

Seattle Transportation Benefit District Governing Board

Agenda - Special Meeting

Thursday, July 17, 2014

2:00 p.m.

BOARD MEMBERS:

Tom Rasmussen, Chair
Jean Godden, Vice-Chair
Sally Bagshaw, Member
Tim Burgess, Member
Sally J. Clark, Member

Bruce Harrell, Member
Nick Licata, Member
Mike O'Brien, Member
Kshama Sawant, Member
Glen Lee, Treasurer

Phone: 206-233-5005

Email: seattletbd@seattle.gov

Website: www.seattle.gov/stbd

Location: Seattle City Hall Council Chamber

600 4th Avenue

Seattle, WA 98104

Meeting Listen Line: 206-684-8566

- I. Call to Order
- II. Roll Call
- III. Approval of the Minutes *(added; 7/17/14 at 8:00 a.m.)*
- IV. Approval of Agenda
- V. Public Comment
- VI. Report of the Seattle Transportation Benefit District Governing Board

- | Item | Title |
|-------------------------|---|
| 1. <u>Resolution 12</u> | 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.



DISCUSSION AND POSSIBLE VOTE

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

Supporting document:

1a. **Proposed Substitution**

VII. Other Business

VIII. Adjournment

1
2 **Section 5. Use of revenues.**

3 The funds raised by this proposition ("Proposition 1 Revenues") will only be used for the
4 Transportation Improvements described in this resolution and the associated
5 administrative costs. Proposition 1 Revenues will first be used to pay any required
6 administrative costs to the state Department of Licensing and state Department of
7 Revenue, the budgeted administrative costs of the Transportation District, including but
8 not limited to elections costs, and the estimated cost of the Transportation District's low-
9 income rebate program for vehicle license fees, as described in Section 6 of this
10 Resolution.
11

12
13 Remaining Proposition 1 Revenues will be used for the following ~~two~~three purposes:

- 14 A. Provide funding for Metro Transit service hours that are generally consistent with
15 the Seattle Transit Master Plan and Metro's Service Guidelines on routes with
16 more than 80 percent of their stops within City of Seattle limits. Such funding
17 shall be for the purpose of providing transit service hours within the City of
18 Seattle comparable to service hours that were provided by Metro Transit in
19 October 2014.
20
21 B. Up to three million dollars of the Proposition 1 Revenues will be used annually to
22 support regional transit service through regional partnership agreements. These
23 funds may be used to provide public transit bus routes that enter or terminate
24 service within the City of Seattle. The Transportation District intends that:
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- 1 i. The City will enter into regional partnership agreements with other cities,
2 transit agencies, or transportation benefit districts who contribute to the cost of
3 providing regional transit service.
4
5 ii. Regional partnerships will not supplant existing funding of transit service, in
6 accordance with Section 7.
7
8 iii. Prior to entering into any proposed regional partnership, the City of Seattle
9 will request advice and input from the public oversight committee as
10 described in Section 8.
11
12 iv. Public transit bus routes to be funded through such regional partnerships will
13 be provided through the City of Seattle’s interagency agreements with King
14 County Metro and/or other public transit agencies.

15 C. Up to two million dollars of the Proposition 1 Revenues will be used annually to
16 improve and to support access to transit service for low-income transit riders.
17 These funds may be used to increase access to the low-income fare program and
18 to evaluate the feasibility of developing and potentially funding additional no-
19 income and low-income products for Seattle residents that complement the King
20 County low-income fare program.
21

22
23 After funding service hours as described above in Section 5.A. and after funding regional
24 public transit service as described in Section 5.B. and after funding increased access for
25 low-income transit riders as described in Section 5.C., remaining revenues may then be
26 used to address overcrowding, reliability, and service frequency within the City of Seattle
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1 through the purchase of additional Metro Transit bus service hours on routes with more
2 than 80 percent of their stops within City of Seattle limits and consistent with the Seattle
3 Transit Master Plan and Metro’s Service Guidelines.

