, Environment & Project Development

[Sound Transit PowerPoint](#)

SR 522/145th Street Corridor Overview - Fehr & Peers

ST3 Candidate Projects N-09, N-10, P-8 Overview and Analysis - Fehr & Peers

[P-08 - Light Rail Study](#)

[N-09, N-10 - 145th St. and SR 522 BRT & Parking](#)

[Infographic](#)

522 Transit Now! Coalition - Janet Quinn and Mark Abersold

Key Messages Discussion

[Key Messages Summary](#)

Next Steps

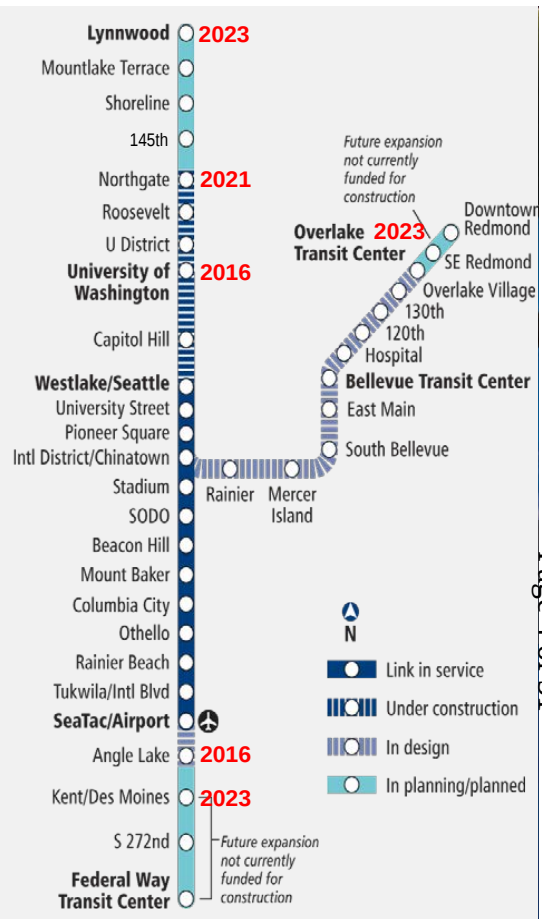
**ADJOURN SPECIAL MEETING**



# Regional Link light rail expansion



*By 2023, Puget Sound will have 50+ miles of light rail, with 30+ stations, directly connecting 11 cities*



# University Link

## Stations – Capitol Hill & UW

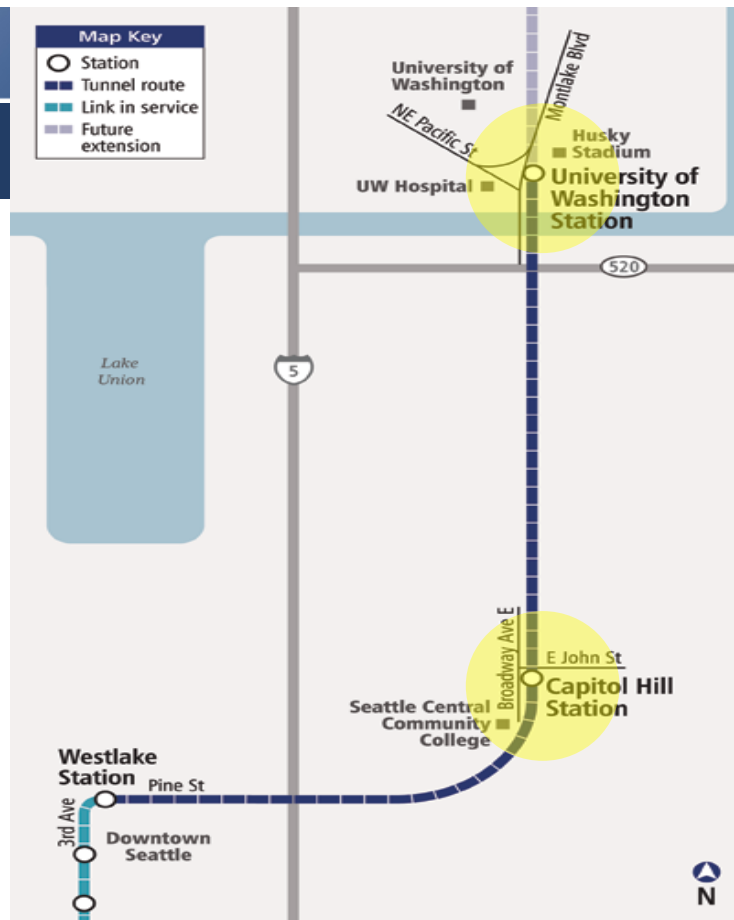
**Length:** 3.15 miles connects downtown Seattle to UW (Husky Stadium)

