# Seattle Transportation Benefit District Governing Board

## AGENDA

**Tuesday, June 24, 2014**
**10:30 a.m.**
*(or following the Seattle City Transportation Committee meeting)*
**Special Meeting**

**BOARD MEMBERS:**

| | |
|---|---|
| **Tom Rasmussen, Chair** | **Bruce Harrell, Member** |
| **Jean Godden, Vice-Chair** | **Nick Licata, Member** |
| **Sally Bagshaw, Member** | **Mike O'Brien, Member** |
| **Tim Burgess, Member** | **Kshama Sawant, Member** |
| **Sally J. Clark, Member** | **Glen Lee, Treasurer** |

| | | | |
|---|---|---|---|
| **Phone:** | 206-233-5005 | **Location:** | Seattle City Hall Council Chamber |
| **Email:** | seattletbd@seattle.gov | | 600 4th Avenue |
| **Website:** | www.seattle.gov/stbd | | Seattle, WA 98104 |

**Meeting Listen Line:** 206-684-8566

I. **Call to Order**

II. **Roll Call**

III. **Approval of the November 25, 2013 Minutes**

IV. **Approval of Agenda**

V. **Public Comment**

VI. **Report of the Seattle Transportation Benefit District Governing Board**

| | Item | Title |
|---|---|---|
| 1. | **Resolution 12** | **Of the Seattle Transportation Benefit District concerning a voter-approved vehicle license fee and sales and use tax to fund Metro Transit service in Seattle; creating a rebate program for low-income individuals applicable to the vehicle license fee; providing for annual reports to the public; submitting a ballot measure regarding transit funding to the qualified electors of the Seattle Transportation Benefit District at an election to be held on November 4, 2014; requesting that the King County Director of Elections call a special election in conjunction with the November 4, 2014 general election and submitting the proposition to Seattle Transportation Benefit District voters; requesting that the King County Prosecutor prepare a ballot title; requesting that the Seattle City Attorney prepare an explanatory statement for King County's local voters' pamphlet; and appointing a committee to prepare pro and con statements for King County's local voters' pamphlet.** |

The Council's Chambers and offices are physically accessible; translation services provided on request. Call 206-684-8888 (TDD: 206-233-0025) for further information.

**BRIEFING AND DISCUSSION**

***Presenters:*** *Dan Eder and Calvin Chow, Seattle City Council Central Staff*

## VII. Other Business

## VIII. Adjournment

# SEATTLE TRANSPORTATION BENEFIT DISTRICT

## RESOLUTION __

A RESOLUTION of the Seattle Transportation Benefit District concerning a voter-approved vehicle license fee and sales and use tax to fund Metro Transit service in Seattle; creating a rebate program for low-income individuals applicable to the vehicle license fee; providing for annual reports to the public; submitting a ballot measure regarding transit funding to the qualified electors of the Seattle Transportation Benefit District at an election to be held on November 4, 2014; requesting that the King County Director of Elections call a special election in conjunction with the November 4, 2014 general election and submitting the proposition to Seattle Transportation Benefit District voters; requesting that the King County Prosecutor prepare a ballot title; requesting that the Seattle City Attorney prepare an explanatory statement for King County's local voters' pamphlet; and appointing a committee to prepare pro and con statements for King County's local voters' pamphlet.

WHEREAS, statewide voter approved tax cut initiatives, a prolonged recession, and declined sales tax revenues, combined with failed efforts to provide funding relief at state and regional levels, have led King County Metro Transit ("Metro" or "Metro Transit" ) to propose significant bus service cuts in Seattle; and

WHEREAS, the Revised Code of Washington (RCW), Chapter 36.73, provides for the establishment of transportation benefit districts by cities and counties and authorizes those districts to levy and impose various taxes and fees to generate revenues to support transportation improvements that benefit the district and that are consistent with state, regional or local transportation plans and necessitated by existing or reasonably foreseeable congestion levels; and

WHEREAS, City of Seattle Ordinance 123397 created the Seattle Transportation Benefit District (Transportation District) for preserving and maintaining transportation infrastructure, improving public safety, implementing elements of the Seattle Transportation Strategic Plan and other planning documents, investing in bicycle, pedestrian, freight mobility and transit enhancements and providing people with choices to meet their mobility needs; and

WHEREAS, the City of Seattle and the Transportation District entered into an interlocal agreement in 2011 delineating roles and responsibilities and coordinating efforts to pursue each municipal corporation's individual, joint and mutual rights and obligations related to transportation needs of the City of Seattle; and