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1
2 **Section 5. Use of revenues.**

3 The funds raised by this proposition (“Proposition 1 Revenues”) will only be used for the
4 Transportation Improvements described in this resolution and the associated
5 administrative costs. Proposition 1 Revenues will first be used to pay any required
6 administrative costs to the state Department of Licensing and state Department of
7 Revenue, the budgeted administrative costs of the Transportation District, including but
8 not limited to elections costs, and the estimated cost of the Transportation District’s low-
9 income rebate program for vehicle license fees, as described in Section 6 of this
10 Resolution.
11

12
13 Remaining Proposition 1 Revenues will be used for the following two purposes:

- 14 A. Provide funding for Metro Transit service hours that are generally consistent with
15 the Seattle Transit Master Plan and Metro’s Service Guidelines on routes with
16 more than 80 percent of their stops within City of Seattle limits. Such funding
17 shall be for the purpose of providing transit service hours within the City of
18 Seattle comparable to service hours that were provided by Metro Transit in
19 October 2014. The first priority for the funding is to preserve existing routes and
20 prevent King County Metro’s proposed February 2015 service cuts and
21 restructures.
22
23
24 B. Up to three million dollars of the Proposition 1 Revenues will be used annually to
25 support regional transit service through regional partnership agreements. These
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1 funds may be used to provide public transit bus routes that enter or terminate
2 service within the City of Seattle. The Transportation District intends that:

- 3 i. The City will enter into regional partnership agreements with other cities,
4 transit agencies, or transportation benefit districts who contribute to the cost of
5 providing regional transit service.
6
7 ii. Regional partnerships will not supplant existing funding of transit service, in
8 accordance with Section 7.
9
10 iii. Prior to entering into any proposed regional partnership, the City of Seattle
11 will request advice and input from the public oversight committee as
12 described in Section 8.
13
14 iv. Public transit bus routes to be funded through such regional partnerships will
15 be provided through the City of Seattle’s interagency agreements with King
16 County Metro and/or other public transit agencies.
17

18
19 **Section 8. Oversight**

20 The Transportation District shall issue an annual report to the public that describes Metro
21 Transit’s provision of transit service in Seattle and countywide. The annual report will:
22

- 23 A. evaluate the effectiveness of Proposition 1 Revenues in restoring transit service
24 hours to October 2014 service hour levels;
25
26 B. evaluate regional partnerships and transit service hours enhancements funded by
27 Proposition 1 Revenues;
28

- 1 C. contain description and analysis of changes to Metro service levels in Seattle,
2 including identification and evaluation of possible supplantation of funding for
3 routes or service hours; and
4
5 D. analyze the impacts of service reductions, increases or changes approved by the
6 Metropolitan King County Council or Metro Transit in Seattle.

7 The Transportation District Board intends that the City will appoint a public oversight
8 committee to advise on spending of Transportation District revenues collected under this
9 Resolution.
10

11 In the event that King County Metro proposes route restructures of Transportation
12 District-funded routes in order to improve service efficiency consistent with the King
13 County Metro service guidelines, then in addition to a robust King County Metro public
14 service planning process with affected riders, businesses, and residents, the
15 Transportation Benefit District expects the City to negotiate such changes through the
16 planned interagency agreement.
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STBD Resolution 12
O'Brien Amendment

New Whereas clause:

WHEREAS, in 2015, King County will implement a low-income fare for Metro Transit service, increasing access to transit for no and low-income riders.

SEATTLE TRANSPORTATION BENEFIT DISTRICT

RESOLUTION __

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

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

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

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

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

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

1 ~~WHEREAS, the Transportation District has the legal authority to fix and impose up to a~~
2 ~~two-tenths of one percent sales and use tax within the district under RCW~~
3 ~~82.14.0455 with approval of a majority of district voters; and~~

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

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

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

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

16 WHEREAS, Metro and the Mayor and the Seattle City Council have sought different
17 local transportation and transit funding authority from the state legislature; and

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

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

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

25 WHEREAS, following the state legislature's failure to address the Metro funding gap,
26 Metro announced that it was facing a shortfall of about \$75 million per year
27 beginning mid-2014, and that in the absence of additional funding, it would be
28 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

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

2 WHEREAS, the City is now growing rapidly and in need of more transit service, and a
3 reduction in Metro services would be particularly detrimental to low-income and
4 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

5 WHEREAS, the Transportation District intends to enter into an interlocal agreement
6 with the City of Seattle to govern the respective functions of the two entities,
7 including execution and administration of service purchase agreements with
8 Metro Transit, regional partnership agreements, ongoing assessment of
9 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;

10 NOW THEREFORE,

11 BE IT RESOLVED BY THE SEATTLE TRANSPORTATION BENEFIT DISTRICT:

12
13 **Section 1. The Seattle Transportation Benefit District (Transportation District)**
14 **Transit Ballot Measure**