**Rider projection:** 71,000 daily riders by 2030, bringing the system-wide total to 114,000

**Budget:** \$1.9 billion  
(Federal funding - \$813m)

**Construction type:** Twin-bored tunnels

**Opening:** 1Q 2016



# University Link



**\$150 million**

under budget

**6 months**

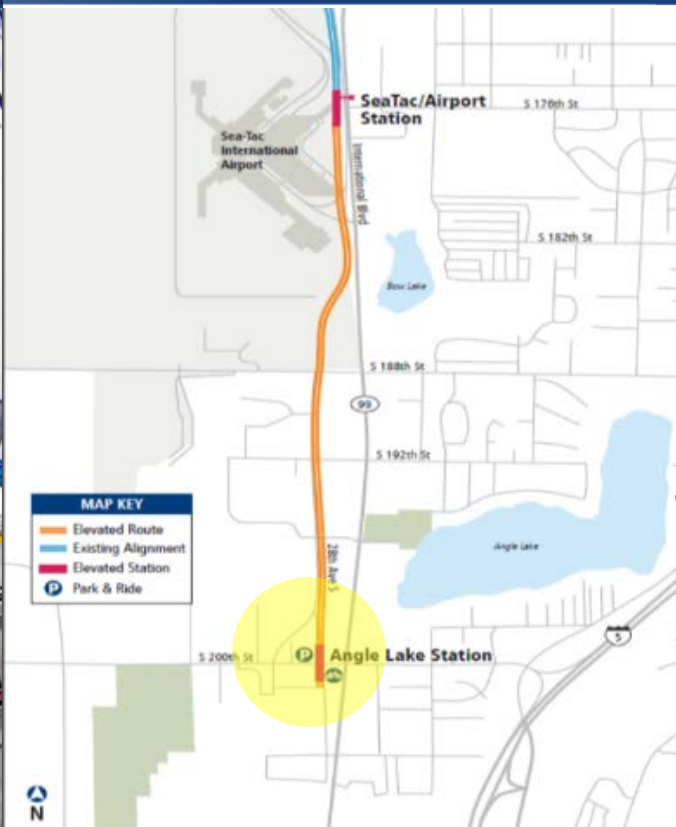
ahead of schedule

# Angle Lake Station

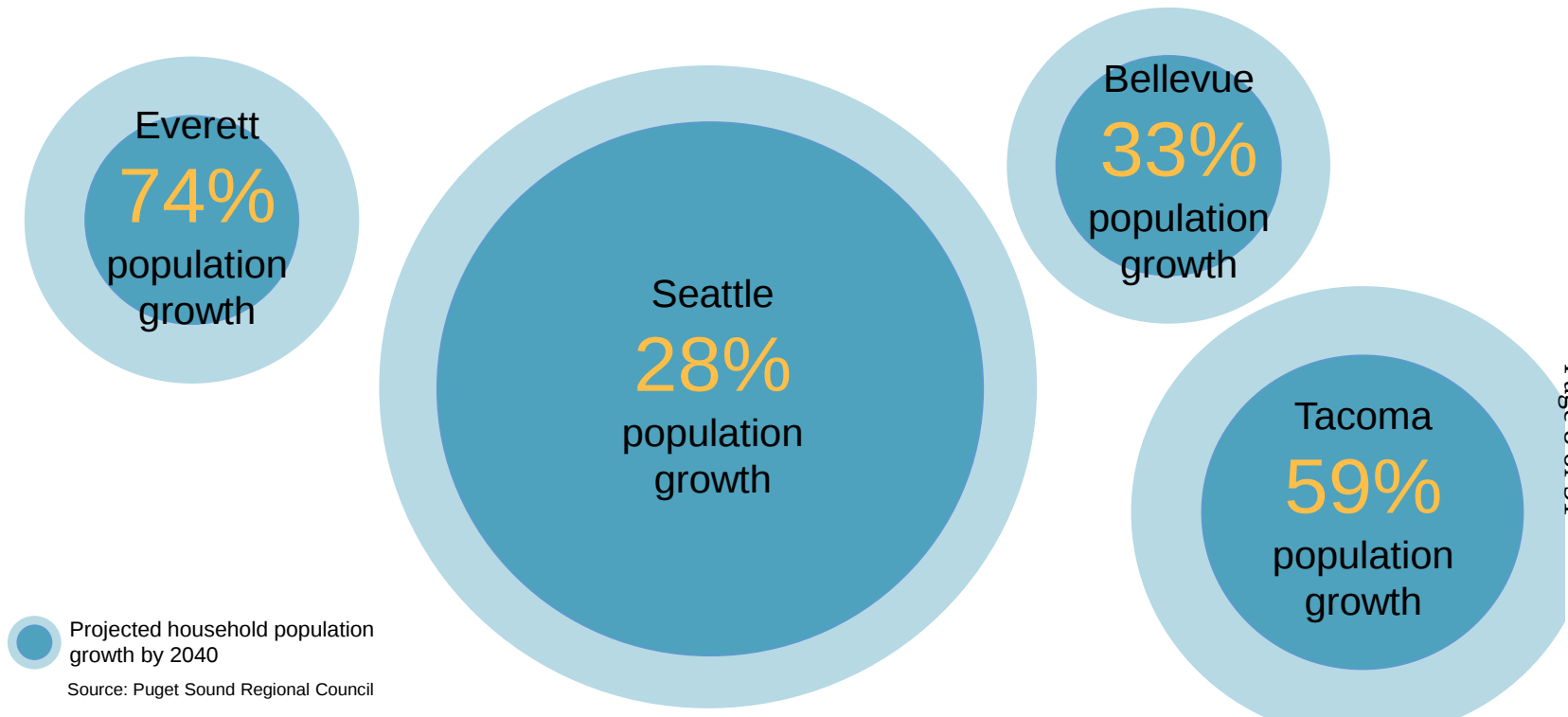
Opening  
Fall 2016



**SOUNDTRANSIT**  
RIDE THE WAVE

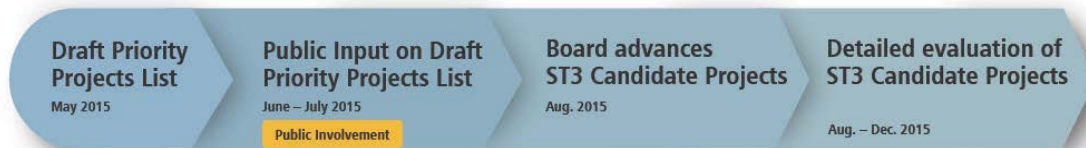


# More people are calling this home



# ST3 Timeline

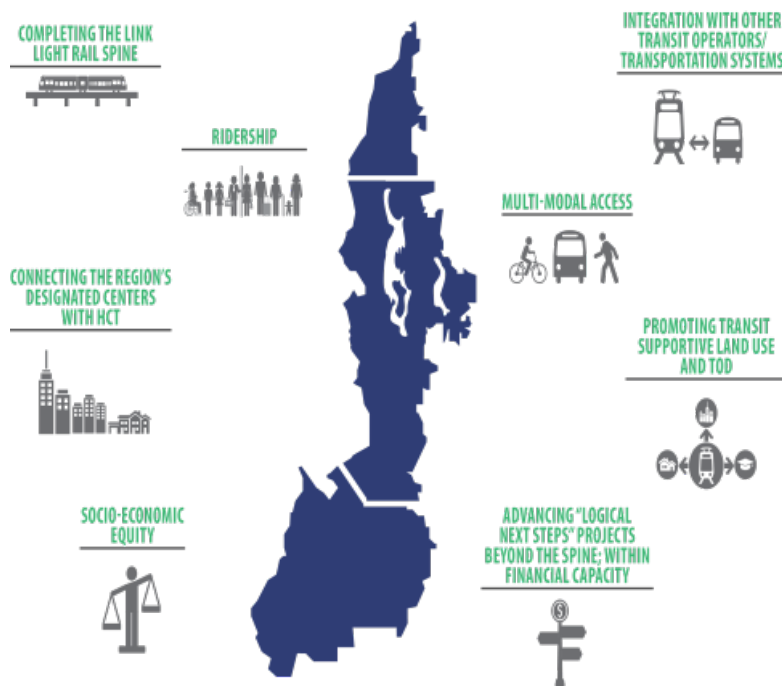
## 2015



## 2016

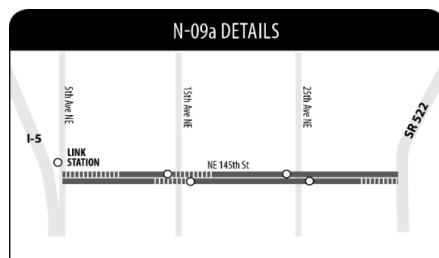


# ST Board's Core Priorities for ST3



# Review of ST3 Candidate Projects

## 522 Corridor, East King County

Page 12 of 31

## **N-09a - BRT on SR 523/145th to Connect to Link Station (Lower Capital)**

- **Capital Cost \$70 to \$75 million; 3,000 – 4,000 Daily Boardings**
- **Highlights:**
  - Facilitates BRT movements through key bottlenecks by implementing transit priority spot treatments at these locations
  - Similar to City of Shoreline's modified concept that achieves most project benefits while reducing property impacts and costs
  - Two station pairs (near 15th Ave. NE and 25th Ave. NE)
  - 10 minute peak headways
  - Some or all of the project elements could be implemented by local jurisdictions on behalf of Sound Transit

