

April 22, 2014 Special Election

King County **Official Local Voters' Pamphlet**

For more information call
206-296-VOTE (8683) or visit
www.kingcounty.gov/elections



Register to vote

Requirements

To register to vote in Washington, you must be:

- A citizen of the United States
- A legal resident of Washington State
- At least 18 years old by Election Day
- Not under the authority of the Department of Corrections

How to register

- Register online with the Secretary of State, www.vote.wa.gov
- Download a registration form from the King County Elections website.
- Register in person at the King County Elections office or at the King County Voter Registration Annex.

Registration deadlines

While you may register to vote at any time, there are registration deadlines prior to each election. The deadlines for the April 22, 2014, special election:

- **March 24** – Deadline to register to vote or update voter registration information.
- **April 14** – In-person registration deadline for people not currently registered in Washington. Register in person at the Elections office in Renton or at the Voter Registration Annex in Seattle.

Keep your voter registration current

Update your registration if you have moved or changed your name, or if your signature has changed. Simply submit a new registration form to update your information.



New location for Voter Registration Annex

The King County Voter Registration Annex has moved to the fourth floor of the King County Administration Building.

New address:

Fourth Floor, Room 440
King County Administrative Building
500 4th Avenue
Seattle, WA 98104

King County Elections' main headquarters are in Renton. For more information and directions to both the Annex and Elections headquarters, see:
www.kingcounty.gov/elections/aboutus/directions.aspx

Phone: 206-296-VOTE (8683)
Toll-free: 800-325-6165

Hours:

Monday - Friday
8:30 a.m. to 1 p.m.
2 p.m. to 4:30 p.m.

Services offered at Voter Registration Annex:

- Register to vote
- Change or update your address or name
- Voter notification cards
- Information and assistance about non-traditional residential addresses/homeless voters, and mailing address vs. residential address
- Cancel a voter registration

Proposition No. 1

Sales and Use Tax and Vehicle Fee for Transportation Improvements

The Board of the King County Transportation District passed Resolution No. TD2014-03 concerning funding for Metro transit, roads and other transportation improvements. If approved, this proposition would fund, among other things, bus service, road safety and maintenance and other transportation improvements in King County cities and the unincorporated area. It would authorize the district to impose, for a period of ten years, a sales and use tax of 0.1% under RCW 82.14.0455 and an annual vehicle fee of sixty dollars (\$60) per registered vehicle under RCW 82.80.140 with a twenty dollar (\$20) rebate for low-income individuals.

Should this sales and use tax and vehicle fee be approved?

Yes

No

The complete text of this measure is available beginning on page 9.

Statement in favor

Yes on Proposition 1: Save buses, fix roads throughout King County

Our growing region can't afford more traffic gridlock and deteriorating roadways. With 400,000 daily rides, Metro keeps us moving. Proposition 1 protects bus service and fixes our roads and bridges - an affordable, needed investment in our economy, environment, and quality of life.

Proposition 1 replaces expiring Metro funding - preventing planned cuts that will affect 80% of bus riders, put 30,000 cars back on congested streets, and leave some seniors, students, people with disabilities, and working families stranded.

Prop 1 dedicates 40% of revenue to roadway safety, preservation, and maintenance - critical funding for every city and rural area.

Prop 1 addresses affordability, creating \$1.25 low income bus fare and partial rebate for low income car owners.

Unanimous, bi-partisan support of County Council, Executive Dow Constantine & endorsed: League of Women Voters; Senior Services; OneAmerica; El Centro de la Raza; Seattle Human Services Coalition; Downtown Seattle Association; Labor Council; Virginia Mason; SEIU; King County Democrats; Machinists 751; Sierra Club; Federation of Blind; Mayors of Seattle, Redmond, Kent, Shoreline, Burien, Mercer Island, Tukwila, Des Moines, Auburn, Kenmore, SeaTac, Issaquah, Snoqualmie, Duvall, Renton, Maple Valley, Sammamish, Federal Way, and more!

Rebuttal of statement against

Unfortunately, opponent's statement is inaccurate and misleading.

The Facts:

Through efficiencies and fare increases, Metro has saved \$130 million annually while still meeting record pre-recession ridership levels.

Because Prop 1 replaces expiring funding, we'll pay only \$40 more each year for our cars (\$20 for low income car owners); with 40% of funding dedicated to local road improvements.

Cutting Metro stalls our economy, increases congestion, and disproportionately hurts seniors, students, and the working poor.