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

20
21 SEATTLE TRANSPORTATION BENEFIT DISTRICT

22
23 PROPOSITION NO. 1

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

26 If approved, this proposition would fund Metro Transit service benefitting the City of
27 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

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would authorize an annual vehicle license fee up to an additional \$60 per registered vehicle with a \$20 rebate for low-income individuals and authorize up to a 0.1% sales and use tax, both expiring by 12/31/2020, 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:

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2 **Section 4. Explanatory Statement**

3 The City Attorney’s Office, in accordance with the agreement between the Transportation
4 District and the City of Seattle, is requested to draft an explanatory statement for the King
5 County local voters’ pamphlet.
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8 **Section 5. Use of revenues.**

9 The funds raised by this proposition (“Proposition 1 Revenues”) will only be used for the
10 Transportation Improvements described in this resolution and the associated
11 administrative costs. Proposition 1 Revenues will first be used to pay any required
12 administrative costs to the state Department of Licensing and state Department of
13 Revenue, the budgeted administrative costs of the Transportation District, including but
14 not limited to elections costs, and the estimated cost of the Transportation District’s low-
15 income rebate program for vehicle license fees, as described in Section 6 of this
16 Resolution.
17

18
19 Remaining Proposition 1 Revenues will be used for the following two purposes:

- 20 A. Provide funding for Metro Transit service hours that are generally consistent with
21 the Seattle Transit Master Plan and Metro’s Service Guidelines on routes with
22 more than 80 percent of their stops within City of Seattle limits. Such funding
23 shall be for the purpose of providing transit service hours within the City of
24 Seattle comparable to service hours that were provided by Metro Transit in
25 October 2014.
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1 B. Up to three million dollars of the Proposition 1 Revenues will be used annually to
2 support regional transit service through regional partnership agreements. These
3 funds may be used to provide public transit bus routes that enter or terminate
4 service within the City of Seattle. The Transportation District intends that:

- 5
- 6 i. The City will enter into regional partnership agreements with other cities,
7 transit agencies, or transportation benefit districts who contribute to the cost of
8 providing regional transit service.
- 9
- 10 ii. Regional partnerships will not supplant existing funding of transit service, in
11 accordance with Section 7.
- 12
- 13 iii. Prior to entering into any proposed regional partnership, the City of Seattle
14 will request advice and input from the public oversight committee as
15 described in Section 8.
- 16
- 17 iv. Public transit bus routes to be funded through such regional partnerships will
18 be provided through the City of Seattle's interagency agreements with King
19 County Metro and/or other public transit agencies.

20

21 After funding service hours as described above in Section 5.A. and after funding regional
22 public transit service as described in Section 5.B., remaining revenues may then be used
23 to address overcrowding, reliability, and service frequency within the City of Seattle
24 through the purchase of additional Metro Transit bus service hours on routes with more
25 than 80 percent of their stops within City of Seattle limits and consistent with the Seattle
26 Transit Master Plan and Metro's Service Guidelines.

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Section 6. Low-Income Vehicle License Fee Rebates.

1 The vehicle license fee shall be subject to a rebate program consistent with RCW
2 36.73.067, under which qualified low-income individuals as defined in RCW 36.73.015
3 will be eligible, upon application, to receive a twenty-dollar rebate for each vehicle for
4 which an individual pays the full vehicle fee.
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Section 7. No Supplanting of Existing Funding for Transit Service

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8 Before funding any Metro Transit service, the Transportation District anticipates that
9 there will be an interlocal agreement funding transit service in Seattle at levels
10 comparable to those in place following the September 2014 service changes. The
11 Transportation District intends for this interlocal agreement to ensure that the Proposition
12 1 Revenues will not supplant other funding for any routes partially or completely
13 operating within Seattle that Metro Transit would otherwise provide in accordance with
14 the adopted Metro Transit Service Guidelines.
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Section 8. Oversight

17
18 The Transportation District shall issue an annual report to the public that describes Metro
19 Transit's provision of transit service in Seattle and countywide. The annual report will:
20