## **N-09b - BRT on SR 523/145th to Connect to Link Station (Higher Capital)**

- **Capital Cost \$126 to \$135 million; 3,500 – 4,500 Daily Boardings**
- **Highlights**
  - Includes outside Business Access Transit (BAT) lanes along NE 145<sup>th</sup> Street from SR 522 to Link Station
  - Three station pairs (near 15th Ave. NE, 20<sup>th</sup> Ave. NE, and 25th Ave. NE)
  - Upgraded sidewalk and curb extensions for the corridor
  - 10 minute peak headways
  - Some or all of the project elements could be implemented by local jurisdictions on behalf of Sound Transit

## N-10 - BRT on SR 522 to Vicinity of UW Bothell

- **Capital Cost \$290 to \$311 million; 3,000 – 4,000 Daily Boardings**
- **Highlights**
  - Completes “gaps” in BAT lanes and some sidewalk gaps
  - Three 300-space parking garages
  - 10 minute peak headways
  - On-street bus transfer point in Downtown Bothell
  - Expanded transit center at the UW Bothell
  - Benefits KCM Transit service/riders along corridor
  - Leverages prior transit investments in SR 522
  - To improve speed, provides fewer stations (7) than existing Route 522
  - Some or all project elements could be implemented by local jurisdictions on behalf of Sound Transit

## E-01: Overlake to Redmond LRT

### ST3 CANDIDATE PROJECT:

## OVERLAKE TO DOWNTOWN REDMOND LIGHT RAIL

### Corridor Summary



Date Last Modified: 11-25-2015

**MAP KEY**  
 — AT GRADE  
 - - - ELEVATED  
 ○ STATION AREA  
 — LIGHT RAIL ST2  
 ● ST2 LRT STATION



Alignments and stations shown are representative and are identified for purposes of cost estimating, ridership forecasting and other evaluation measures.

Release Date: 12-04-2015

### OVERLAKE TO DOWNTOWN REDMOND

Length: 3.7 Miles

ST3 Candidate Project E-01



|                                                |                 |
|------------------------------------------------|-----------------|
| REGIONAL LIGHT RAIL SPINE                      | YES             |
| RIDERSHIP (DAILY PROJECT RIDERS)               | 8,000—10,000    |
| CAPITAL COST (2014 \$ M)                       | \$1,041—\$1,114 |
| ANNUAL O&M COST (2014 \$ M)                    | \$11.83         |
| TRAVEL TIME (MIN)                              | 8               |
| RELIABILITY                                    | HIGH            |
| SYSTEM INTEGRATION                             | MEDIUM          |
| EASE OF NON-MOTORIZED ACCESS                   | MEDIUM-LOW      |
| PERCENT OF NON-MOTORIZED ACCESS                | 50—60%          |
| CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS | 2 CENTERS       |
| PLANS AND POLICIES                             | MEDIUM-HIGH     |
| MARKET SUPPORT                                 | MEDIUM-HIGH     |
| LAND USE AND DEVELOPMENT/ TOD POTENTIAL        |                 |
| POP PER ACRE (2014/2040)                       | 3 / 9           |
| ACTIVITY UNITS                                 |                 |
| EMP PER ACRE (2014/2040)                       | 11 / 20         |
| POP + EMP PER ACRE (2014/2040)                 | 14 / 29         |
| MINORITY/LOW-INCOME                            | 46% / 9%        |
| SOCIOECONOMIC BENEFITS                         |                 |
| POPULATION (2014/2040)                         | 3,200 / 8,700   |
| EMPLOYMENT (2014/2040)                         | 10,200 / 18,900 |

For additional information on evaluation measures, see <http://soundtransit3.org/document-library>.

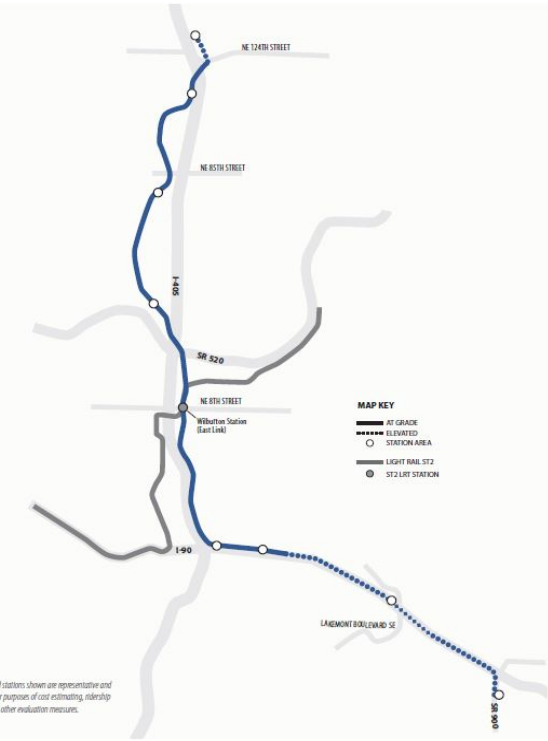
## E-03: Totem Lake to Issaquah LRT

### ST3 CANDIDATE PROJECT: **TOTEM LAKE TO ISSAQUAH LIGHT RAIL** Corridor Summary



Date Last Modified: 11-25-2015

Alignments and stations shown are representative and are identified for purposes of cost estimating, ridership forecasting and other evaluation measures.



Release Date: 12-04-2015

| TOTEM LAKE TO ISSAQUAH     |                                                |
|----------------------------|------------------------------------------------|
| Length: 17.5 Miles         |                                                |
| ST3 Candidate Project E-03 |                                                |
|                            |                                                |
|                            | REGIONAL LIGHT RAIL SPINE                      |
|                            | RIDERSHIP (DAILY PROJECT RIDERS)               |
|                            | CAPITAL COST (2014 \$ MI)                      |
|                            | ANNUAL O&M COST (2014 \$ MI)                   |
|                            | TRAVEL TIME (MIN)                              |
|                            | RELIABILITY                                    |
|                            | SYSTEM INTEGRATION                             |
|                            | EASE OF NON-MOTORIZED ACCESS                   |
|                            | PERCENT OF NON-MOTORIZED ACCESS                |
|                            | CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS |
| PLANS AND POLICIES         |                                                |
| MARKET SUPPORT             |                                                |
|                            | LAND USE AND DEVELOPMENT/ TOD POTENTIAL        |
| ACTIVITY UNITS             |                                                |
|                            | MINORITY/LOW-INCOME                            |
| SOCIOECONOMIC BENEFITS     |                                                |
| POPULATION (2014/2040)     |                                                |
| EMPLOYMENT (2014/2040)     |                                                |

