

STAFF REPORT

SOUND TRANSIT MOTION NO. M2000-72

Proposal to Establish a Steering Committee for the Rainier Valley Community Development Fund and Directing Staff to Develop Memoranda of Understanding with the City of Seattle and King County Identifying their Offsetting Contributions to the Link Light Rail Project

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Executive Committee	08/04/00	Discussion/Possible Action	Paul Bay, Director, Link Light Rail	(206)398-5134
Board	08/10/00	Action	Mary Jo Porter, Deputy Director Kathy Johnson, Policy Analyst	(206)398-5210 (206)398-5327

PROPOSED ACTION

Authorizes the establishment of a steering committee to develop a draft operating plan for the \$50 million Transit-Oriented Community Development Fund for southeast Seattle (Rainier Valley), establishes the membership of the 15-member steering committee, authorizes Sound Transit's Central Link Task Force to approve appointments made to the steering committee, authorizes payment for certain direct expenses incurred by committee members, outlines the scope of work for the steering committee, and directs staff to develop Memoranda of Understanding with the City of Seattle and King County identifying their offsetting contributions to the Link Light Rail program. The steering committee will submit its draft plan to the Sound Transit Board for approval.

KEY FEATURES

Highlights of Proposed Action:

- Authorizes establishment of a steering committee to develop a draft operating plan for the Rainier Valley Transit-Oriented Community Development Fund. The steering committee shall serve as the "community advisory panel" referenced in Resolution No. R99-34.
- Establishes the committee as a 15-member body composed of ten community members (non-paid), two Sound Transit staff, two City of Seattle staff, and one King County staff.
- Authorizes the Central Link Task Force to approve appointments to the steering committee.
- Authorizes payment for certain direct expenses incurred by committee members while performing committee work, consistent with applicable laws and policies.

- Outlines the scope of the draft plan to include a set of recommendations on a staffing plan, financial plan, analysis of the market and needs for fund services, products and services to be delivered by the fund, policies and procedures, priorities and guidelines for expending funds, the geographical boundaries of the fund, a timeline including milestones and public meetings to ensure accountability, and a form of governance which is consistent with the Sound Transit Board's fiduciary responsibility while also preserving a community-based governing body's authority to make independent decisions about specific uses of the funds.
- Directs staff to develop memoranda of understanding with the City of Seattle and King County identifying their offsetting contributions to the Link Light Rail program.

Discussion of Proposed Action:

On November 18, 1999, in Resolution No. R99-34, the Sound Transit Board established the alignment and station locations for the Link Light Rail project. Within the same resolution, the Board also established a \$50 million Transit-Oriented Community Development Fund for southeast Seattle. The Resolution states, in part:

- The Fund shall be used exclusively to increase transit ridership on the system and/or to address project impacts.
- A community advisory panel or panels shall be established to set priorities and make recommendations for the use of The Fund.
- Expenditures from The Fund shall be generally consistent with the timing of construction of the project, the mitigation of impacts of the project, and promotion of increased ridership.
- Cost of The Fund shall, to the extent possible, be offset by contributions from the City of Seattle and King County to the Central Link Light Rail project.

Over the last few months, a group of local government staff and community representatives met with three consultants with expertise in setting up such funds. Given the complexity of The Fund, the wide-range of potential uses, and the interests of various stakeholders, the consultants recommended establishing a steering committee to sift through the wide range of options and to develop a draft operating plan for The Fund which they would submit to the Sound Transit Board for approval. To be effective, the steering committee would need a clear charge and authority to speak on behalf of the constituencies they represent. Members of the committee would include both the investors and stakeholders (i.e., Sound Transit, the City of Seattle, King County, and the community).

The steering committee would dissolve after it has submitted its draft operating plan to the Sound Transit Board for approval. The steering committee will not be the ultimate decision-making body which would make decisions about which projects or efforts would be funded. They will, however, develop the process and criteria. The makeup and charge of the steering committee are consistent with the advice given by the consultants.

Community members who are providing services in the development of this proposal have made strong and consistent efforts to be inclusive within their community to encourage a wide range of voices to be heard in developing this proposal. They have also placed a strong emphasis on the need to ensure that the steering committee is reflective of the community's diversity including its economic diversity. Recognizing that the time demands of the steering committee could pose a hardship for a small business owner who needs to hire replacement

help to serve on the committee or that a single parent might need assistance with childcare, they have asked Sound Transit to consider means to offset those expenses. Thus, the motion allows for the payment of certain direct, reasonable expenses associated with serving on the committee for community members. Expenses such as providing for replacement help for a business, if necessary, as well as other direct expenses such as childcare or special transportation needs, must have prior approval by Sound Transit.

Sound Transit is now working with the City of Seattle to develop a draft Memorandum of Agreement which will address how and when the City will provide its offsetting contributions to this fund. Sound Transit has also held conversations with representatives of King County regarding their contributions. No Sound Transit funds have been earmarked for The Fund.

BUDGET

Resolution No. R99-34 states that the \$50 million fund shall pay all necessary and associated administrative, legal and staff support costs, including any economic feasibility studies completed to support the implementation of The Fund's programs. No costs have been incurred. Work to date has been completed by community representatives and existing staff from Sound Transit, the City of Seattle, and King County. The three consultants selected by the City of Seattle have donated their services. Costs of The Fund are to be offset by contributions from the City of Seattle and King County to the Central Link Light Rail project.

