

Potential Property Swap: South Renton Transit Center/Stride BRT S1

June 2024

Summary: Sound Transit will construct the new South Renton Transit Center as part of the Stride BRT S1 Line (Burien-Bellevue). This chart outlines the cause-and-effect scenarios if the currently planned South Renton Transit Center was to be shifted to a new location.

Scenario	Cause	Effect	Project Delivery	Notes
<p>Current Project: Project proceeds with Sound Transit owned parcel at Rainier and Grady Way.</p>	<p>Project recently completed 90% design and 100% design is underway. Permits were submitted in early June 2024 with approvals anticipated by end of the year. It will be advertised for construction in January 2025.</p>	<p>Construction on the SRTC will begin in 2025.</p> <p>Sound Transit plans to build parking in 2034 that could potentially be a joint TOD, or surplus land for adjacent TOD</p>	<p>No timeline implications. South Renton Transit Center is the critical path component for on-time 2028 delivery of S1 (I-405 South BRT)</p>	<p>Sound Transit acquired the current SRTC parcel as an early acquisition immediately after ST3 passage, strongly endorsed by the City of Renton.</p>
<p>Full Property Swap: Full South Renton Transit Center & parking relocation</p>	<p>If the SRTC were to shift to a new location, the project would need to:</p> <ul style="list-style-type: none"> ● Complete a new environmental review process (NEPA and SEPA, including WSDOT, FHWA and FTA coordination) ● Environmental remediation, including demolition and environmental work. ● Re-design SRTC, in coordination with agency partners (King County Metro, WSDOT, FTA) ● Project Cost Increase (rough order of magnitude): <ul style="list-style-type: none"> ○ \$15-20m for new environmental and design ○ \$10-20m delay (5-7 years escalation) ○ ~\$50m “sunk” costs incurred to date (\$15-20m environmental and design, \$30-35m property acquisition, clean-up, and admin) 	<p>Moving the current location of the SRTC would add 5-7+ years of delay to the SRTC component of the S1 line, not including legal implications of the condemned property. This timeline assumes a government-to-government no/low-cost transaction. If the new property is privately held and requires market rate acquisition, the delay (and cost) would be increased.</p> <p>KCM partnership (transit center, layovers, charging) would face the same delays and increased costs</p>	<p>5-7+ years delay to project delivery. This timeline is primarily driven by Environmental Review processes (~2+ years), property acquisition, demolition and site clean-up (1-3 years), and re-design and permitting efforts (2-3 years).</p>	<p>Legal Risk: The current South Renton Transit Center was acquired via condemnation. There is still ongoing litigation associated with this particular acquisition and abandoning the current site would lead to potential short term and long term legal ramifications.</p> <p>Site Risk: It is currently unknown whether additional remediation will be necessary on the SRTC site, which poses a risk to all future uses.</p>

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Partial Property Swap: SRTC Structured Parking Facility	Partial property swap of pre-determined Park and Ride Garage location	Realignment delayed Parking Structure at SRTC could be built on Red Lion property, across the street from South Renton Transit Center. This would increase the transfer time for riders that park at SRTC to access the transit center	No delay to transit center delivery, which is a critical path element of the S1 line. This scenario would involve conversations with City and KC on delivery of structured parking facility.	This scenario is conceptual only and would need to be fully analyzed for feasibility. Site Risk: same as above
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