For additional information on evaluation measures, see <http://soundtransit3.org/document-library>

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## E-06: Totem Lake to Bellevue BRT

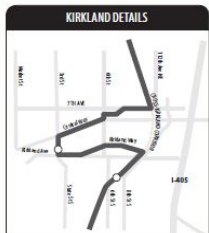
### ST3 CANDIDATE PROJECT:

### KIRKLAND-TOTEM LAKE TO BELLEVUE BUS RAPID TRANSIT

#### Corridor Summary



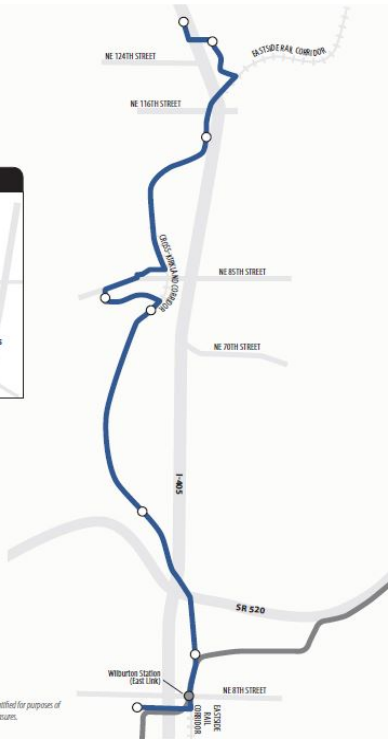
Date Last Modified: 11-25-2015



**MAP KEY**  
 LIGHT RAIL ST2  
 ST2 LRT STATION  
 BRT STATION

Alignments and stations shown are representative and are identified for purposes of cost estimating, ridership forecasting and other evaluation measures.

Release Date: 12-04-2015



### TOTEM LAKE TO BELLEVUE BRT

Length: 10 Miles  
ST3 Candidate Project E-06

|  |                                                |                              |
|--|------------------------------------------------|------------------------------|
|  | REGIONAL LIGHT RAIL SPINE                      | NO                           |
|  | RIDERSHIP (DAVEY PROJECT INDICATORS)           | 2,500—3,500                  |
|  | CAPITAL COST (2014 \$ M)                       | \$698—\$747                  |
|  | ANNUAL O&M COST (2014 \$ M)                    | \$14.72                      |
|  | TRAVEL TIME (MIN)                              | 35                           |
|  | RELIABILITY                                    | MEDIUM-HIGH                  |
|  | SYSTEM INTEGRATION                             | MEDIUM                       |
|  | EASE OF NON-MOTORIZED ACCESS                   | MEDIUM-LOW                   |
|  | PERCENT OF NON-MOTORIZED ACCESS                | 35—45%                       |
|  | CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS | 2 CENTERS                    |
|  | PLANS AND POLICIES                             | MEDIUM                       |
|  | MARKET SUPPORT                                 | MEDIUM-HIGH                  |
|  | LAND USE AND DEVELOPMENT / TPO POTENTIAL       | POP PER ACRE (2014/2040)     |
|  |                                                | 8 / 12                       |
|  | ACTIVITY UNITS                                 | EMP PER ACRE (2014/2040)     |
|  |                                                | 19 / 34                      |
|  |                                                | POP+EMP PER ACRE (2014/2040) |
|  |                                                | 27 / 46                      |
|  | MINORITY/LOW-INCOME                            | 30% / 8%                     |
|  | POPULATION (2014/2040)                         | 27,200 / 43,400              |
|  | EMPLOYMENT (2014/2040)                         | 68,600 / 119,300             |

For additional information on evaluation measures, see <http://soundtransit3.org/document-library>.

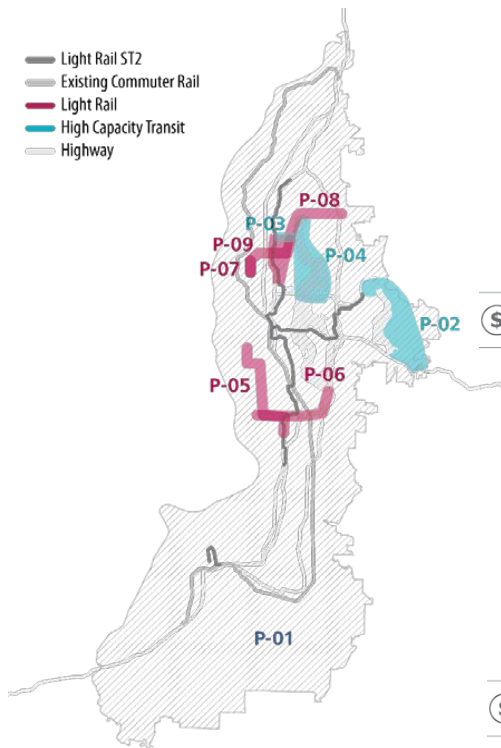
# Additional East Project

## E-05: North Sammamish Park and Ride



| ST3 Candidate Project                                                                                                              |                                 |     |
|------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-----|
| E-05                                                                                                                               |                                 |     |
| North Sammamish Park-and-Ride                                                                                                      |                                 |     |
|  REGIONAL LIGHT RAIL SPINE                      | NO                              |     |
|  RIDERSHIP (DAILY PROJECT RIDERS)               | N/A                             |     |
|  CAPITAL COST (2014 \$ M)                       | \$11—\$12                       |     |
|  ANNUAL O&M COST (2014 \$ M)                    | \$0.43                          |     |
|  TRAVEL TIME (MIN)                              | N/A                             |     |
|  RELIABILITY                                    | N/A                             |     |
|  SYSTEM INTEGRATION                             | N/A                             |     |
|  EASE OF NON-MOTORIZED ACCESS                   | N/A                             |     |
|  PERCENT OF NON-MOTORIZED ACCESS                | N/A                             |     |
|  CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS | 0 CENTERS                       |     |
|  LAND USE AND DEVELOPMENT/<br>TOD POTENTIAL     | PLANS AND POLICIES              | N/A |
|                                                                                                                                    | MARKET SUPPORT                  | N/A |
|                                                                                                                                    | POP PER ACRE (2014/2040)        | N/A |
|                                                                                                                                    | ACTIVITY UNITS                  | N/A |
|  SOCIOECONOMIC<br>BENEFITS                      | EMP PER ACRE (2014/2040)        | N/A |
|                                                                                                                                    | POP+EMP PER ACRE<br>(2014/2040) | N/A |
|                                                                                                                                    | MINORITY/LOW-INCOME             | N/A |
|                                                                                                                                    | POPULATION (2014/2040)          | N/A |
|                                                                                                                                    | EMPLOYMENT (2014/2040)          | N/A |