ALTERNATIVES

- Sound Transit staff could hire additional staff to develop an operating plan and submit it to the Sound Transit Board for approval.
- Sound Transit could hire a consultant to draft an operating plan.
- Sound Transit Board could determine that no reimbursement of expenses will be authorized for community members serving on the committee.
- Sound Transit Board could determine that some reimbursements of expenses will be authorized for community members serving on the committee but eliminate specific items such as childcare expenses, parking, or payment for replacement help at a business.
- Sound Transit Board could direct staff to work with City of Seattle and King County staff to develop alternatives to withholding expenditures from the fund until completion of a Memorandum of Understanding with the City of Seattle and King County identifying their offsetting contributions to the Link Light Rail program.

CONSEQUENCES OF DELAY

One of the first uses of the fund is likely to be assistance to relocated properties beyond what is accounted for in the project budget and the relocation policies. The timeline for property acquisition in the Rainier Valley is as follows:

- Property negotiations may begin as early as 3rd quarter 2000.
- Initial group of businesses will likely be relocated between 2nd quarter 2001 and 1st quarter of 2002.
- All business and residential relocations need to be completed, and the properties vacated by 2nd quarter 2003.

The steering committee expects to spend 4–6 months to create its plan. At the earliest, The Fund would be operational in spring 2001. Deferring the action will delay providing assistance to affected properties.

REGIONAL PARTNERSHIP AND COOPERATION

The development of the steering committee concept has been aided by cooperative efforts provided by the City of Seattle and King County staff.

PUBLIC INVOLVEMENT

The steering committee concept originated with the community and is the result of many hours of community work, public meetings, door-to-door visits, and mailings. The community has proposed that the steering committee be composed of 15 members with ten positions allocated to them. This is as a result of a large and inclusive community process, seeking community input into how many members the community would like to see on the committee, how they would be nominated, and how the list of nominees would be selected to be consistent with the available positions Sound Transit designates for community members.

LEGAL REVIEW

MBL 07/13/00

BOARD ADMINISTRATION REVIEW

MW 08/05/00

SOUND TRANSIT

MOTION NO. M2000-72

A motion of the Board of the Central Puget Sound Regional Transit Authority relating to establishment of a steering committee for the \$50 million Transit-Oriented Community Development Fund for southeast Seattle, providing for associated tasks and procedures, and directing staff to develop Memoranda of Understanding with the City of Seattle and King County identifying their offsetting contributions to the Link Light Rail program.

Background:

On November 18, 1999, in Resolution No. R99-34, the Sound Transit Board established the alignment and station locations for the Link Light Rail Project. Within the same resolution, the Board also established a \$50 million Transit-Oriented Community Development Fund (The Fund) for southeast Seattle. The resolution states, in part:

- ◆ The Fund shall be used exclusively to increase transit ridership on the system and/or to address project impacts.
- ◆ A community advisory panel or panels shall be established to set priorities and make recommendations for the use of the Fund.
- ◆ Expenditures from the Fund shall be generally consistent with the timing of construction of the project, the mitigation of impacts of the project, and promotion of increased ridership.
- ◆ Cost of The Fund shall, to the extent possible, be offset by contributions from the City of Seattle and King County to the Central Link Light Rail project.

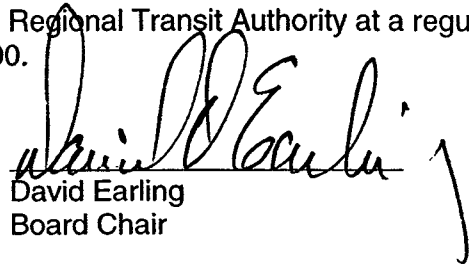
Motion:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that:

- i. a 15-member steering committee shall be established to develop a draft operating plan for the Rainier Valley Transit-Oriented Community Development Fund to submit to the Sound Transit Board for approval;
- ii. the steering committee shall be the "community advisory panel" referenced in Resolution No. R99-34 and shall be composed of ten non-paid community members, two Sound Transit staff, two City of Seattle staff, and one King County staff;
- iii. the Sound Transit Central Link Task Force shall be authorized to approve the appointments made to the steering committee;
- iv. payment for certain direct, reasonable expenses incurred by committee members while performing committee work shall be authorized, consistent with existing policies, and for non-customary or special circumstances with prior approval by Sound Transit;
- v. the scope of the steering committee's work will include preparing a set of recommendations to the Sound Transit Board on The Fund's staffing needs, financial plan, analysis of the market and needs for fund services, products and services to be delivered by The Fund, policies and procedures, priorities and guidelines for expending funds, the geographic boundaries of The Fund, a timeline including milestones and public meetings to ensure accountability; and a form of governance which is consistent with the Sound Transit Board's fiduciary responsibility while also preserving a community-based governing body's authority to make independent decisions about specific uses of the funds;

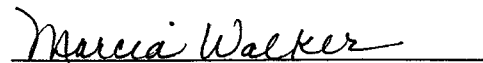
- vi. Sound Transit staff shall be directed to develop Memoranda of Understanding with the City of Seattle and King County identifying their offsetting contributions to the Link Light Rail program. Expenditures from The Fund shall be withheld until adoption of at least one Memorandum of Understanding is completed.

Approved by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 10th day of August, 2000.



David Earling
Board Chair

ATTEST:



Marcia Walker
Board Administrator