Explanatory statement

If approved, Proposition 1 would provide dedicated transportation funding available to preserve current Metro transit service levels and provide transportation improvements, including road preservation, safety and maintenance projects, by authorizing the King County Transportation District (KCTD) to levy a 0.1% sales and use tax and a \$60 vehicle fee, each for up to ten years. Proposition 1 would also establish a low-income vehicle fee rebate of \$20 and provide funding for a low-income Metro transit fare.

Sixty percent of revenues, net of administrative costs, would first be available to preserve Metro transit service, including a low-income fare program and the operation, maintenance and capital needs of the Metro transit system. After allocating funds to Metro transit service, any remaining revenue from the sixty percent would be distributed equally for Metro transit and unincorporated area roads purposes. The allocation of these funds will be made by the KCTD Board and guided by criteria contained in Resolution TD2014-03.

Forty percent of revenues, net of administrative costs, would be allocated by population to cities for transportation improvements and to the county for unincorporated area road purposes.

All transportation improvements must be projects contained in adopted transportation plans, as updated by the jurisdictions. Selection of specific improvements would be made by the individual cities and the County consistent with the requirements of Resolution TD2014-03. KCTD would annually review the funded projects and programs and issue an annual report to the public on costs, expenditures, revenues, and schedules.

For questions about this measure, contact:

John Resha, Council Staff
206-477-0889
john.resha@kingcounty.gov

Statement in opposition

Your "No" vote will send the essential message that King County taxpayers no longer accept Metro Transit's refusal to deal with its primary financial problem: excessive operating costs.

Public transit is an important part of our transportation system, but Metro's current shortfall of \$75 million, annually, results from its expenses long increasing at over twice the rate of inflation despite its own stated commitment to reduce those costs to or below inflation.

This is why Sound Transit stopped purchasing services from Metro for several bus routes within King County and, instead, substituted Pierce Transit in order to save nearly 30%. Pierce Transit has worked to reduce costs while Metro's continue rising.

Proposed new taxes would burden low-income and transit-dependent individuals, through highly regressive impacts, while unjustly skyrocketing taxes on motorists from \$40 for every vehicle over two years to \$600 each over 10 years: an unacceptable 1,500% increase.

For taxpayers living in east-and-south county - who already pay 65% of transit taxes but receive just 37% of transit services - piling on these added taxes would make this unfairness even worse.

Sustainable transit requires real financial controls, not Metro's repeatedly broken promises. Please vote "No" to save transit from Metro's ongoing mismanagement.

Submitted by: Will Knedlik,
Dick Paylor, and Jerry Galland
TruthInTaxation@aol.com

Rebuttal of statement in favor

Stop Prop 1's tripling of the car tabs tax annually. Reject Metro's regressive tax increases on the poor for the third time in 10 years. Don't bail out the politicians unwilling to reduce excessive transit operating costs in Metro's budget. Don't be fooled by more of Metro's false promises. End bus subsidies for wealthy riders at the expense of the transit dependent. Vote No on unnecessary and excessive tax hikes. Visit www.familiesfortransit.com for more information.

Returning your ballot

i Ballot return locations and accessible voting centers can change with every election. See below for a list of the ballot return sites for the April 22, 2014 special election.



Through the mail

You can vote and return your ballot through the U.S. Postal Service as soon as you receive it.

Ballots must be postmarked by April 22. Mailed ballots require first class postage.

24-hour drop boxes

Return your ballot without using the U.S. Postal Service or a first class stamp at a ballot drop box.