# Region-wide Projects + Planning Studies



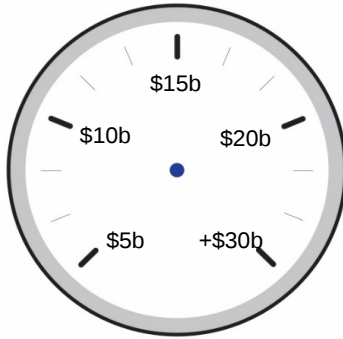
Ⓢ CAPITAL COST (2014 \$ M)

| R-05                                                                            | R-06                           | R-07                                 |
|---------------------------------------------------------------------------------|--------------------------------|--------------------------------------|
| System Access Program (Pedestrian and bicycle access, bicycle parking, transit) | Innovation and Technology Fund | Transit Oriented Development Program |
| \$170—\$181                                                                     | \$123—\$132                    | \$16—\$19                            |

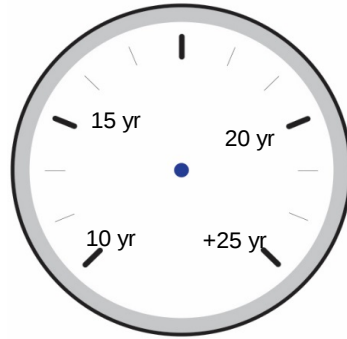
Ⓢ CAPITAL COST (2014 \$ M)

| P-01                         | P-02—P-09                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Future System Planning (ST4) | <p>P-02: HCT Study: Issaquah Highlands to Overlake via Sammamish, Redmond</p> <p>P-03: HCT Study: Access and Connection on NE 145th from State Route 522 to Link Light Rail</p> <p>P-04: HCT Study: Northern Lake Washington Crossing</p> <p>P-05: HCT Study: Light Rail Extending from West Seattle to Burien and SeaTac Airport Station</p> <p>P-06: HCT Study: Light Rail directly linking Burien to Tukwila and Renton</p> <p>P-07: HCT Study: Light Rail from Ballard to Crown Hill</p> <p>P-08: HCT Study: Light Rail on SR 522</p> <p>P-09: HCT Study: Light Rail from Ballard to Bothell via Greenwood, North Seattle, and Lake City</p> |
| \$60—\$64                    | \$26—\$28                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

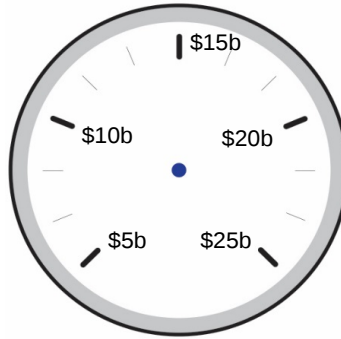
# Building the ST3 Finance Plan



**Capital  
Scope  
(Cost)**



**Time**



**Tax Level**



**Equity**

## Upcoming Schedule

- **December 7, 2015:**
  - Letter to jurisdictions/partners requesting acknowledgement of project scopes and comments
  - Responses requested by January 21, 2016
- **March 2016: Draft System Plan**
- **April 2016: Public and Stakeholder Outreach**
- **June 2016: Potential adoption of Final System Plan**

## Future Steps

- Expert Review Panel
- Revise, update financial plan
- Board guidance on scope, program duration, taxing levels, equity

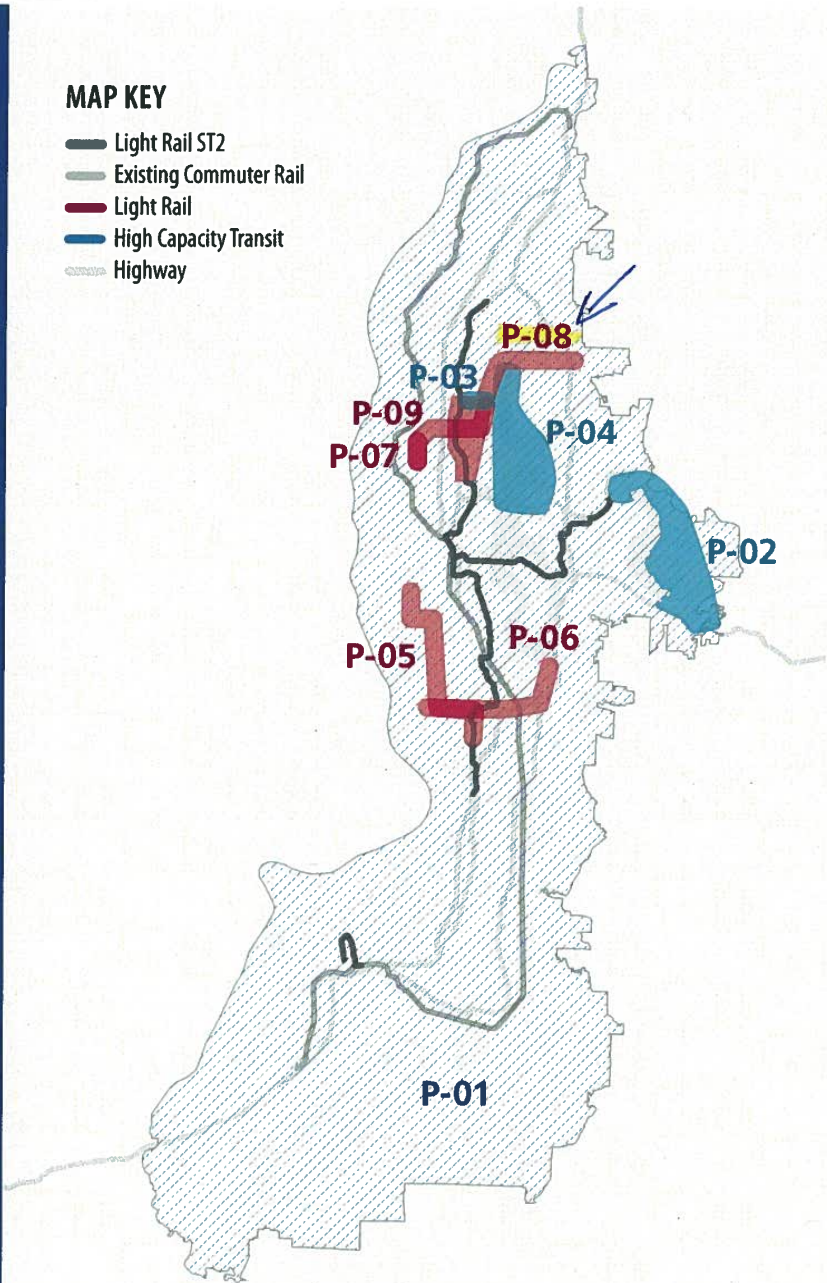


# P-08

ST3 CANDIDATE  
PROJECTS:  
REGION  
WIDE  
PROGRAMS  
+  
HCT  
PLANNING  
STUDIES

MAP KEY

- Light Rail ST2
- Existing Commuter Rail
- Light Rail
- High Capacity Transit
- Highway



Alignments shown are representative and are identified for purposes of cost estimating.  
Study scopes may change or be combined.

