

**SOUND TRANSIT
STAFF REPORT**

RESOLUTION NO. R2006-02

**Acquisition of Real Property Interests for Central Link Light Rail
Initial Segment**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	1/5/06	Discussion/Possible Action to Recommend Board Approval	Phil O'Dell, Director, Project Delivery Support Services	(206) 398-5013
Board	1/12/06	Discussion/Possible Action	Roger Hansen, Link Sr. Real Estate Representative	(206) 689-3366

Contract/Agreement Type:	✓	Requested Action:	✓
Competitive Procurement		Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	
Agreement with Other Jurisdiction(s)		Budget Amendment	
Real Estate	✓	Property Acquisition	✓

PROJECT NAME

Central Link Light Rail Initial Segment

PROPOSED ACTION

Authorizes the Chief Executive Officer to acquire, dispose, or lease certain real property interests by negotiated purchase, condemnation (including settlement), condemnation litigation, or by administrative settlement; and to pay eligible relocation and re-establishment benefits to affected parties as necessary for the Central Link Light Rail Initial Segment project from Boeing Access Road to South 154th Street in Tukwila.

KEY FEATURES of PROPOSED ACTION

- Authorizes the purchase of 34 additional property interests needed for Southcenter Boulevard improvements in Tukwila. The real properties identified in this request action are included in Exhibit A (attached).
- These additional property interests need to be acquired for improvements along and in the vicinity of Southcenter Boulevard for construction in conjunction with the Tukwila segment of the Central Link Light Rail Initial Segment project. These include, but are not limited to, temporary and permanent property rights for sidewalks, wall construction, utilities, driveways, bus shelters, fencing and a detention pond.

BUDGET IMPACT SUMMARY

There is no action outside of the Board-adopted budget; there are no contingency funds required, no subarea impacts, or funding required from other parties other than what is already assumed in the financial plan.

BUDGET and FINANCIAL PLAN DISCUSSION

The proposed action authorizes acquisition of property interests, relocation and administration of 34 additional property interests needed for Southcenter Boulevard improvements in the Tukwila segment of the Central Link Light Rail Initial Segment project.

The total adopted capital budget for the Initial Segment is \$2.07 billion. Within that budget, line item budgets have been identified for contract segments C750 and C760 (Tukwila) within the right of way phase. Although the proposed action would authorize acquisition of 34 properties in addition to those previously identified, adequate budget remains in the right of way phase to fund these acquisitions.

The acquisition costs of specific parcels are appropriate for discussion with board members in executive session.

The proposed action is consistent with the Adopted 2006 Budget and is affordable within the agency's current long-term financial plan and subarea financial capacity. The action will have no new revenue impact on Sound Transit.

BUDGET TABLE

Action Item: Acquire 32 additional property interests required for Initial Segment contract segments C750 and C760 (Tukwila)

(Year of Expenditure \$000)

Initial Segment	Adopted 2006 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
1 Agency Administration	216,780	113,757		113,757	103,023
2 Preliminary Engineering	34,000	33,363		33,363	637
3 Final Design	145,523	140,714		140,714	4,809
4 Right of Way	223,516	187,606		187,606	35,910
5 Construction	1,170,439	1,046,050		1,046,050	124,389
6 Construction Services	86,875	84,093		84,093	2,782
7 Third Party Agreements	59,560	56,380		56,380	3,180
8 Vehicles	133,307	131,799		131,799	1,508
9 Total Current Budget	2,070,000	1,793,761	-	1,793,761	276,239

Right of Way Phase Detail

10 Segments C750, C760	42,748	23,389		23,389	19,358
11 Other Segments	171,621	164,216		164,216	7,405
12 ROW Unallocated Contingency	9,147	-		-	9,147
13 Total Phase	223,516	187,606	-	187,606	35,910

(C) The acquisition costs of specific parcels are appropriate for discussion with Board members in executive session.

Contract Amount	Board Approvals to Date (F)	Current Approved Contract Value (G)	Proposed Action (H)	Proposed Total for Board Approval (I)	Proposed Contract Value (J)
14 Contract Amount	42,748	42,748		42,748	42,748
15 Contingency	-	-		-	-
16 Total	42,748	42,748	-	42,748	42,748
17 Percent Contingency	0%	0%	0%	0%	0%

Budget Shortfall

Task Level	\$ (P)	Potential Resources (Q)	Source (R)
18 ROW Administration	n/a	n/a	n/a

M/W/DBE – SMALL BUSINESS PARTICIPATION

Not applicable for this action.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

In order to build and operate a high-capacity transit system consisting of commuter rail service, light rail service, a program of regional express bus service, HOV improvements, and park-and-ride facilities throughout the Central Puget Sound region, it is necessary for Sound Transit to acquire real property. Sound Transit's authorizing legislation grants the agency the power of eminent domain to accomplish such acquisitions.

Certain property has been identified as necessary for the Central Link Light Rail alignment segments based upon the current level of design. The proposed action would authorize the acquisition of interests in a total of 34 parcels and the payment of relocation benefits to eligible affected owners and tenants. Properties will be acquired and relocation assistance provided to affected owners and tenants in the order needed to meet the construction schedule.

Environmental compliance pursuant to the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA) for the Link Initial Segment was completed with the

Central Link Final Environmental Impact Statement (EIS) issued in November 1999, Tukwila Freeway Route Final Supplemental EIS (November 2001), the Initial Segment SEPA Addendum (November 2001), Initial Segment NEPA Environmental Assessment (February 2002) and Tukwila SEPA Addendum (August 2004). The Federal Transit Administration issued an Amended Record of Decision in May 2002.

CONSEQUENCES of DELAY

Design and construction schedules for Central Link Light Rail Initial Segment assume the availability of the specific properties when needed for construction. Significant delay in Board approval could affect the timely acquisition of the property and the relocation of affected businesses.

PUBLIC INVOLVEMENT

From 1998 through 2003, Sound Transit staff attended Southeast Seattle and Tukwila community meetings, conducted walking tours, organized public work sessions and open houses, met individually with property owners and tenants upon request, and walked door-to-door to explain route alternatives to residents and business owners. In coordination with the Cities of Seattle and Tukwila, staff held workshops and open houses to discuss route impacts, property acquisition and relocation, station design, street design, safety, traffic circulation, station area planning, and various alternatives in Rainier Valley, Beacon Hill, and Tukwila.

Materials about the light rail project were translated into several different languages, Braille, and in other accessible formats. Non-English hotlines were established to inform special populations and promote communication.

Sound Transit project development, community outreach, and real estate staff continue to meet with property owners, business owners, and tenants adjacent to the route and stations to discuss light rail project progress and design, real estate acquisition and relocation processes, and to listen to individual and neighborhood concerns about the project.

ENVIRONMENTAL COMPLIANCE

JDI 12/22/05

LEGAL REVIEW

JW 12/28/05