Burien City Hall

400 SW 152nd Street, Burien 98166

Crossroads Shopping Center South entrance

15600 NE 8th Street, Bellevue 98008

Federal Way City Hall

33325 8th Avenue S, Federal Way 98003

Issaquah City Hall

130 E Sunset Way, Issaquah 98027

King County Elections

919 SW Grady Way, Renton 98057

Lake Forest Park City Hall

17425 Ballinger Way NE, Lake Forest Park 98155

Regional Justice Center

401 4th Avenue N, Kent 98032
Near parking garage entrance

Redmond Senior Center

8703 160th Avenue NE, Redmond 98052

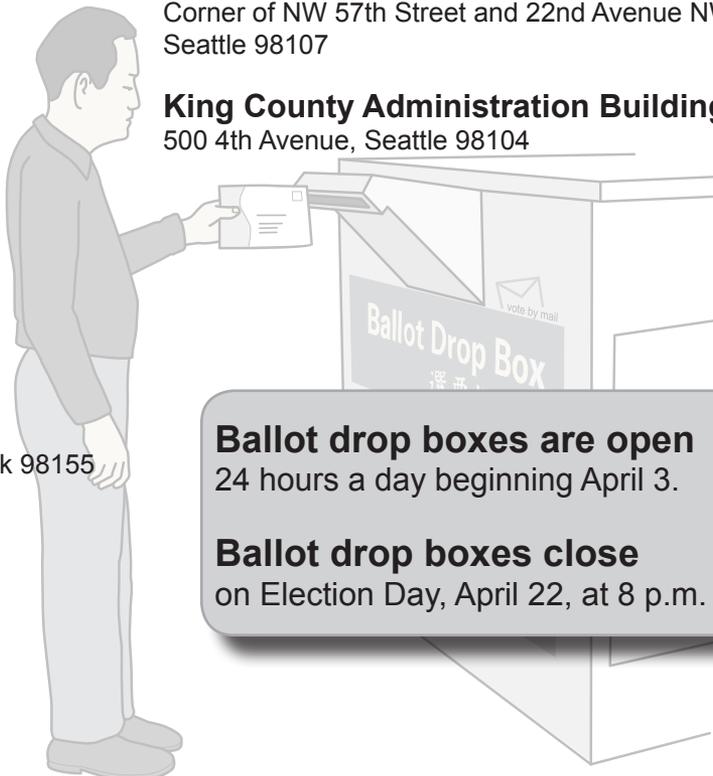
Seattle ballot drop box locations:

Ballard Branch Library

Corner of NW 57th Street and 22nd Avenue NW,
Seattle 98107

King County Administration Building

500 4th Avenue, Seattle 98104



Ballot drop boxes are open
24 hours a day beginning April 3.

Ballot drop boxes close
on Election Day, April 22, at 8 p.m.

Scheduled drop vans

Return your ballot without using the U.S. Postal Service or a first class stamp at a ballot drop-off van. Vans will be parked at these locations only on the dates and times listed:

Auburn City Hall

25 West Main Street, Auburn 98001

Kirkland City Hall

123 5th Avenue, Kirkland 98033

Renton Highlands

Neighborhood Center

800 Edmonds Avenue NE, Renton 98056

SeaTac City Hall

4800 S 188th Street, SeaTac 98188

Shoreline-Aurora Square

Shopping Center

15505 Westminster Way N, Shoreline 98133

Tahoma School District Building

25720 Maple Valley-Black Diamond Rd SE,
Maple Valley 98038

White Center at Greenbridge Library

9720 8th Avenue SW, Seattle 98106

Woodinville City Hall

17301 133rd Avenue NE, Woodinville 98072

Seattle ballot drop-off van locations:

Magnuson Park

6344 NE 74th Street, Seattle 98115

Use 74th Street entrance

Rainier Community Center

4600 38th Avenue S, Seattle 98118

University of Washington Campus

Red Square, Seattle 98105

No parking or vehicle access available

West Seattle Stadium

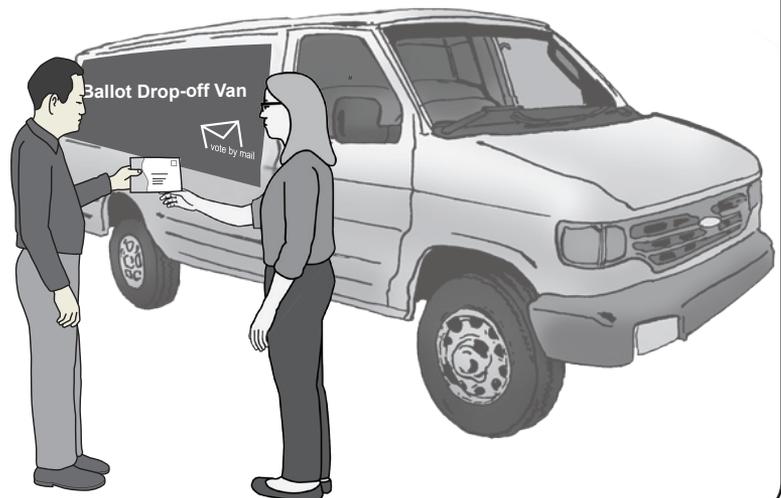
4432 35th Avenue SW, Seattle 98126

Hours of operation

Saturday, April 19, 10 a.m. - 5 p.m.

Monday, April 21, 10 a.m. - 5 p.m.

Election Day, April 22, 10 a.m. - 8 p.m.



Proposition No. 1**General Obligation Bonds - \$404,000,000**

The Board of Directors of Lake Washington School District No. 414 adopted Resolution No. 2178 concerning this proposition for bonds. This proposition authorizes the construction and equipping of new schools (three elementary, one middle, and one Science Technology Engineering and Math focused secondary school); the rebuilding of Juanita High School; an addition to Lake Washington High School; and other capital improvements; the issuance of \$404,000,000 of general obligation bonds maturing within a maximum of 20 years, and the levy of excess property taxes annually to repay the bonds, as provided in Resolution No. 2178. Should this proposition be:

Approved

Rejected

The complete text of this measure is available at the Elections Office or online at www.kingcounty.gov/elections.