WHEREAS, the Transportation District has the legal authority to fix and impose up to a one hundred dollar vehicle fee under RCW 82.80.140 with approval of a majority of district voters; and

WHEREAS, the Transportation District has the legal authority to fix and impose up to a two-tenths of one percent sales and use tax within the district under RCW 82.14.0455 with approval of a majority of district voters; and

WHEREAS, the Transportation District cannot impose a voter approved sales and use tax that exceeds a period of ten years, unless incurred for indebtedness or extended by an affirmative public vote in accordance with RCW 82.14.0455; and

WHEREAS, local transit service in the City of Seattle is provided by King County Metro Transit (Metro), a county public transportation agency; and

WHEREAS, since the economic downturn in 2008 and the resulting reduction in sales and use tax collections, Metro has experienced funding shortfalls that threaten to substantially reduce available services; and

WHEREAS, since 2009, Metro has cut costs, improved operational efficiency, tapped reserve funds, deferred scheduled maintenance that would have preserved reliability, found new revenue sources, and raised passenger fares four times in four years, with a fifth fare increase planned for 2015; and

WHEREAS, Metro and local officials have sought different local funding authority from the state legislature; and

WHEREAS, in 2011, the Metropolitan King County Council passed a two-year congestion reduction charge to help bridge Metro's funding gap and maintain service while the state legislature considered transportation funding options; and

WHEREAS, the two-year congestion reduction charge expires in June 2014; and

WHEREAS, in June 2013, the state legislature failed to act on a proposed transportation package that would have provided additional funding for Metro, along with many other transportation improvements; and

WHEREAS, following the state legislature's failure to address the Metro funding gap, Metro announced that it was facing a shortfall of about $75 million per year beginning mid-2014, and that in the absence of additional funding, it would be forced to cut up to 550,000 hours of bus service by the end of 2015; and

WHEREAS, in an attempt to avoid service cuts, the Metropolitan King County Council voted to introduce a ballot measure, Proposition 1, to fund Metro's shortfall via a one-tenth of one percent sales and use tax increase in King County and a $60 vehicle fee on all vehicles within the county; and

WHEREAS, in April 2014, the ballot measure failed by a vote of King County residents, despite support from a large majority of voters in Seattle; and

WHEREAS, transit service is critical for maintaining regional mobility and regional economic vitality; and

WHEREAS, the City is now growing rapidly and in need of more transit service, and a reduction in Metro services would be particularly detrimental to low-income and disabled people who rely on transit, and such a reduction in Metro services would adversely affect the City's traffic conditions, economy and quality of life; and

WHEREAS, the Transportation District intends to enter into an interlocal agreement with the City of Seattle to govern the respective functions of the two entities, including execution and administration of service purchase agreements with Metro Transit, regional partnership agreements, ongoing assessment of countywide transit service allocations, administration of the low-income rebate programs along with other functions necessary to implement this proposition consistent with the intent of voters;

NOW THEREFORE,

BE IT RESOLVED BY THE SEATTLE TRANSPORTATION BENEFIT DISTRICT:

**Section 1. The Seattle Transportation Benefit District (Transportation District) Transit Ballot Measure**

The City Clerk is directed to certify promptly to the Director of Records and Elections of King County, Washington, as ex officio Supervisor of Elections, a copy of this Resolution and the proposition to be submitted at the November 4, 2014, general election in the form of a ballot title as follows, or as modified by the King County Prosecuting Attorney pursuant to his duties under RCW 29A.36.071:

SEATTLE TRANSPORTATION BENEFIT DISTRICT

PROPOSITION NO. 1

The Seattle Transportation Benefit District's Proposition 1 concerns increased funding for Metro Transit service.

If approved, this proposition would fund Metro Transit service benefitting the City of Seattle, by preventing planned service cuts and, if funds allow, enhancing transit service, at least until state or regional authorities provide replacement revenues. The measure

would authorize up to a 0.1% sales and use tax for ten years, and an annual vehicle license fee up to an additional $60 per registered vehicle, with a $20 rebate for low-income individuals, all as proposed in Resolution 12.

Should this proposition be approved?

