



RAPIDRIDE

RapidRide I Line Update

Transportation, Economy, and Environment
Committee

July 15, 2025



Agenda

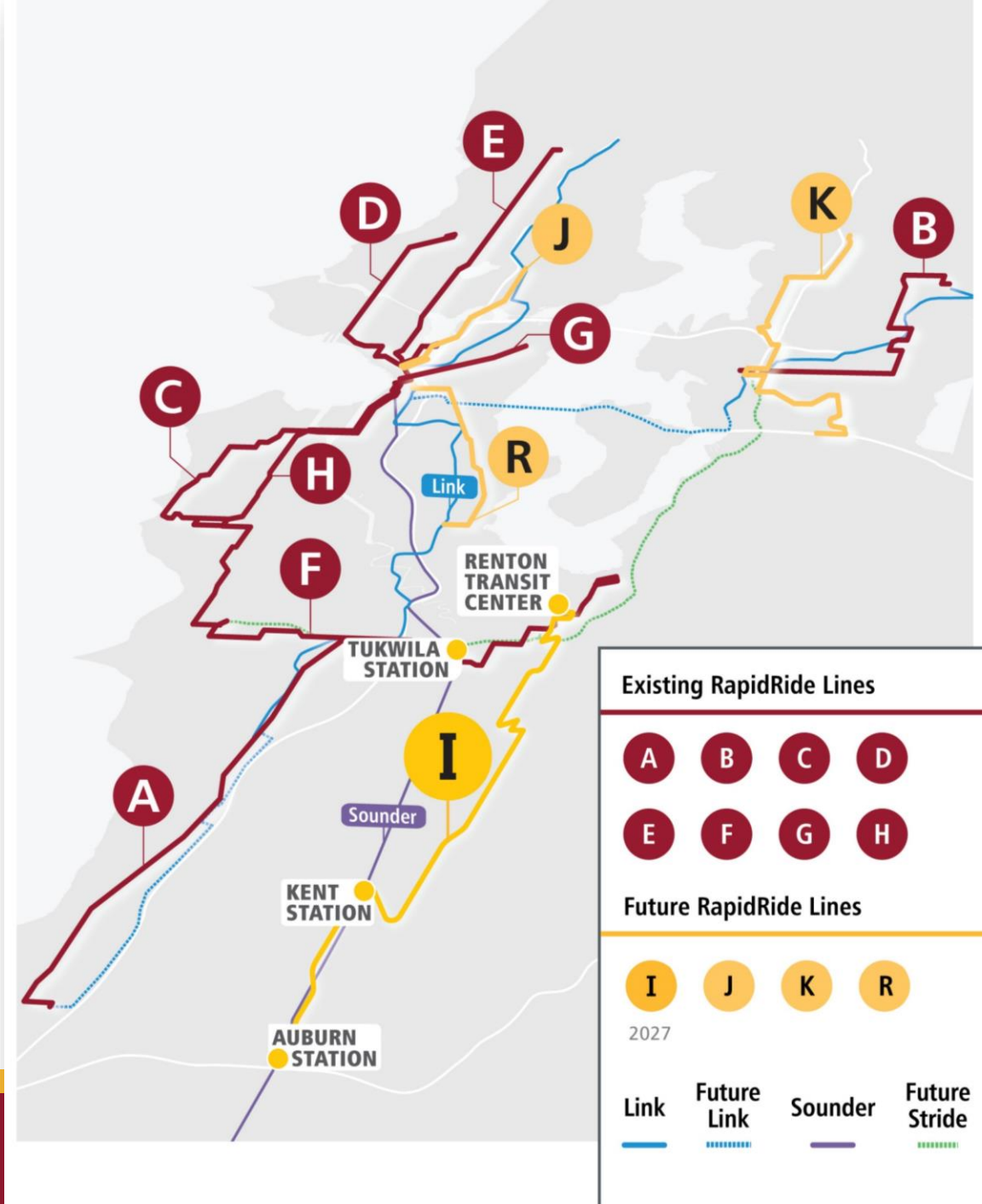
- RapidRide I Line Overview
- Community Engagement
- Property Acquisition
- Q&A Session