|                            | R-05                                                                            | R-06                           | R-07                                 |
|----------------------------|---------------------------------------------------------------------------------|--------------------------------|--------------------------------------|
|                            | System Access Program (Pedestrian and bicycle access, bicycle parking, transit) | Innovation and Technology Fund | Transit Oriented Development Program |
| 💰 CAPITAL COST (2014 \$ M) | \$170—\$181                                                                     | \$123—\$132                    | \$16—\$17                            |

|                            | P-01                         | P-02—P-09                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|----------------------------|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            | Future System Planning (ST4) | P-02: HCT Study: Issaquah Highlands to Overlake via Sammamish, Redmond<br>P-03: HCT Study: Access and Connection on NE 145th from State Route 522 to Link Light Rail<br>P-04: HCT Study: Northern Lake Washington Crossing<br>P-05: HCT Study: Light Rail Extending from West Seattle to Burien and SeaTac Airport Station<br>P-06: HCT Study: Light Rail directly linking Burien to Tukwila and Renton<br>P-07: HCT Study: Light Rail from Ballard to Crown Hill<br>P-08: HCT Study: Light Rail on SR 522<br>P-09: HCT Study: Light Rail from Ballard to Bothell via Greenwood, North Seattle, and Lake City |
| 💰 CAPITAL COST (2014 \$ M) | \$60—\$64                    | \$26—\$28                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

P-08 →

Date Last Modified: 12-09-2015

Release Date: 12-04-2015

For additional information on evaluation measures, see <http://soundtransit3.org/document-library>

R-1

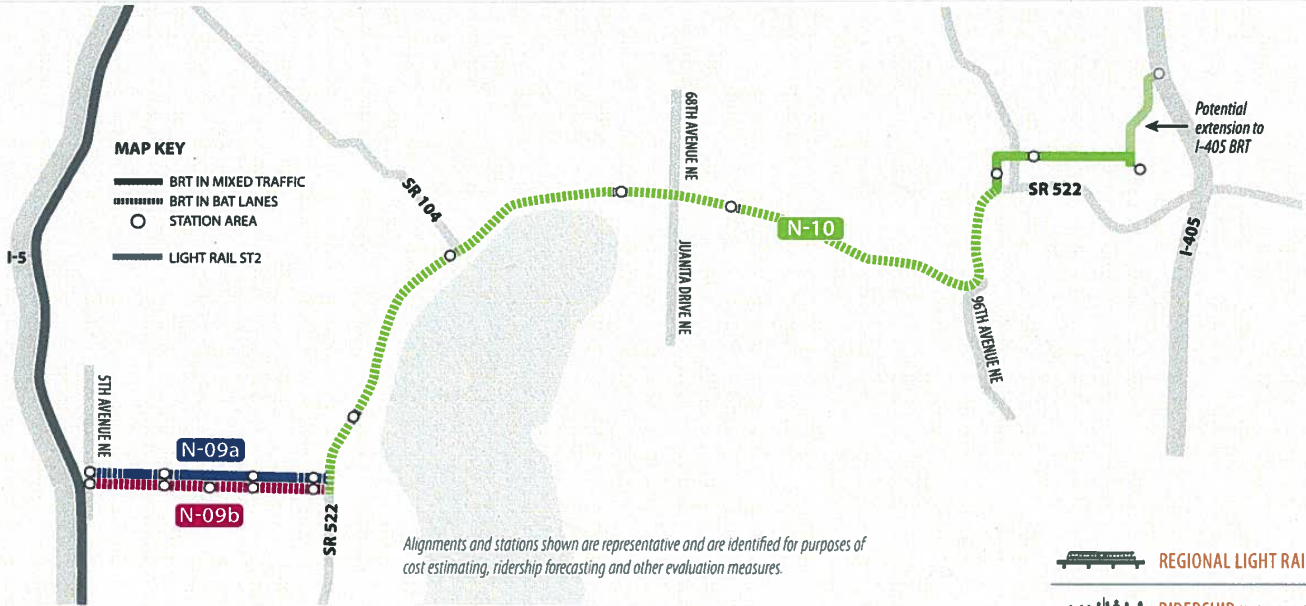
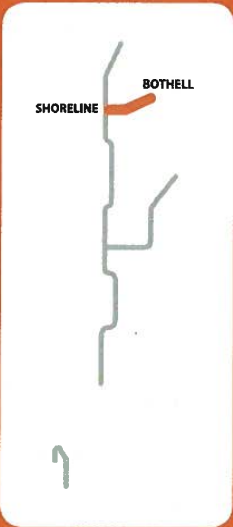
# N-09, N-10: 145<sup>th</sup>/SR 522 BRT

## ST3 CANDIDATE PROJECT:

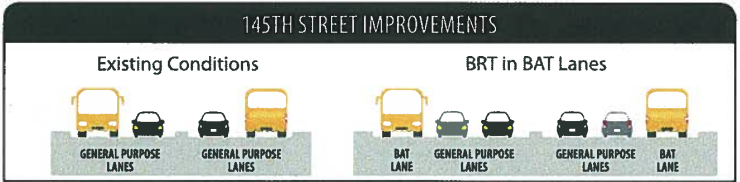
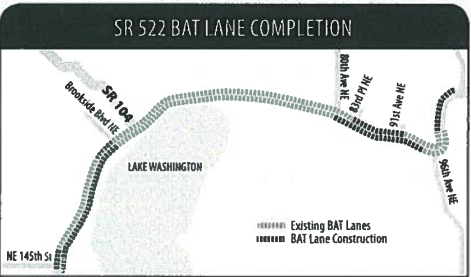
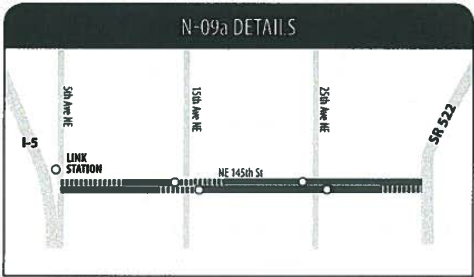
## 145TH ST & SR 522 BUS RAPID TRANSIT

### Corridor Options

- Bus operates in Business Access Transit (BAT) lanes



Alignments and stations shown are representative and are identified for purposes of cost estimating, ridership forecasting and other evaluation measures.



|  |                                                |
|--|------------------------------------------------|
|  | REGIONAL LIGHT RAIL SPINE                      |
|  | RIDERSHIP (DAILY PROJECT RIDERS)               |
|  | CAPITAL COST (2014 \$ M)                       |
|  | ANNUAL O&M COST (2014 \$ M)                    |
|  | TRAVEL TIME (MIN)                              |
|  | RELIABILITY                                    |
|  | SYSTEM INTEGRATION                             |
|  | EASE OF NON-MOTORIZED ACCESS                   |
|  | PERCENT OF NON-MOTORIZED ACCESS                |
|  | CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS |

|  |                                        |                              |                 |                 |
|--|----------------------------------------|------------------------------|-----------------|-----------------|
|  | LAND USE AND DEVELOPMENT/TOD POTENTIAL | PLANS AND POLICIES           |                 |                 |
|  |                                        | MARKET SUPPORT               |                 |                 |
|  |                                        | POP PER ACRE (2014/2040)     | 7 / 9           | 7 / 9           |
|  | ACTIVITY UNITS                         | EMP PER ACRE (2014/2040)     | 2 / 3           | 2 / 3           |
|  |                                        | POP+EMP PER ACRE (2014/2040) | 9 / 12          | 9 / 12          |
|  |                                        | MINORITY/LOW-INCOME          | 33% / 12%       | 33% / 12%       |
|  | SOCIOECONOMIC BENEFITS                 | POPULATION (2014/2040)       | 23,700 / 29,800 | 23,700 / 29,900 |
|  |                                        | EMPLOYMENT (2014/2040)       | 6,800 / 10,100  | 6,900 / 10,200  |