Yes

No

**Section 2. Designation of Committee to Draft Statement in Support.**

Pursuant to RCW 29A.32.280, the following three persons are designated to be on the committee to draft for the King County local voters' pamphlet the argument advocating passage of Transportation District Proposition 1:

_____

_____

_____

**Section 3. Designation of Committee to Draft Statement in Opposition.**

Pursuant to RCW 29A.32.280, the following three persons are designated to be on the committee to draft for the King County local voters' pamphlet the argument advocating defeat of Transportation District Proposition 1:

_____

_____

**Section 4. Explanatory Statement**

The City Attorney's Office, in accordance with the agreement between the Transportation District and the City of Seattle, is requested to draft an explanatory statement for the King County local voters' pamphlet.

**Section 5. Use of revenues.**

The funds raised by this proposition ( "Proposition 1 Revenues") will only be used for the Transportation Improvements described in this resolution and the associated administrative costs. Proposition 1 Revenues will first be used to pay any required administrative costs to the state Department of Licensing and state Department of Revenue, the budgeted administrative costs of the Transportation District, including but not limited to elections costs, and the estimated cost of the Transportation District's low-income rebate program for vehicle license fees, as described in Section 6 of this Resolution.

Up to three million dollars of the Proposition 1 Revenues will be used to support mutually agreeable regional partnerships with other King County cities, transit agencies, transportation benefit districts or employers who jointly contribute to the cost of preserving bus routes that enter or terminate service within the City of Seattle.

Remaining Proposition 1 Revenues will first be used to fund Metro Transit service hours on routes with more than 80 percent of their stops within City of Seattle limits for the purpose of preventing planned service cuts and providing service levels within the City of

Seattle comparable to what was provided by Metro Transit following its September 2014 service changes. Any further remaining revenues may then be used to address overcrowding, reliability, and service frequency within the City of Seattle through the purchase of additional Metro Transit service, generally consistent with the Seattle Transit Master Plan and Metro's Service Guidelines.

**Section 6. Low-Income Vehicle License Fee Rebates.**

The vehicle license fee shall be subject to a rebate program consistent with RCW 36.73.067, under which qualified low-income individuals as defined in RCW 36.73.015 will be eligible, upon application, to receive a twenty-dollar rebate for each vehicle for which an individual pays the full vehicle fee.

**Section 7. No Supplanting of Existing Funding for Transit Service**

Before funding any Metro Transit service, the Transportation District anticipates that there will be an interlocal agreement funding transit service in Seattle at levels comparable to those in place following the September 2014 service changes. The Transportation District intends for this interlocal agreement to ensure that the Proposition 1 Revenues will not supplant other funding for any routes partially or completely operating within Seattle that Metro Transit would otherwise provide in accordance with the adopted Metro Transit Service Guidelines.

**Section 8. Oversight**

The Transportation District shall issue an annual report to the public that describes Metro Transit's provision of transit service in Seattle and countywide, including service funded

by Proposition 1 Revenues and whether supplantation has occurred. The report will also analyze the impacts of service reductions, increases or changes approved by the Metropolitan King County Council or Metro Transit in Seattle.

The Transportation District Board anticipates that the City will appoint a public oversight committee to oversee spending of Transportation District revenues collected under this Resolution.

**Section 9. Term.**

In the event that the Washington State legislature enacts legislation that grants new authorization for county transportation revenues, King County imposes and collects revenues under such legislation or under any pre-existing authority, and King County restores Seattle service, the Transportation District Board will then hold a public hearing and consider a resolution to repeal or reduce the taxes and fees imposed by this resolution in an amount equal to the funding for the newly restored Seattle service. Alternatively, the Transportation District Board may submit a new proposition to the voters to propose uses for these revenues.

In accordance with RCW 82.14.0455, the Transportation District's Proposition 1 sales and use tax revenues may not be collected beyond a period of ten years.

Adopted by the Seattle Transportation Benefit District the _____ day of _____, 2014, and signed by me in open session in authentication of its adoption this _____ day of _____, 2014.

_____

Chair _____ of the Seattle Transportation District Board

Filed by me this _____ day of _____, 2014.