RapidRide I Line Overview

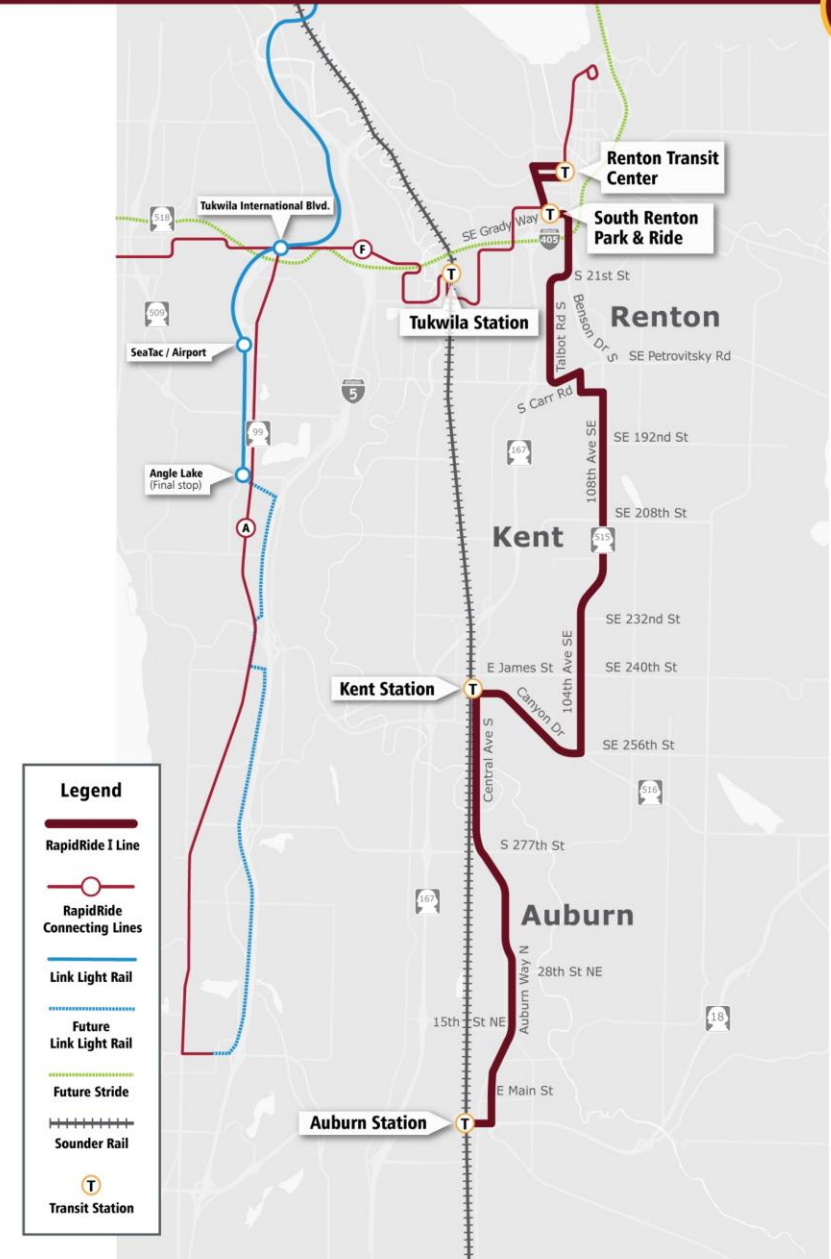
RapidRide I Line offers fast and reliable bus service in south King County:

- 17-mile route: serving Renton, Kent and Auburn
- Frequent 10 - 15-minute service
- Construction set to begin this fall
- Projected ridership: 6K weekday riders
- Time savings:
 - Southbound PM peak: 19 minutes (18% savings)
 - Northbound AM peak: 7.9 minutes (9% savings)
- **Metro's Value and Mobility Framework**
- **FTA Small Starts Grant Funding**
 - Total Project Cost ~\$170M
 - FTA Small Starts Funding ~\$80M (Jan '25)
 - Letters of support from Renton, Kent and Auburn