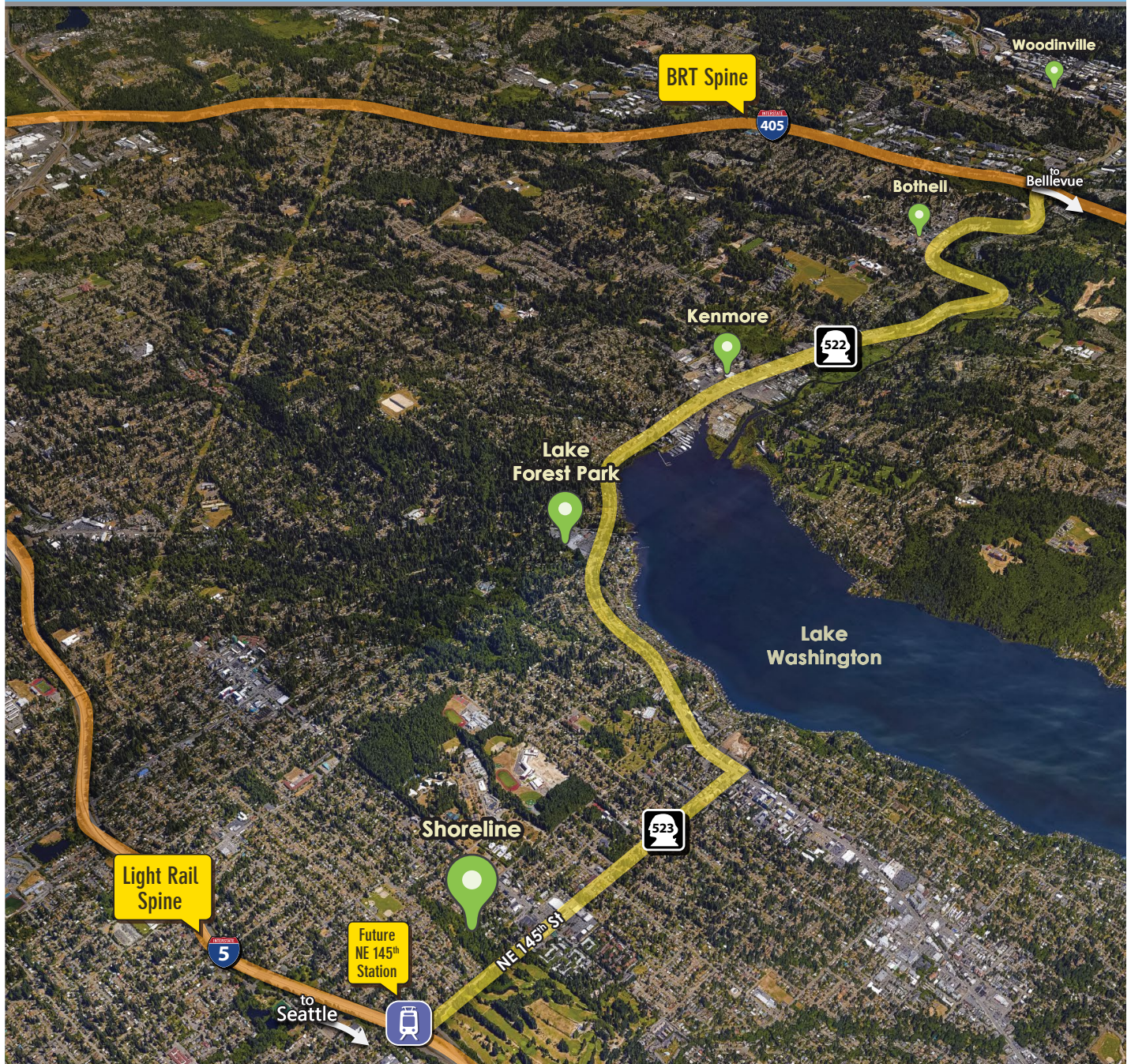
| OPTION 1                           | OPTION 2                           |
|------------------------------------|------------------------------------|
| Length: 8.0 Miles                  | Length: 8.0 Miles                  |
| ST3 Candidate Project N-09a + N-10 | ST3 Candidate Project N-09b + N-10 |
|                                    |                                    |
| NO                                 | NO                                 |
| 7,000—8,000                        | 7,000—8,000                        |
| \$360—\$386                        | \$416—\$446                        |
| \$12.16                            | \$12.24                            |
| 28                                 | 27                                 |
| MEDIUM                             | MEDIUM                             |
| MEDIUM                             | MEDIUM                             |
| MEDIUM-LOW                         | MEDIUM-LOW                         |
| 25—35%                             | 25—35%                             |
| 0 CENTERS                          | 0 CENTERS                          |
| MEDIUM-LOW                         | MEDIUM-LOW                         |
| MEDIUM                             | MEDIUM                             |
| 7 / 9                              | 7 / 9                              |
| 2 / 3                              | 2 / 3                              |
| 9 / 12                             | 9 / 12                             |
| 33% / 12%                          | 33% / 12%                          |
| 23,700 / 29,800                    | 23,700 / 29,900                    |
| 6,800 / 10,100                     | 6,900 / 10,200                     |

For additional information on evaluation measures, see <http://soundtransit3.org/document-library>

# SR 522/NE 145<sup>th</sup> Corridor

An Important Asset for our Region

Connecting the High Capacity Transit Spines



SR 522/145th Street Corridor Overview - Fehr & Peers

ST3 C...

## SR 522/NE 145<sup>th</sup> Corridor by the Numbers

Every day, **84,000\***  
people travel the SR 522/NE 145<sup>th</sup> Corridor 

Compare this to other regional corridors:

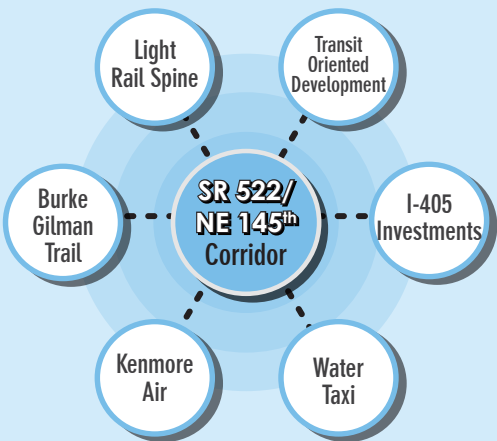
|                               |        |
|-------------------------------|--------|
| Aurora Ave .....              | 98,000 |
| 15 <sup>th</sup> Ave NW ..... | 81,000 |
| SR 522 .....                  | 66,500 |
| NE 145 <sup>th</sup> .....    | 41,000 |
| Rainier Ave .....             | 55,000 |
| Bellevue Way .....            | 43,000 |

\* Total corridor person trips are lower than the sum of volumes on SR 522 and NE 145<sup>th</sup> to avoid double counting.