Statement in favor

*More Students Require More Schools!
Vote Yes for the Lake Washington
School Bond!*

Submitted by: Susan D. Baird-Joshi,
Kerri N. Nielsen, and Matt Loschen
www.vote4lwskids.org

The February 2014 school bond measure almost passed, short just 2%. But Kirkland, Redmond and Sammamish are still growing. *Today, we already have 800 new students and that's only the beginning. By 2020, we expect 4,000 more students to enroll in our schools!* As a practical first step to avoid district-wide overcrowding, LWSD rescaled the measure to address the most urgent education needs first. Those steps include building new schools, building additions to others and rebuilding an ageing and inadequate Juanita High School. A bond measure is the only way LWSD can raise the bulk of the funds to build new schools. *Without this measure, the district will be forced to resort to one or more undesirable steps to educate all our children, such as eliminating all-day Kindergarten, adding even more portables to school grounds, redrawing neighborhood school boundaries and bussing children throughout the district or double-shifting--sending K-12 students to school for either a morning or afternoon full day shift.*

Get the facts about cost, student enrollment growth and school construction timelines at www.lwkd.org. To see endorsers and contributors for this measure, visit www.vote4lwskids.org.

Rebuttal of statement against

LWSD is at capacity. This bond, not more portables, is LWSD's student enrollment growth management strategy. Public input supported a lower-cost, phased-in approach. Bussing children to school at 6 a.m. does not improve community value. Neither does building classrooms that don't meet LWSD's education standard. As an example Monroe High School was built 15 years ago for grades 10-12 and stands incomplete. This citizen committee wants environmentally sound buildings that meet education standards. Vote Yes!

Explanatory statement

Lake Washington School District requests voter approval to sell \$404,000,000 in general obligation bonds to finance new construction and upgrades

of school facilities, including elementary, middle and high school buildings in the District. Projects include acquiring, constructing and equipping new schools to accommodate an expected increase in enrollment of 4,000 students over the next eight years including three new elementary schools, a new middle school, a West Side STEM (science, technology, engineering and mathematics) focused secondary school, an addition to Lake Washington High School, and rebuilding and equipping Juanita High School. The bonds would be repaid out of annual property tax levies over a period of up to 20 years. The levy rate is estimated to increase by \$0.25 cents per thousand dollars of assessed valuation costing the typical homeowner (\$500,000 home) \$10.42 per month or \$125.00 per year. The exact amount of such annual levies for these bonds would depend on the amount of principal paid each year and on the interest rates available at the time the bonds are sold. For further information, please go to the district's website at www.lwkd.org.

Exemptions from taxes may be available to homeowners who are 61 or older, or disabled, and who meet certain income requirements. For more information, call the King County Department of Assessments 206-296-3920.

For questions about this measure, contact:
Kathryn Reith
Communications Director
425-936-1342
kreith@lwkd.org

Statement in opposition

We support quality schools for all of our students and teachers. We oppose this bond because it still buries us in debt, while building palaces for some, and others remain in portables and substandard buildings. With no public notice, LWSD chose to divide the bond rejected by voters – this to pass now, the rest later. No change in size or cost of projects, no correction of their teardown versus remodel philosophy, no public hearings, no input from independent architects or builders, and no attempt to build community consensus around an affordable option.

Voters deserve better. Monroe's new high school cost less than half what LWSD spends, inflation adjusted. LWSD designs are so expensive they don't qualify for matching state funds. The district still plans to tear down schools newer than many of our homes, including Juanita High, designed to be easily reconfigured for decades to come.

Claiming a low teaser rate, the district doesn't disclose the sharp rise in taxes as bonds are issued, and they certainly don't mention their plan to pass the postponed portion, raising bond debt to the \$755 million voters just rejected.

Fact check at www.Not-1.com

Reject Prop. 1.

Submitted by: Mike Nykreim and
Steven Swedenburg
www.Not-1.com

Rebuttal of statement in favor

This is no "practical first step", just half the schools at half the cost.

Still too expensive - adding \$450/year on \$500,000 home's taxes, on top of \$660/year for existing school bonds, and much more when the postponed portion is added.

It overspends 42% rebuilding Juanita High. Remodeling instead of rebuilding would fund other schools.

Other districts build quality classrooms at half the dollars per student.

LWSD can, they just haven't. Reject Proposition 1.

Accessible voting

Online Ballot Marking Program

Accessible voting units were originally purchased to use at polling places in 2006 so that voters with disabilities had a means to vote privately and independently. At the time, we were excited to make this technology available to King County voters who needed it.