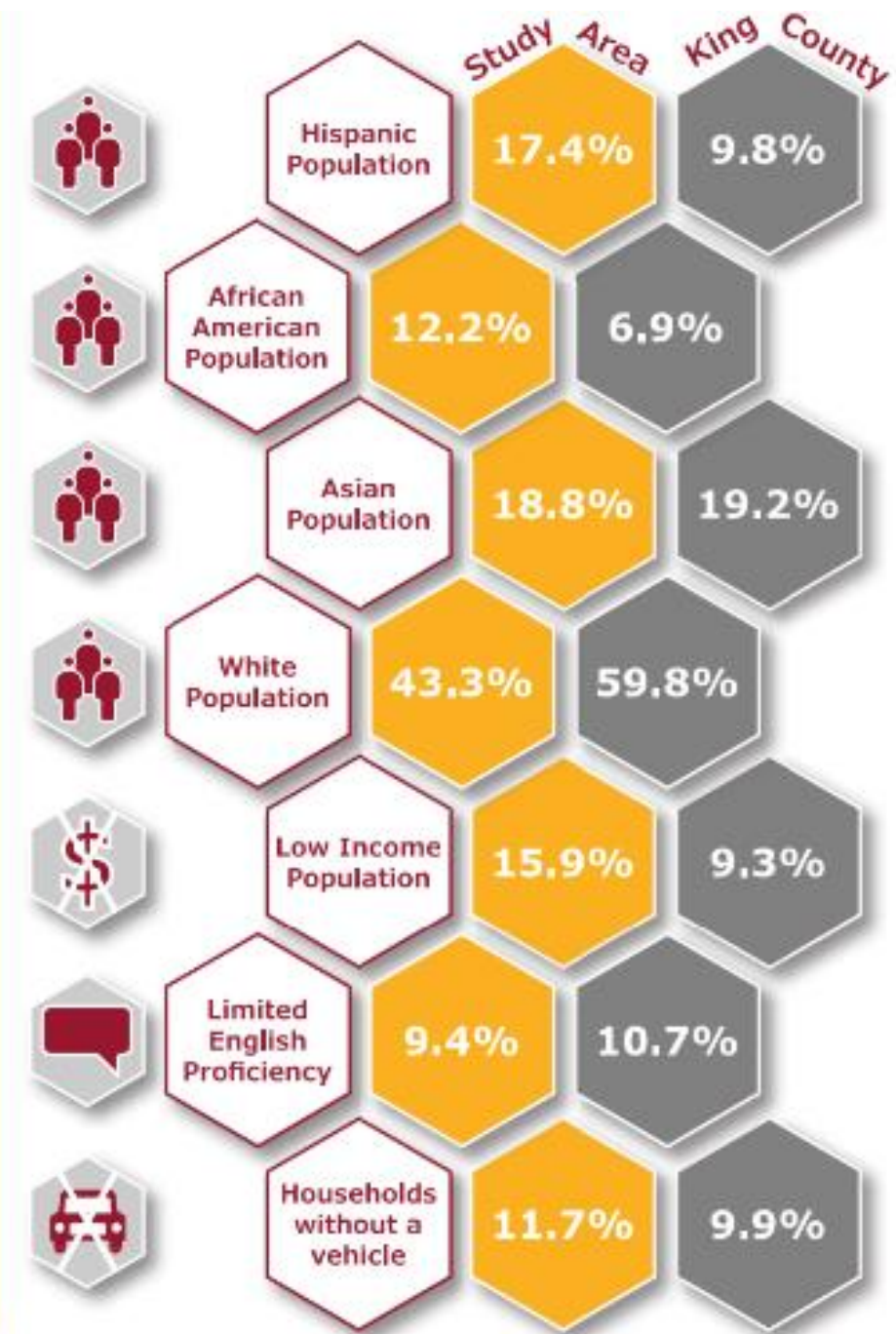
RapidRide I Line connects riders to major transit hubs and regional destinations:

- Renton, Kent, and Auburn transit centers
- RapidRide F Line
- Sound transit buses
- Sounder train
- Local bus service