- 21 A. evaluate the effectiveness of Proposition 1 Revenues in restoring transit service
22 hours to October 2014 service hour levels;
23
24 B. evaluate regional partnerships and transit service hours enhancements funded by
25 Proposition 1 Revenues;
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- 1 C. contain description and analysis of changes to Metro service levels in Seattle,
2 including identification and evaluation of possible supplantation of funding for
3 routes or service hours; and
- 4 D. analyze the impacts of service reductions, increases or changes approved by the
5 Metropolitan King County Council or Metro Transit in Seattle.
6

7 The Transportation District Board intends that the City will appoint a public oversight
8 committee to advise on spending of Transportation District revenues collected under this
9 Resolution.
10

11 **Section 9. Term.**

12 In the event that the Washington State legislature enacts legislation that grants new
13 authorization for public transportation revenues, King County imposes and collects
14 revenues under such legislation or under any pre-existing authority, and King County
15 restores Seattle service, the Transportation District Board will hold a public hearing and
16 consider a resolution to repeal or reduce the taxes and fees imposed by this resolution in
17 an amount comparable to the funding for the newly restored Seattle
18 service. Alternatively, the Transportation District Board may submit a new proposition
19 to the voters to propose uses for these revenues.
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22 The vehicle license fee and the ~~sales and use tax~~ authorized by voters will be collected
23 until December 31, 2020 unless voters approve a subsequent ballot measure extending
24 the fees and taxes beyond December 31, 2020.
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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)

#1



SEATTLE TRANSPORTATION BENEFIT DISTRICT PUBLIC COMMENT SIGN-UP SHEET

Meeting: STBD

Date: Thursday, July 17, 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.	Bill Hallerman			
2.	Alison Eisinger			
3.	Steve Daschle			
4.	Mark Okazaki			
5.	Jessica Bonbright			
6.	Austin Wright-Petibone			
7.	Josh Kavanagh			
8.	Jacqueline Sorgen			
9.	Brack Howell			
10.	Behnaz Nelson			
11.	Pam Sumner	4408 Delridge Way SW	# 50 B45	

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

#2



SEATTLE TRANSPORTATION BENEFIT DISTRICT PUBLIC COMMENT SIGN-UP SHEET

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	PRINT NAME* <i>(Please print legibly.)</i>	ADDRESS (OPTIONAL)	PHONE OR EMAIL(OPTIONAL)	IDENTIFY ITEM YOU WISH TO ADDRESS
12.	WINFIELD HUTTON			commercial parking tax
13.	Lorraine Carlucci			Metro funding
14.	Paul Bachtel,			
15.	Rob Johnson			
16.	XXXXXXXXXX Drew Isaak	2106 NE 47 th Street	drewisaak12@gmail.com	Metro funding
17.	Jan Scholes			
18.	Erin Haide s.k. "Hika"			
19.	Tommy Crittenden			
20.	Doug Nielson	Local		metro funding
21.	LINDA JANSEN			" "
22.	Joanna Cullen			Metro funding
23.	Katie Wilson			Sawant/Licata Amendment

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#3



SEATTLE TRANSPORTATION BENEFIT DISTRICT PUBLIC COMMENT SIGN-UP SHEET

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	PRINT NAME* (Please print legibly.)	ADDRESS (OPTIONAL)	PHONE OR EMAIL(OPTIONAL)	IDENTIFY ITEM YOU WISH TO ADDRESS
24.	APRIL PUTNEY	816 2ND AVE #200	206 343-0681	METRO FUNDING
25.	Lennon Bronsema	2124 California Ave SW APT 4	360 510 5522	Metro Funding
26.	STEVE GSUB			METRO FUNDING
27.	Lucy Redler	Shattgautel Str 6/11059 Berlin		metro funding
28.	jacqueline Sorgen		jacqueline.sorgen38@ ^{gmail} _{com}	Metro Funding
29.	TEM BAKER	852 NW 90th St. Seattle		Metro Funding
30.	Alonzo Smalls	N/A	N/A	N/A
31.	R Mike Bloom		206-524-4182	- bus service cuts
32.	Alex Bott	2032 S Linn St 98144		metro Funding
33.	MARK DRAKE	902 1st St	mark@drake.org	metro funding
34.	Jackie Claessens	900 University Street	jackiec@horizonhouse.org	- bus service cuts
35.				