Voters with disabilities now have the option to vote privately and independently accessing their ballot by using our online ballot marking program.

All voters can use the online ballot marking program to obtain a replacement ballot if time does not allow for one to be mailed.

For information and assistance with accessible voting, replacement ballots, or all other elections questions, call 206-296-VOTE (8683).

King County Elections' Online Ballot Marking Program allows voters to access their ballot online. Voters make their choices, print, and return their ballot and required forms to King County Elections by mail or drop box.

- Available 24 hours a day, starting 3 weeks prior to Election Day.
- Works with assistive technology
- Access from any computer, anywhere: home, work, or library
- Live support is available during business hours.



Voting Centers

Accessible voting centers are available for voters who need assistance completing their ballot. Trained staff and specialized equipment are available to help voters with disabilities cast a private, independent ballot.



King County Elections

919 SW Grady Way, Renton 98057

Hours of operation:

Weekdays, April 4 - April 21
8:30 a.m. - 4:30 p.m.

Tuesday, April 22, 8:30 a.m. - 8 p.m.

Seattle Union Station

401 S. Jackson Street, Seattle 98104

Hours of operation:

Monday, April 21, 10 a.m. - 5 p.m.
Tuesday, April 22, 10 a.m. - 8 p.m.

Bellevue City Hall

450 110th Avenue NE, Bellevue 98004

Hours of operation:

Monday, April 21, 10 a.m. - 5 p.m.
Tuesday, April 22, 10 a.m. - 8 p.m.

Your *signature* verifies your vote

Sign the declaration on the back of your return envelope before getting it back to Elections. Take your time and sign carefully.

Before any ballot is counted, state law requires that specially trained Elections staff make sure the signature on the ballot envelope matches the signature on file with your voter registration. If you forget to sign or if the signatures don't match, the Elections department cannot count your ballot. If this happens, Elections staff will contact you to take care of the issue.

Sign and date below

X *John Adams* 10/29/13
signature of voter (required) date (mm/dd/yy)
jadams@gmail.com
email or phone number (optional, in case there is an issue with your signature)

! Don't forget to sign below

Read the declaration

I do solemnly swear to affirm under penalty of perjury that I am:

- A citizen of the United States;
- A legal resident of the state of Washington;
- At least 18 years old on election day;
- Voting only once in this election;
- Not under the authority of the Department of Corrections for a Washington felony conviction; and
- Not disqualified from voting due to a court order.

It is illegal to forge a signature or cast another person's ballot. Attempting to vote when not qualified, attempting to vote more than once, or falsely signing this oath is a felony punishable by a maximum imprisonment of five years, a maximum fine of \$10,000, or both.

Sign and date below

X *John Adams* 10/29/13
signature of voter (required) date (mandatory)
jadams@gmail.com
email or phone number (optional, in case there is an issue with your signature)

If you are unable to sign, make a mark in the signature area above. Have your mark witnessed and signed by two people below.

signature of witness 1 _____ signature of witness 2 _____
000005ZL SIVGV

Only to be opened and voted by:
JOHN ADAMS
1234 56TH AVE S
APT. 1234
SEATTLE, WA 98123

12300000 41 BEL 41-0112 1
11563

Election Day: November 5, 2013

If you are contacted by King County Elections

Our staff may call you regarding the signature on your ballot. If you receive a call or a mailing from King County Elections, make sure to respond quickly so that your ballot can be counted.

Your signature is as important as your vote. Take your time, vote and sign carefully. And be sure to keep your registration information up to date.



Full text of Resolution No. TD2014-03

A RESOLUTION of the King County transportation district relating to financing transportation improvements; submitting a ballot measure regarding transportation funding to the qualified electors of the King County transportation district at a special election to be held on April 22, 2014, and submitting a proposition to district voters to authorize the district to fix and impose a one-tenth of one percent sales and use tax within the district and a sixty dollar vehicle fee on all vehicles within the district to finance transportation improvements; requesting that the King County prosecutor prepare a ballot title for the proposition; and appointing committees to prepare the pro and con statements for the local voters' pamphlet.