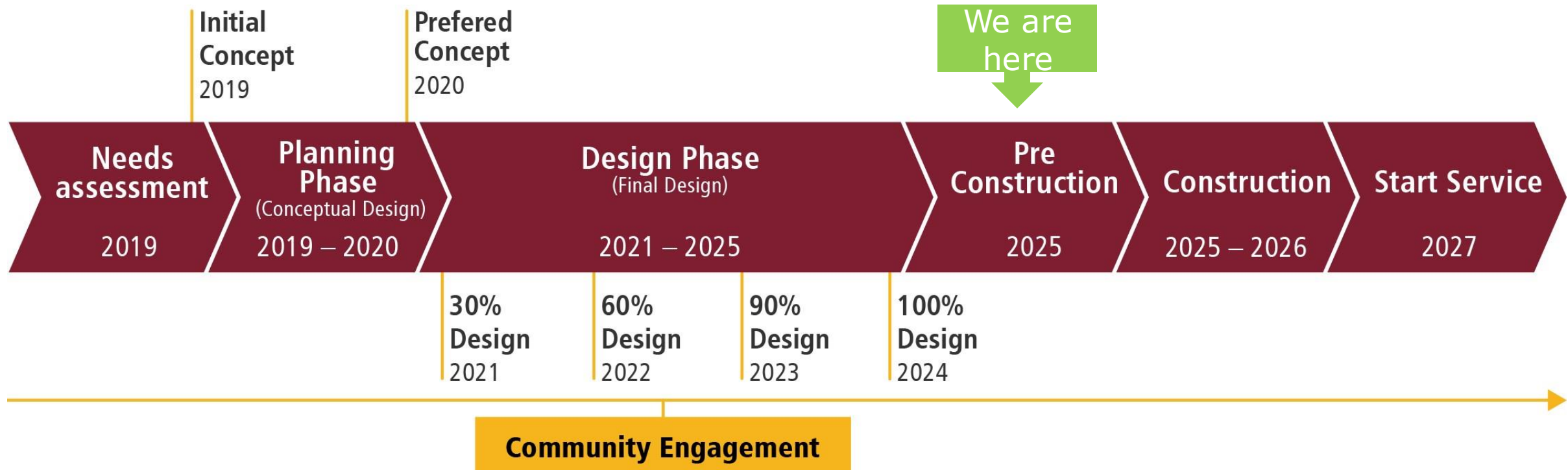
Community Engagement Study Area

- The Cities of Renton, Kent, and Auburn are some of the most demographically diverse communities in the County
- Study areas comprised of populations residing within 0.25 mile of the proposed route
- Study shows higher concentration of:
 - historically underserved communities
 - low-income populations
 - households without a vehicle



Community Engagement

RapidRide I Line Timeline



Community Engagement

Renton-Kent-Auburn Area Mobility Plan (RKAAMP)



What We've Heard...



- ✓ Provide more weekend and late-night service
- ✓ **Create shorter, more frequent routes to enhance reliability**
- ✓ Provide more transit access to childcare, schools, jobs, and service/resource centers
- ✓ **East-west connections are difficult, especially south of F Line**



- 2019 (March – December)
- A diverse group of 27 members who live and work in Renton, Kent Auburn or surrounding areas.
- Native English, Somali and bilingual speakers: Somali, French, Spanish, Arabic or Farsi
- Seniors, students and riders with disabilities