_____

Monica Martinez Simmons, Seattle City Clerk

(Seal)

# SEATTLE TRANSPORTATION BENEFIT DISTRICT

## Proposed Ballot Measure – Summary and Context

City of Seattle

Seattle Transportation Benefit District
June 24, 2014

# King County Context



- Congestion Reduction Charge
  (expires June 2014)
- County-wide vote on Proposition 1
  (April 2014)
- Community Mobility Contracts Program
- King County Council Deliberations

# STBD Resolution 12 - Anticipated Agreements



- STBD and City of Seattle
- City of Seattle and King County

# STBD Resolution 12 - Revenues



0.1% Sales and Use Tax = $21M / year

$60 Vehicle License Fee = $24M / year

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Total Revenues = $45M / year

# STBD Resolution 12 – Use of Funds



- Administration
- Low-Income Rebate Program
- Purchase Transit Service
  - Regional Partnership Program
  - Backfill Funding for Planned Cuts
  - Enhance Service

# STBD Resolution 12 – Other Issues



- No Supplanting
- Oversight
- Term

# Next Steps



- 6/26 Public Hearing at 5:30 PM
- 7/10 STBD Board Meeting at 2:00 PM
- 7/17 STBD Board Meeting at 2:00 PM
- 7/31 STBD Board Meeting at 2:00 PM

# Discussion and Questions

# SEATTLE TRANSPORTATION BENEFIT DISTRICT

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Adopted by the Seattle Transportation Benefit District the _____ day of _____, 2014, and signed by me in open session in authentication of its adoption this _____ day of _____, 2014.

_____

Chair _____ of the Seattle Transportation District Board

Filed by me this _____ day of _____, 2014.

_____

City Clerk

(Seal)

# SEATTLE TRANSPORTATION BENEFIT DISTRICT
# PUBLIC COMMENT SIGN-UP SHEET

**Meeting:** STBD
**Date:** Tuesday, June 24, 2014

**NOTICE:** Public Comment must pertain to items on the STBD Agenda. The Public Comment period is up to 20 minutes, and individual speakers are provided up to 2 minutes. The complete Public Comment Rules are available for review upon request.

***Speakers acknowledge the Public Comment Rules and agree to observe them. Thank you for attending.***

| | PRINT NAME* (*Please print legibly.*) | ADDRESS (OPTIONAL) | PHONE OR EMAIL(OPTIONAL) | IDENTIFY ITEM YOU WISH TO ADDRESS |
|---|---|---|---|---|
| 1. | Paul W Locke | | | |
| 2. | SARAH B. MEARDON | | | iTRANSIT! |
| 3. | Katie Wilson | | Katie@transitriders.org | Seattle TBD |
| 4. | Lynn Kohner | | lynnkohner@hotmail.com | Seattle TBD |
| 5. | [illegible] | | jfoxcullen@gmail.com | Seattle TBD |
| 6. | | | | |
| 7. | | | | |
| 8. | | | | |
| 9. | | | | |
| 10. | | | | |
| 11. | | | | |

* PURSUANT TO RCW 42.56, INFORMATION ON THIS SIGN-UP SHEET IS A PUBLIC RECORD

**SEATTLE CITY COUNCIL**
**PUBLIC COMMENT SIGN-UP SHEET**

**Meeting:** ~~Transportation Committee~~ STBD
**Date:** Tuesday, June 24, 2014

**NOTICE:** Public Comment must pertain to items on the Transportation Committee Agenda and items within the purview of the Committee. The Public Comment period is 20 minutes, and individual speakers are provided up to 2 minutes. The complete City Council Public Comment Rules are available for review upon request.

***Speakers acknowledge the Council's Public Comment Rules and agree to observe them. Thank you for attending.***

| | PRINT NAME* (*Please print legibly.*) | ADDRESS (OPTIONAL) | PHONE OR EMAIL(OPTIONAL) | IDENTIFY ITEM YOU WISH TO ADDRESS |
|---|---|---|---|---|
| 22. | Lynn Kohner | PO Box 9333 | lynnkohner@hotmail.com | Seattle TBD |
| 23. | Katie Wilson | | katie@transitriders.org | Seattle TBD |
| 24. | SARAH B. MEADOW | | | iTRANSit! |
| 25. | Ross C. Baker (TRANSPO. BENEFIT DISTRICT ISSUE) | | ross.baker@vmmc.org | Benefit District |
| 26. | George Allen | Seattle Chamber of Commerce | | |
| 27. | | | | |
| 28. | | | | |
| 29. | | | | |
| 30. | | | | |
| 31. | | | | |
| 32. | | | | |

* PURSUANT TO RCW 42.56, INFORMATION ON THIS SIGN-UP SHEET IS A PUBLIC RECORD

Puget Sound Business Journal - Jun 12, 2014, 10:59am PDT

# Opinion: Replace sales tax hike with business tax to pay for transit

*City Councilmembers Nick Licata and Kshama Sawant argue their proposed business tax would be a more stable form of funding for Seattle's Metro transit service than the mayor's proposed sales tax increase.*

Transit riders, representatives from the church community, Democrats and socialists, students, unions and low-income residents have supported our proposal to avert looming cuts to Metro bus service in Seattle. The mayor proposed a Seattle-specific funding package that would include a $60 vehicle license fee increase and a 0.1 percent increment added to the sales tax, consistent with King County Proposition 1.