WHEREAS, in the last several years, new transportation challenges have emerged affecting the funding of transportation improvements for King County Metro transit and all King County cities and unincorporated King County, including a prolonged recession, and declined gas-tax, property tax, and sales tax revenues, and

WHEREAS, chapter 36.73 RCW, 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, King County Ordinance 17746 established the King County transportation district with the authority to fund, acquire, construct, operate, improve, provide, maintain and preserve transportation improvements authorized by chapter 36.73 RCW, and

WHEREAS, the King County transportation district intends to fund transportation improvements authorized by chapter 36.73 RCW and that local jurisdictions receiving funding will directly acquire, construct, operate, maintain, preserve or otherwise provide any transportation improvement authorized by chapter 36.73 RCW and consistent with this resolution, and

WHEREAS, the King County 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 King County 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, a voter-approved vehicle fee imposed by the King County transportation district does not affect the authority of city-established transportation benefit districts to impose up to a twenty dollar councilmanic vehicle fee under RCW 82.80.140, and

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

BE IT RESOLVED BY THE KING COUNTY TRANSPORTATION DISTRICT:

SECTION 1. Fee and tax submittal to voters. To provide necessary funding for the transportation improvements identified in section 3 of this resolution, the King County transportation district shall submit to the qualified electors of the district a proposition authorizing the district to fix and impose, for ten years, a sixty-dollar vehicle fee to be added to any existing fees and to fix and impose, for ten years, an additional one-tenth of one percent sales and use tax.

SECTION 2. Distribution of revenues. The district sales and use tax and vehicle fee revenues shall first pay any administrative costs to the state Department of Licensing and state Department of Revenue, the administrative costs of the district and the cost of the license fee low-income rebate program in section 4 of this resolution. The remaining combined revenue will be distributed pursuant to interlocal agreements for use for

transportation improvements consistent with this resolution in the following manner:

A. Sixty percent distributed to King County. On a biennial basis, the Board shall determine and allocate for Metro transit purposes the amount of the sixty percent distribution necessary to fund the operation, maintenance and capital needs of the Metro transit system. In making this determination and allocation the Board shall be guided by the following criteria:

1. Preserving Metro transit service at levels comparable to the 2014 Metro transit system;
2. Covering the costs of administering any low income fare program and the amount of the reduction in fare revenue resulting from a \$1.50 low-income fare; and
3. Adjusting for any changes in the amount of other Metro transit revenues above the revenues estimated in the adopted King County 2013-2014 biennial budget.

If as a result of this determination and allocation, there are remaining revenues from the sixty percent distribution, these will be distributed fifty percent for Metro transit purposes and fifty percent for unincorporated area road purposes. Attachment A titled Estimated Distributions of King County Transportation District Revenues to this resolution illustrates estimated distributions using these criteria, based on currently projected revenues and expenditures; and

B. Forty percent distributed to the cities within King County and to King County for city transportation improvement purposes and for county unincorporated area road purposes, respectively, in amounts shared pro rata based on each jurisdiction's percentage of the total population of jurisdictions entering into interlocal agreements with the district for the distribution of revenues.

SECTION 3. Use of revenues and description of transportation improvements.

A. The sales and use tax and vehicle fee revenues, less the administrative and rebate program costs identified in Section 2 of this resolution, shall be used by the district consistent with RCW chapter 36.73 and this resolution to fund transportation improvements permitted by RCW chapter 36.73, including but not limited to, the acquisition, construction, operation, improvement, provision, maintenance, and preservation of public transportation facilities, services and programs, and roads.

B. Specifically, the transportation improvements carried out with the sales and use tax and vehicle fee revenues must be projects or programs contained in the transportation plan of the Puget Sound Regional Council, King County or a city within King County that are:

1. The provision of Metro transit public transportation services;
2. The service planning and public engagement for the provision of Metro transit public transportation services;
3. The operation, maintenance and repair of Metro transit vehicles, equipment and facilities;
4. The acquisition and replacement of Metro transit vehicles and equipment and the planning, design, construction and implementation of Metro transit capital improvements;
5. The implementation of transportation demand management programs;
6. The planning, design, construction and implementation of capital improvement, preservation and restoration projects for road facilities such as streets, roads, bridges, signals, guardrails, drainage systems, pedestrian and bicycle pathways and related facilities and improvements;
7. The operation, maintenance and repair of road facilities such as streets, roads, bridges, signals, guardrails, drainage systems, bicycle pathways and related facilities and improvements;

Full text of Resolution No. TD2014-03

- 8. The provision of emergency responses to protect road facilities and public health and safety; or
- 9. The planning, design, installation and management of intelligent transportation systems including traffic cameras, control equipment and new technologies to optimize the existing transportation system.

C. Consistent with RCW 36.73.020, the transportation improvements carried out with the sales and use tax and vehicle fee revenues shall be needed by existing or reasonably foreseeable congestion levels; and selection of the transportation improvements shall, to the extent practicable, consider the following criteria:

- 1. Reduced risk of transportation facility failure and improved safety;
- 2. Improved travel time;
- 3. Improved air quality;
- 4. Increases in daily and peak period trip capacity;
- 5. Improved modal connectivity;
- 6. Improved freight mobility;
- 7. Cost-effectiveness of the investment;
- 8. Optimal performance of the system through time;
- 9. Improved accessibility for, or other benefits to, persons with special transportation needs.