Community Engagement

Community priorities



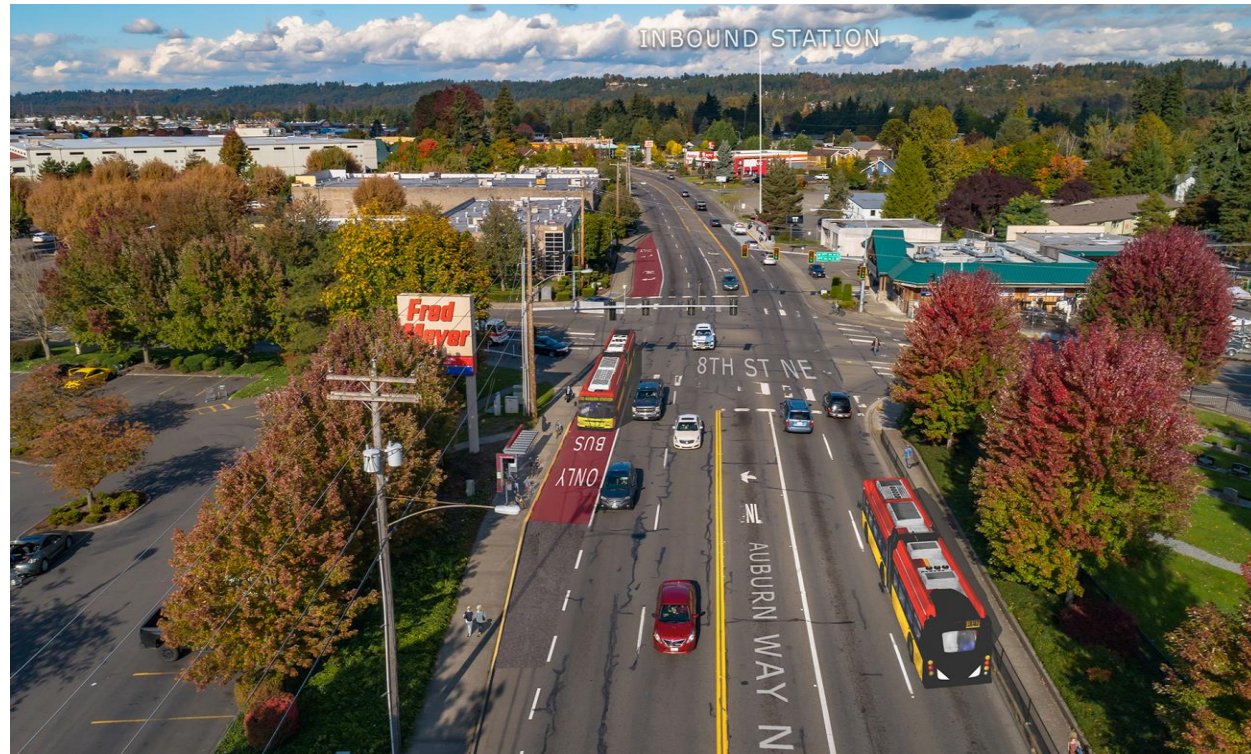
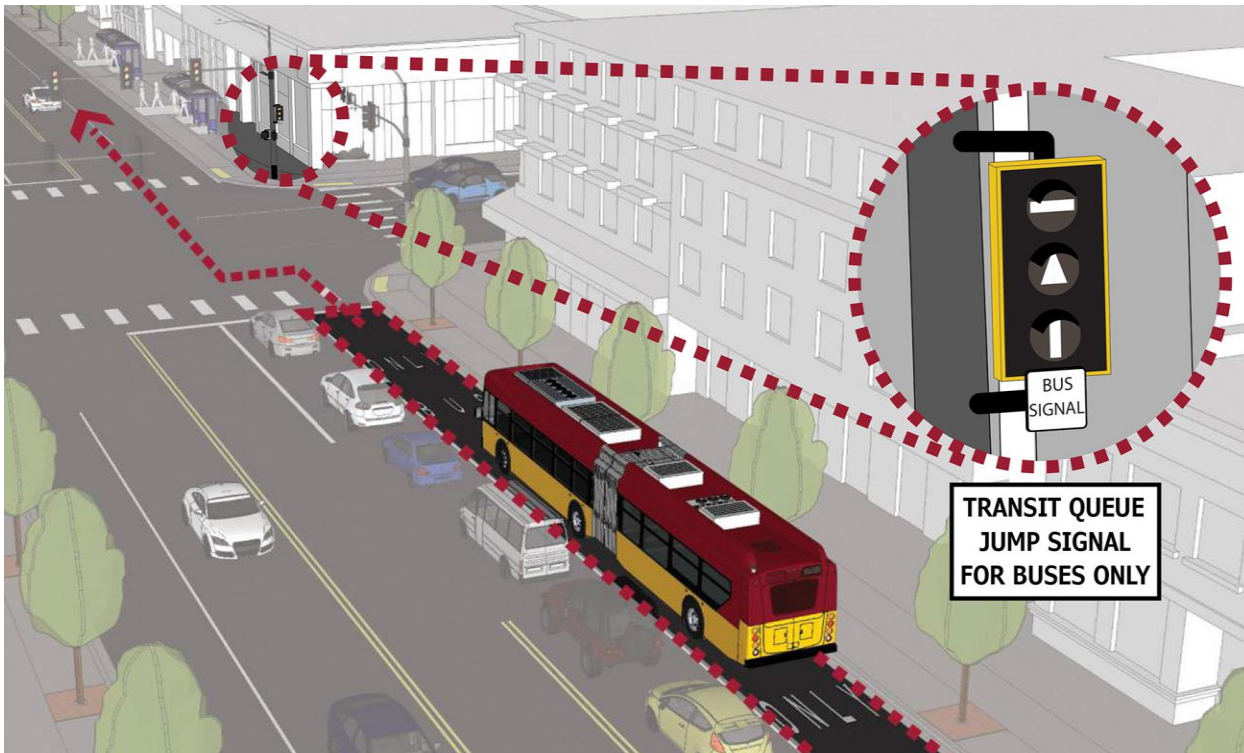
How community shaped the I Line