Our plan amends the mayor's proposal by replacing the regressive sales tax increase with a reinstated employee hours tax on businesses and by increasing the commercial parking tax from 12.5 percent to 17.5 percent. The revenue generated from these sources together would be about the same as the sales tax increase.

The employee hours tax on businesses was dropped in 2009, but the commercial parking tax continues. The City Council has the authority to implement both revenue measures. Although there were concerns in 2006 that these funding mechanisms could negatively impact businesses, it is clear that Seattle continues to be one of the most prosperous cities in America.

We see the opportunity to streamline the head tax, which was previously found to be confusing and time consuming to calculate. Our proposal would not include the exemptions granted in the past, and, in turn, we could reduce the rate by up to 50 percent for most businesses.

Washington state has the nation's most regressive tax structure, according to the Institute on Taxation and Economic Policy's (a progressive D.C.-based think tank) latest edition of " Who Pays? A Distributional Analysis of the Tax Systems in All 50 States." Washington state's sales and excises taxes generate more than 61 percent of state and local tax revenue, compared to a national average of only 34 percent.

Our transit funding proposal results in a more progressive tax, not a regressive one. Elected officials have a responsibility to fight for progressive revenue options whenever possible. Ultimately, we must build support for measures such as taxing the super-rich and ensuring that big business pays a share commensurate with its high private profit rates.

In addition to being a much-needed step in the direction of progressive taxation, our approach provides greater funding stability by avoiding additional reliance on sales tax. Sales tax has

proven to be an unstable revenue source for the city and other local governments because recessions have a direct impact on jobs and spending ability. The dot-com crash in 2001 reduced sales tax revenue and forced Metro to scale back plans to increase service, and in 2009 Metro lost more than 15 percent of its sales tax base due to the recession.

We agree with the mayor that it is critical that we do more to reduce the number of single-occupant vehicle commuters in our city. This is highlighted by findings recently published in the Third National Climate Assessment on the effects of climate change, which reports that right now our changing climate is endangering our lives and the lives of future generations.

This news compels us to spur Seattle to do more to reduce our carbon impacts on the environment. Funding King County Metro to meet transit ridership demand — which has far outpaced demand for all other forms of transit — can significantly reduce vehicle pollution and its related carbon footprint.

The City Council has already taken historic steps to make Seattle more affordable by enacting a $15-per-hour minimum wage. Our proposal for funding Metro transit is a continuation of this progress. We believe our approach can improve the mayor's proposal not only by saving our bus service and reducing harm to our urban environment, but also by doing so without burdening those struggling to find Seattle an affordable city in which to live.

*Nick Licata and Kshama Sawant are members of the Seattle City Council.*

**TO THE BOARD MEMBERS OF THE SEATTLE TRANSPORTATION BENEFIT DISTRICT:**

I hereby call a Seattle Transportation Benefit District (STBD) Governing Board meeting, in the Seattle City Council Chamber, 600 4TH Avenue, 2nd Floor, on Monday, June 24, 2014, at the hour of 10:30 a.m. (or immediately following the Seattle Transportation Committee meeting) for the purpose of:

**Discussing a potential ballot measure relating to funding City of Seattle Metro bus services affecting key inter-city routes.**

Signed: _____
Tom Rasmussen, Chair, STBD Governing Board

Dated at Seattle, Washington

This 18th day of June, 2014

| SERVICE ACKNOWLEDGED: | WILL BE ATTENDING: | | |
|---|---|---|---|
| _____ | BAGSHAW | YES | NO |
| _____ | BURGESS | YES | NO |
| _____ | CLARK | YES | NO |
| _____ | GODDEN | YES | NO |
| _____ | HARRELL | YES | NO |
| _____ | LICATA | YES | NO |
| _____ | O'BRIEN | YES | NO |
| _____ | RASMUSSEN | YES | NO |
| _____ | SAWANT | YES | NO |