SECTION 4. The vehicle fee shall be subject to a rebate program consistent with chapter 36.73 RCW under which low-income individuals will be eligible, upon application, to receive a twenty-dollar rebate for each vehicle for which an individual pays the full vehicle fee.

SECTION 5. On an annual basis, the board of the district shall review the identification of projects and programs carried out by King County and the cities within King County with the sales and use tax and vehicle fee revenues for consistency with this resolution. Additionally, the district shall issue an annual report to the public, indicating the status of transportation improvement costs, transportation improvement expenditures, revenues, and construction schedules.

SECTION 6. If the Washington state legislature enacts legislation that grants new authorization for county transportation revenues and King County imposes and collects revenues under such legislation, the board shall consider whether to, and may, reduce or eliminate the continued imposition and collection of the sales and use tax and vehicle fee authorized by this resolution.

SECTION 7. For the purposes of defining a transportation plan under chapter 36.73 RCW and section 3 of this resolution:

A. The transportation plan of King County includes, as adopted and updated, the Transportation Element of the King County Comprehensive Plan, the King County Metro Transit Strategic Plan for Public Transportation, the King County Metro Transit Service Guidelines, the annual King County Metro Transit Service Guidelines Report, the King County Department of Transportation Strategic Plan for Road Services, the Transportation Needs Report, and the King County Roads Services CIP.

B. The transportation plan of a city is its transportation program adopted and annually revised and extended as required by RCW 35.77.010.

C. The transportation plan of the Puget Sound Regional Council is its transportation improvement program developed and updated as required by RCW 47.80.023.

SECTION 8. For the purposes of this resolution, „city“ means city or incorporated town.

SECTION 9. Call for special election. The district hereby requests

that the King County director of elections call a special election on April 22, 2014, to consider a proposition authorizing the district to fix and impose, for ten years, a vehicle fee in the amount of sixty dollars and to fix and impose, for a term of ten years, a sales and use tax in the amount of one-tenth of one percent for the purposes described in this resolution. The King County director of elections shall cause notice to be given of this resolution in accordance with the state constitution and general law and to submit to the qualified electors of the district, at the said special county election, the proposition hereinafter set forth, in the form of a ballot title substantially as follows:

KING COUNTY TRANSPORTATION DISTRICT

PROPOSITION NO. 1

The Board of the King County Transportation District passed Resolution No. TD2014-03 concerning funding for Metro transit, roads and other transportation improvements. If approved, this proposition would fund, among other things, bus service, road safety and maintenance and other transportation improvements in King County cities and the unincorporated area. It would authorize the district to impose a sales and use tax for a term of ten years of 0.1% under RCW 82.14.0455, and an annual vehicle fee of sixty dollars (\$60) per registered vehicle under RCW 82.80.140 with a twenty dollar (\$20) rebate for low-income individuals.

Should this sales and use tax and vehicle fee be approved?

Yes

No

SECTION 10. The King County director of elections is hereby requested to prepare and distribute a local voters' pamphlet, in accordance with K.C.C. 1.10.010, for the special election called for in this resolution, the cost of the pamphlet to be included as part of the cost of the special election.

SECTION 11. RCW 29A.32.280 provides that for each measure from a jurisdiction that is included in a local voters' pamphlet, the legislative authority of that jurisdiction shall formally appoint a committee to prepare arguments advocating voter approval of the measure and a committee to prepare arguments advocating voter rejection of the measure.

SECTION 12. As authorized by RCW 29A.32.280, the following individuals are appointed to serve on the voters' pamphlet committees, each committee to write a statement for or against the proposed measure.

FOR	AGAINST
1. Denis Hayes	1. Will Knedlik
2. Estela Ortega	2. Dick Paylor
3. John Marchione	3. Jerry Galland

SECTION 13. Ratification. Certification of the proposition by the clerk of the district to the King County director of elections in accordance with law before the election on April 22, 2014, and any other act consistent with the authority and before the effective date of this resolution are hereby ratified and confirmed.

SECTION 14. Severability. If any provision of this resolution or its application to any person or circumstance is held invalid, the remainder of the resolution or the application of the provision to other persons or circumstances is not affected.

TD Resolution TD2014-03 was introduced on and passed as amended by the King County Transportation District on 2/24/2014, by the following vote:

Yes: 9 - Mr. Phillips, Mr. von Reichbauer, Mr. Gossett, Ms. Hague, Ms. Lambert, Mr. Dunn, Mr. McDermott, Mr. Dembowski and Mr. Upthegrove

No: 0

Excused: 0

Lifecycle of a Ballot



1 **Ballot assembly**
Ballot packets are assembled about four weeks prior to election day. Ballot packets include a precinct-specific ballot, security and return envelopes, and any election-specific inserts.