- **Passenger stations:** 82 RapidRide stations with new features designed to improve customer safety and comfort



- **Transit signal and lane priority:** Improvements at 27 intersections and 12 Business Access and Transit (BAT) lane widenings to enhance bus speed and reliability



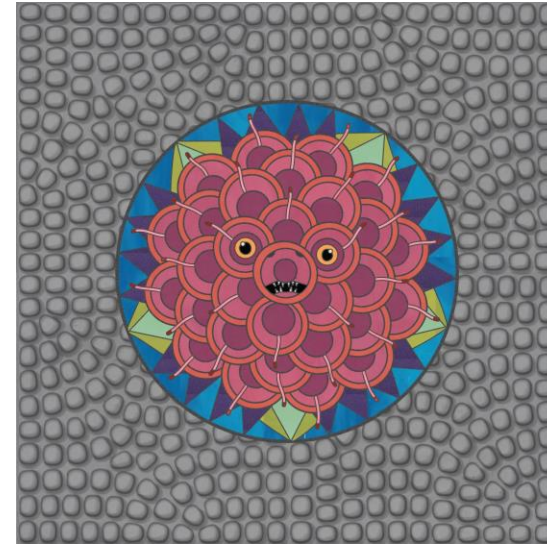
- **Improving access and safety:** 64 new or enhanced pedestrian crossings and over 100 new ADA-accessible curb ramps to improve pedestrian safety and access.



Collaborating with local artists



Rey Daoed's featured artwork is part of the series of limited-edition ORCA cards in celebration of the RapidRide Expansion Program.



Artist **Ryan! Feddersen** has been selected to develop a series of small sculptures and related retaining wall treatments.




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Property Acquisition

How does Metro acquire properties?

- Ensuring property owners are informed about their rights, and the resources and support available to them (translation services)
- Recent collaboration with community engagement: plain language, more emphasis on translation and interpretation support, effective visual images and clear, crisp communication



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Property owners and Metro projects

RapidRide projects happen over a long period in three phases — planning, design and construction. Find out how we work with potentially affected property owners during each phase of the project and what to expect regarding your property.

PLANNING **DESIGN** **CONSTRUCTION**

I Line Property Acquisitions



Parcels with Acquisition	Renton	Kent	Auburn	Total
Remaining Property Acquisitions	1	20	4	25*
Properties at Impasse today	0	2	3	5
Total Properties Needed	24	66	20	110

*All 25 remaining properties are critical for I Line implementation

Remaining Properties Necessary

- Property Types
 - 23 commercial properties
 - 2 multifamily residential
- No “full” takes – no buildings impacted, no relocations needed
- All property owners entitled to fair market value compensation, construction mitigation, and property restoration
- Acquisitions in process for 6 months to several years

A RapidRide property acquisition – existing conditions



A RapidRide property acquisition – proposed conditions



A RapidRide property acquisition – impacted areas



- Temporary construction easement
- Permanent acquisition

What is Metro trying to accomplish with the proposed Ordinance?



- Allow Metro to use condemnation, if necessary, for the 25 remaining property rights – keep project on schedule.
- Metro would only proceed to condemnation as a last resort.

How will the proposed Ordinance help the project?



- Prompt re-engagement with property owners.
- Avoid delays to construction and service launch.
- Deliver the project as designed, funded and approved by FTA, partner jurisdictions and their communities.

How is this process different than other condemnation Ordinances?



- Council provides Metro authority per proposed ordinance, rather than taking action on individual acquisitions if negotiations reach impasse.
- If negotiations reach impasse after ordinance is approved, Metro GM would determine whether the acquisition goes to condemnation.
 - Metro will provide updates to the Council.
- All acquisitions would still follow established laws and policies: the Uniform Act (federal law), state law, County code and the project's FTA-approved Real Estate Acquisition and Management Plan (RAMP).

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Questions?