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

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	PRINT NAME* <i>(Please print legibly.)</i>	ADDRESS (OPTIONAL)	PHONE OR EMAIL(OPTIONAL)	IDENTIFY ITEM YOU WISH TO ADDRESS
36.	Mason Taylor	11725 23rd Ave NE (98125)	206 362 7015	Support Cicata Sewer amendment
37.	Waylon Robert		206 362 7015	transportation
38.	Ross Baker	Virginia Mason		transport Money for <i>2014</i>
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* PURSUANT TO RCW 42.56, INFORMATION ON THIS SIGN-UP SHEET IS A PUBLIC RECORD

JUSTIN GUYOTT
1808 RANTON AVE S.
SEASIDE WA 98118

DECADES 7/17/14
FOR YEARS

CORPORATIONS have
been shirking ~~their~~
responsibility for
paying their share of
the common good
while they continue to
TAKE OUT EVERY BENEFIT
AVAILABLE FROM THE
PUBLIC COFFERS
PASS TRANSIT FUNDING
W/ A COMPANY/EMPLOYEE
TAX NOT A SALES TAX.

VIRGINIA MASON
Public Policy
P.O. Box 900; Mail Stop D1-PR
Seattle, WA 98111

FOR SUBMISSION TO
THE HEARING RECORD
(My testimony was not heard)



July 17, 2014

HAND DELIVERED

Hon. Tom Rasmussen Chair, &
Members, Seattle Transportation Benefit District Board
Seattle City Hall, 2nd Floor
316 Third Avenue
Seattle, WA 98101

RE: Support for Mayor Murray's Proposal for sales tax and vehicle license fees increase to fund Metro Transit

Dear Chairman Rasmussen & Transportation Board Members,

Virginia Mason reiterates its support for the Transportation Benefit Board adopting the transit funding package proposed by Mayor Murray and for that package to be submitted to the city's voters for the general election in November 2014. We support the concept of a slight increase in the city's sales and use tax combined with an increase in the annual vehicle license fee to provide funding for Metro Transit service. It is our hope that the citizens of Seattle will vote to raise revenues to help lessen prospective cuts to the Metro Transit system.

Virginia Mason is not in support of any proposal to increase parking taxes or to place an employee "head tax" or hourly employee tax on Seattle employers. As stated in previous testimony and correspondence to the board, we believe that such a proposal would unduly hurt the Seattle economy and businesses and add to health care delivery costs.

A robust and healthy transit system is critically important to Virginia Mason's patients, workers and health care delivery work. A healthy transit system also is important to the viability of First Hill and the greater Seattle community. We encourage our staff, patients and visitors to use mass transit at our main campus and our regional medical centers. This is a critical element in our Transportation Management Plan.

Virginia Mason employs more than 5,000 team members at two Seattle facilities, our main facility on First Hill (which includes the Benaroya Research Institute) and our regional medical clinic at University Village. More than one-third of our employees and approximately half of our day-shift employees take transit or light rail to our facilities.

Page 2

A well-functioning, well-funded transit system and public transportation is essential to our employees, patients and daily operations. If Metro's currently proposed transit cuts go into effect, the result will have a significant negative impact on our work.

Once Seattle citizens approve the proposed ballot measure, King County and Seattle should -- to the greatest extent possible -- preserve Metro bus service as currently deployed, with an opportunity for sufficient public input prior to Metro making any changes to current bus service and routes.

We urge you to adopt the Mayor's proposal to increase the sales tax and raise the vehicle license fee in order to provide funding for Metro Transit. Thank you for the work you do on behalf of the people of Seattle and the region.

Sincerely,



Ross C. Baker
Public Policy Director

cc: Dr. Gary S. Kaplan, Chairman & CEO, Virginia Mason
Katerie Chapman, Vice President of Administration, Virginia Mason
Hon. Ed Murray, Mayor of Seattle
Hon. Dow Constantine, King County Executive
King County Councilmembers
Maud Daudon, President & CEO, Seattle Metropolitan Chamber of Commerce
Downtown Seattle Association

~~Master Copy~~

**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 Thursday, July 17, 2014, at the hour of 2:00 p.m. The STBD meeting will follow as soon as possible and no later than 24 hours from the scheduled meeting.