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Signed: _____
Tom Rasmussen, Chair, STBD Governing Board

Dated at Seattle, Washington

This 18th day of June, 2014

| SERVICE ACKNOWLEDGED: | WILL BE ATTENDING: | | |
|---|---|---|---|
| _____ | BAGSHAW | YES | NO |
| _____ | BURGESS | YES | NO |
| _____ | CLARK | YES | NO |
| _____ | GODDEN | YES | NO |
| _____ | HARRELL | YES | NO |
| _____ | LICATA | YES | NO |
| _____ | O'BRIEN | YES | NO |
| _____ | RASMUSSEN | YES | NO |
| _____ | SAWANT | YES | NO |

**TO THE BOARD MEMBERS OF THE SEATTLE TRANSPORTATION BENEFIT DISTRICT:**

I hereby call a Seattle Transportation Benefit District (STBD) Governing Board meeting, in the Seattle City Council Chamber, 600 4TH Avenue, 2nd Floor, on ~~Monday~~ Tuesday, June 24, 2014, at the hour of 10:30 a.m. (or immediately following the Seattle Transportation Committee meeting) for the purpose of:

**Discussing a potential ballot measure relating to funding City of Seattle Metro bus services affecting key inter-city routes.**

Signed: _____
Tom Rasmussen, Chair, STBD Governing Board

Dated at Seattle, Washington

This 18th day of June, 2014

| SERVICE ACKNOWLEDGED: | WILL BE ATTENDING: | | |
|---|---|---|---|
| | BAGSHAW | YES | NO |
| | BURGESS | YES | NO |
| | CLARK | YES | NO |
| | GODDEN | YES | NO |
| | HARRELL | YES | NO |
| | LICATA | YES | NO |
| | O'BRIEN | YES | NO |
| | RASMUSSEN | YES | NO |
| | SAWANT | YES | NO |

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This 18th day of June, 2014

| SERVICE ACKNOWLEDGED: | WILL BE ATTENDING: | | |
|---|---|---|---|
| | BAGSHAW | YES | NO |
| | BURGESS | YES | NO |
| | CLARK | YES | NO |
| | GODDEN | YES | NO |
| | HARRELL | YES | NO |
| | LICATA | YES | NO |
| | O'BRIEN | YES | NO |
| | RASMUSSEN | YES | NO |
| | SAWANT | YES | NO |

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| | BURGESS | YES | NO |
| | CLARK | YES | NO |
| | GODDEN | YES | NO |
| | HARRELL | YES | NO |
| | LICATA | YES | NO |
| | O'BRIEN | YES | NO |
| | RASMUSSEN | YES | NO |
| | SAWANT | YES | NO |

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|---|---|---|---|
| | BAGSHAW | YES | NO |
| | BURGESS | YES | NO |
| | CLARK | YES | NO |
| | GODDEN | YES | NO |
| Bruce A. Harrell | HARRELL | YES | NO |
| | LICATA | YES | NO |
| | O'BRIEN | YES | NO |
| | RASMUSSEN | YES | NO |
| | SAWANT | YES | NO |

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| | LICATA | YES | NO |
| | O'BRIEN | YES | NO |
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| | HARRELL | YES | NO |
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| | O'BRIEN | YES | NO |
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| _____ | HARRELL | YES | NO |
| _____ | LICATA | YES | NO |
| _____ | O'BRIEN | YES | NO |
| _____ | RASMUSSEN | YES | NO |
| _____ | SAWANT | YES | NO |

## Sanchez, Emilia

**From:** Sanchez, Emilia
**Sent:** Monday, June 23, 2014 9:56 AM
**To:** KIRO TV; 'tips@komonews4.com'; KING 5 Assignment Desk; Scott, Maude; 'mlindblom@seattletimes.com'; P-I City Desk; 'newsdesk@973kiro.com'; Seattle Times Metro Desk; Yeakel, Lisa; Giamberso, John; Weiss, Curt; Escalona, Ed
**Subject:** Seattle Transportation Benefit District Meetings
**Attachments:** STBD20140624.docx; STBD20140626.docx

Attached please find notice of two special meetings of the Seattle Transportation Benefit District.

Thank you,

Emilia M. Sanchez
Seattle Deputy City Clerk

Emilia M. Sanchez
Deputy City Clerk
Legislative Department –
Office of the City Clerk
600 Fourth Avenue, Floor 3
PO Box 94728
Seattle, WA 98124-4728
206-233-3863