## Why Should We Invest?

### Leveraging Multimodal Regional Investments



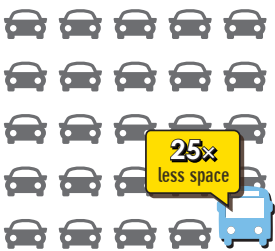
- ☒ System Integration
- ☒ Ease of Non-Motorized Access
- ☒ Land Use and Development/TOD Potential
- ☒ Connections to PSRC-designated Regional Centers

Connecting People with Opportunity   
Linking SR 522 with the regional transit spine would connect people along the corridor with **14,000** more jobs

### Transit is the most efficient way to move people

Moving  
**84,000** people  
would require...

**10** acres of space on buses  
**265** acres  
if everyone traveled by car 



Each hour, BAT lanes save commuters

**1,900** minutes

Annually, the value of time saved is

**\$1** million 

The corridor carries up to **10** million tons of freight each year 

### By 2040...

The corridor will carry **20%** of cross lake trips

Population in the corridor will increase by **24%** 

Congestion will add **400,000** person hours of delay per year  

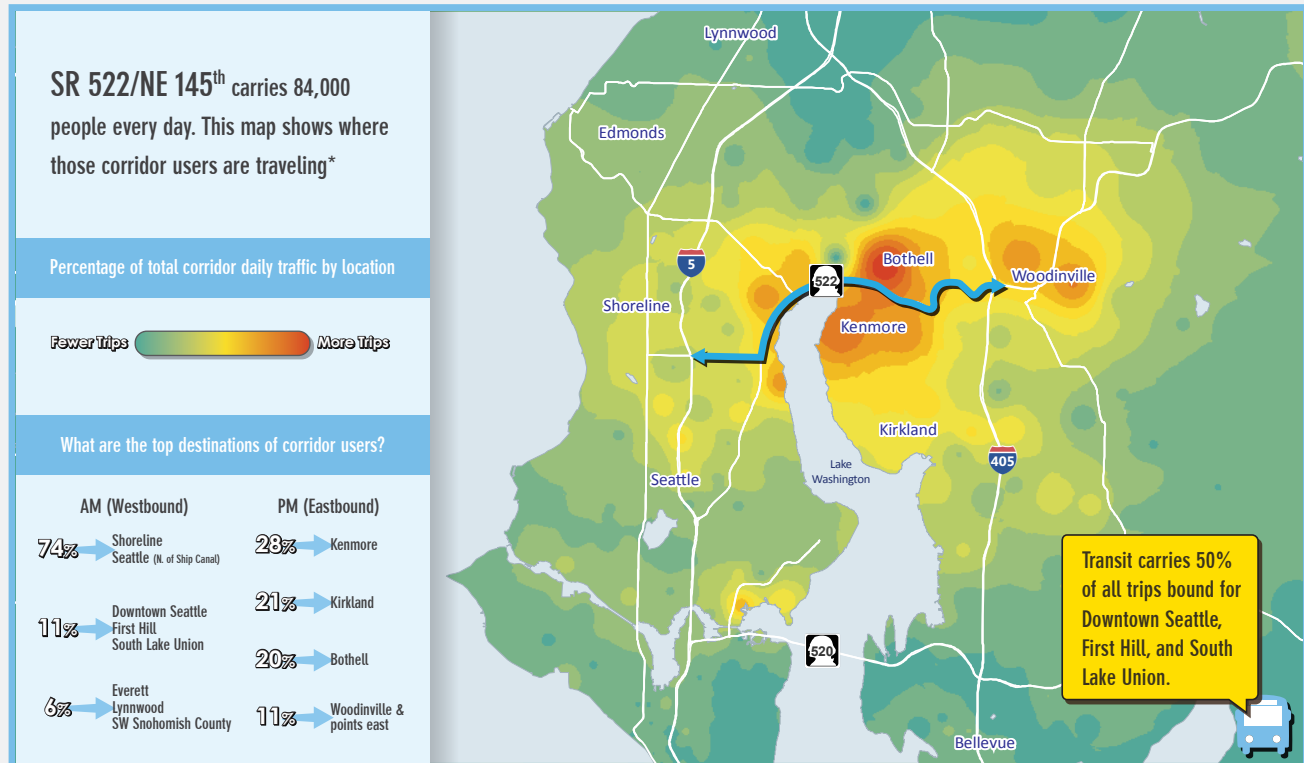
Without additional transit service, we would need to add another lane to the SR 522/NE 145<sup>th</sup> corridor, which could cost more than **\$400** million

### Greenhouse Gases Generated in the Corridor

2015 2040  
255 tons of CO<sub>2</sub> 370 tons of CO<sub>2</sub>

**45%** increase

# Who Uses the Corridor?



## We Support BRT Investments on the SR 522/NE 145<sup>th</sup> Corridor



### In partnership with:

522 Transit Now! Coalition  
 Bastyr University  
 UW Bothell  
 Kenmore Lakepointe LLC  
 Main Street Property Group LLC  
 Cascadia College  
 Greater Bothell Chamber of Commerce

Data Sources:



<http://www.fehrlandpeers.com/522datasources>

Jan 2016

## **Sound Transit 3**

### **Key Messages for Projects N-09, N-10, and P-08**

**Early Win.** Given the projected cost and infrastructure already in place along this corridor, projects N-09 and N-10 could be delivered early and provide rider benefits relatively soon. All components of these projects, including the proposed parking structures, will be needed for this early win.

**One Corridor, One Project.** BRT on SR 522 and continuing onto 145th St. will be essential to getting riders to and from the new 145th Street light rail station that is scheduled to open in 2023.

**Connection of Regional HCT Spines.** N-09, N-10, and P-08 will link the two regional HCT spines—I-5 Light Rail Spine and I-405 BRT.

**Low Cost, High Ridership.** BRT on this corridor is a relatively inexpensive project that will yield high ridership.

**Multi-Jurisdiction Support.** The SR522/145<sup>th</sup> St. corridor projects are interregional and cross over subarea lines. Multiple jurisdictions are united behind it.

**Major Cross-Lake Corridor with a Wide Geographic Reach.** SR 522 carries 20% of cross lake trips, connecting north end communities with the region's employment centers on both sides of the Lake. N-09, N-10, and P-08 will provide critical transit services for this major corridor as the region grows.