Signed: Tom Rasmussen x
Tom Rasmussen, Chair, STBD Governing Board

Dated at Seattle, Washington

This 30th day of June, 2014

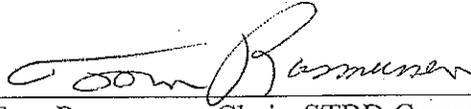
SERVICE ACKNOWLEDGED:

WILL BE ATTENDING:

_____	BAGSHAW	YES	NO
_____	BURGESS	YES	NO
_____	CLARK	YES	NO
_____	GODDEN	YES	NO
_____	HARRELL	YES	NO
X <u>Nick</u>	LICATA	YES	NO
_____	O'BRIEN	YES	NO
X <u>Tom</u>	RASMUSSEN	YES	NO
_____	SAWANT	YES	NO

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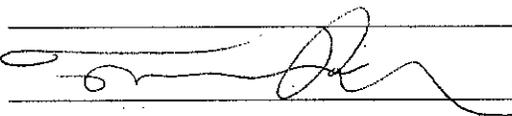
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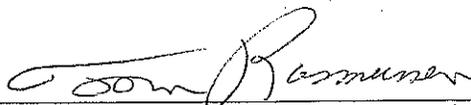
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WILL BE ATTENDING:

_____	BAGSHAW	YES	NO
_____	BURGESS	YES	NO
_____	CLARK	YES	NO
	<u>GODDEN</u>	<u>YES</u>	NO
_____	HARRELL	YES	NO
_____	LICATA	YES	NO
_____	O'BRIEN	YES	NO
x 	RASMUSSEN	<u>YES</u>	NO
_____	SAWANT	YES	NO

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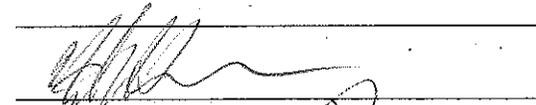
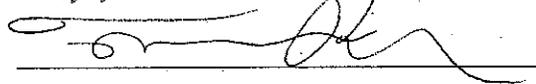
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Dated at Seattle, Washington

This 30th day of June, 2014

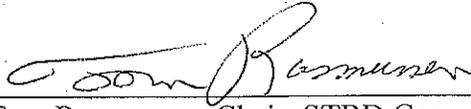
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_____	CLARK	YES	NO
_____	GODDEN	YES	NO
_____	HARRELL	YES	NO
_____	LICATA	YES	NO
	O'BRIEN	<u>YES</u>	NO
	RASMUSSEN	<u>YES</u>	NO
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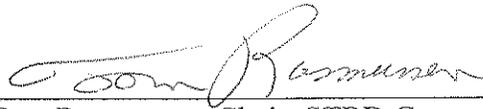
Bruce A. Harrell

BAGSHAW	YES	NO
BURGESS	YES	NO
CLARK	YES	NO
GODDEN	YES	NO
HARRELL	<u>YES</u>	NO
LICATA	YES	NO
O'BRIEN	YES	NO
RASMUSSEN	<u>YES</u>	NO
SAWANT	YES	NO

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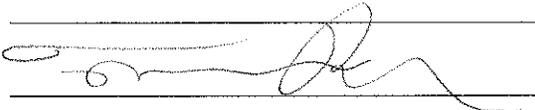
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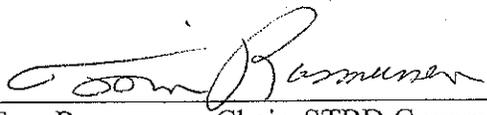
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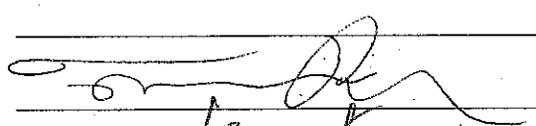
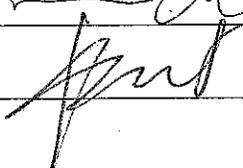
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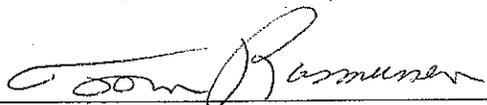
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_____	HARRELL	YES	NO
_____	LICATA	YES	NO
_____	O'BRIEN	YES	NO
x  _____	RASMUSSEN	<u>YES</u>	NO
 _____	SAWANT	<u>YES</u>	NO

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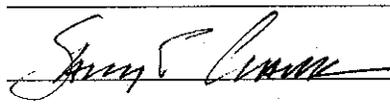
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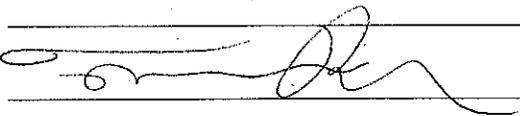
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RASMUSSEN	<u>YES</u>	NO
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x