2 **Ballots are mailed**
Ballot packets are mailed to voters three weeks before election day. Ballot packets are sent to overseas and service voters 45 days prior to a primary or general election, and 30 days prior to a special election to allow for the longer transit time.

3 **Vote: It's up to the voter**
Once the ballot packet is in the voter's hands, they have until election day to vote their ballot; seal it in the return envelope; read, sign and date the declaration on the return envelope and get it back to King County Elections. Voted ballots must be postmarked by the U.S. Postal Service by the date of the election, or be received at a designated drop-off location by 8 p.m. on election night.

4 **Sorting**
Returned ballots are delivered to King County Elections where special equipment sorts them into batches of 200 to 400. The equipment also scans the voter data and signature on the return envelope which is used for signature verification. This is the first stage of ballot accountability where we report that we have received a voter's ballot.



5 **Signature Verification and Envelope Review**
Before any ballot is counted, the law requires that we verify the signature on every returned ballot envelope with the voter's signature on file. Trained specialists perform this review. If the signatures match, the ballot packet is approved to move forward to opening. If the signatures do not match or a signature is missing, the ballot packet is flagged and sent for further review.

About two percent of ballots returned in each election have a problem with the signature, called a "challenge." This requires the voter to resolve the issue before their ballot may be processed. The majority of challenges are simply because the voter did not sign the envelope. We contact voters by letter and phone with instructions on how to resolve the issue and they have until the day before election certification to respond.

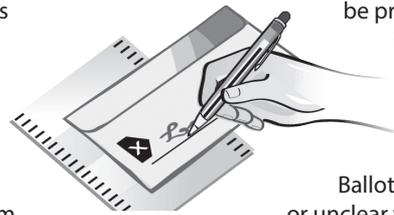
Alternate format ballots are those returned by email or fax, or non-standard ballots returned by U.S. mail. These ballots require special handling and then must go through the same verification process as standard ballots.

6 **Opening the Ballots**
First the security envelope containing the voted ballot is removed from the return envelope and separated. Once all return envelopes have been emptied and set aside, workers remove the ballots from the security envelope. Then we visually

inspect each ballot to ensure the votes as marked by the voter can be properly read by our scanning equipment.

Ballots that are physically ready for scanning and tabulation proceed.

Ballots with physical damage or unclear voter marks are sent to Ballot Review.



7 **Ballot Review**
If there is damage, corrections, stray marks or the voter used the wrong type of pen, the scanners will not be able to read the ballot. Working in teams of two, each ballot is carefully reviewed to determine if it can be electronically duplicated through our adjudication system or if the ballot needs to be physically duplicated. The teams use the Voter Intent manual produced by the Office of the Secretary of State for consistent determination of voter intent. If voter intent cannot be determined by use of the manual or other established direction, ballots are forwarded to the Canvassing Board for determination.

8 **Scanning, Tabulation and Adjudication**
Once a ballot is ready for tabulation, a machine scans the ballot and stores the images on a secure, closed system. Tabulation occurs after 8 p.m. on election night and results are made public. Scanning and tabulation continue until all eligible votes are counted and the election is certified. The tabulation server is secured in a room monitored by security cameras, biometric controlled access, and tamper evident seals.



King County

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To obtain this pamphlet in an alternate format please contact King County Elections at 206-296-VOTE (8683) .

Voting materials available in Chinese and Vietnamese

To comply with Section 203 of the Federal Voting Rights Act, King County is required to provide voting materials in Chinese and Vietnamese. To request voting materials, update your language preference or register to vote, visit www.myvote.wa.gov or call 206-296-VOTE (8683).

Để thực hiện theo Mục 203 của Đạo Luật Liên Bang về Quyền Bỏ Phiếu, Quận King được yêu cầu phải cung cấp các tài liệu bỏ phiếu bằng tiếng Trung Quốc và tiếng Việt. Để yêu cầu các tài liệu bầu cử, cập nhật lựa chọn ngôn ngữ của quý vị hoặc đăng ký bỏ phiếu, ghé đến www.myvote.wa.gov hoặc gọi 206-296-VOTE (8683) và bấm số 3.

根據聯邦投票權利法案第203節之要求，金郡需要提供中文和越南文版的選舉資訊。欲要索取選舉資訊，更新您的語言選擇或登記投票，請查看網站 www.myvote.wa.gov 或致電206-296-VOTE(8683)，然後按“2”字。



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