

CLERK FILE No. 304012

Initiative Measure No. 53, related to the carrying out of Initiative 41, causing a Monorail system to be built, etc.

REPORT OF THE COMMITTEE

Honorable President:

The _____
to which was referred this file, respectfully reports that the same was considered, and the recommendation is _____

1-16-01 Filed 9-0

Date Filed with Clerk July 17, 2000

Received by Margaret Carter City Clerk Staff

ACTION OF THE COUNCIL

Referred	To
<u>SEP 18 2000</u>	<u>FILED</u>
Referred	To
Referred	To
Referred	Disposition
Referred	To
Referred	Disposition
<u>1-16-01</u>	<u>Filed</u>

REPORT OF THE COMMITTEE

SPONSORED BY:

PAGELER

Honorable President:

The _____

Committee,

to which was referred this file, respectfully reports that the same was considered, and the recommendation is:

1-16-01 Filed 9-0

Chair

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City of Seattle
Legislative Department

00 SEP 21 PM 3:45

204012



Office of the City Clerk

Judith E. Pippin
City Clerk
September 20, 2000

HAND DELIVERED

**RECORDS & ELECTIONS
DIVISION**

RECEIVED BY: *[Signature]*

Mr. Robert Bruce, Manager
Records and Elections Division
King County Department of Information
and Administrative Services
500 Fourth Avenue
Seattle, WA 98104

Dear Mr. Bruce:

Enclosed is a certified copy of Seattle Resolution 30242 which provides for the submission of an Initiative to the qualified electors at the special city election to be held in conjunction with the general election scheduled for Tuesday, November 7, 2000.

This City of Seattle Initiative is Initiative No. 53, and will be City of Seattle Proposition 2. The ballot title, as approved by the Seattle City Attorney's Office, shall be as follows:

**THE CITY OF SEATTLE - PROPOSITION 2
INITIATIVE NO. 53**

The City of Seattle Initiative Measure Number 53 concerns the planning, funding and possible construction of a monorail system.

This measure would require the City to provide \$6,000,000 to fund operation of the Elevated Transportation Company, including preparation of a monorail funding and construction plan. The measure outlines required elements of the plan, which would be implemented if approved by voters. The City also would be required to reserve up to \$200 million in councilmanic bonding capacity, to be used for monorail construction if voters approved the plan. A transit authority would supervise system construction and operation.

Should this measure be enacted into law?

Yes _____
No _____

If you have any questions, please call me at 684-8361

Very truly yours,

[Signature]

Judith E. Pippin
City Clerk
Enclosure

Cc: Carol Van Noy, Ethics and Elections Administration

Room 104, Municipal Building, Seattle, Washington 98104-1892
(206) 684-8344 FAX: (206) 386-9025 TDD: (206) 233-0025

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RESOLUTION 30241

1
2 A RESOLUTION relating to Initiative Measure Number 53, requesting the
3 King County Division of Records and Elections to submit to the
4 qualified electors of the City of Seattle Initiative Measure
5 Number 53 for their approval or rejection at the special
6 municipal election to be held November 7, 2000.

7 WHEREAS, sponsors of Initiative Measure Number 53 submitted to the
8 Office of the City Clerk petitions bearing a facially sufficient
9 number of signatures to qualify the proposed initiative for
10 possible submission to the qualified electors of the City of
11 Seattle for their approval or rejection; and,

12 WHEREAS, the King County Division of Records and Elections certified
13 on September 13, 2000 that the petitions bore a sufficient
14 number of valid signatures to qualify the proposed initiative
15 for possible submission to the qualified electors of the City of
16 Seattle for their approval or rejection (C.F.No. 304012); and

17 WHEREAS, the City Attorney prepared the ballot title contained in
18 Section 2:

19 NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF
20 SEATTLE, THE MAYOR CONCURRING, THAT:

21 Section 1. The City of Seattle requests, pursuant to City
22 Charter Article IV, Section 1.D, that the King County Division of
23 Records and Elections submit Initiative Measure Number 53 to the
24 qualified electors of the City of Seattle for their approval or
rejection at the special municipal election to be held in conjunction
with the November 7, 2000 state general election.

Section 2. The City Clerk is hereby authorized and directed to
certify the proposition to the King County Director of Records and
Elections as follows:

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The City of Seattle Initiative Measure Number 53 concerns the planning, funding and possible construction of a monorail system.

This measure would require the City to provide \$6,000,000 to fund operation of the Elevated Transportation Company, including preparation of a monorail funding and construction plan. The measure outlines required elements of the plan, which would be implemented if approved by voters. The City also would be required to reserve up to \$200 million in councilmanic bonding capacity, to be used for monorail construction if voters approved the plan. A transit authority would supervise system construction and operation.

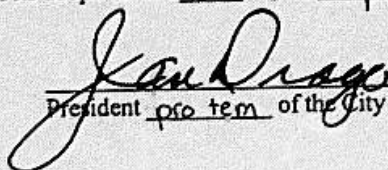
Should this measure be enacted into law?

Yes _____
No _____

Section 3. The City Clerk is hereby authorized to take those actions necessary to submit, pursuant to City Charter Article IV, Section 1.D, Initiative Measure Number 53 to the qualified electors of the City of Seattle for their approval or rejection at the special municipal election to be held in conjunction with the November 7, 2000 state general election.

Section 4. Actions taken prior to the passage of this resolution which are consistent with it are hereby ratified and confirmed.

Adopted by the City Council the 18th day of September, 2000, and signed by me in open session in authentication of its adoption this 18th day of September, 2000.


President pro tem of the City Council

Filed by me this 18 day of September, 2000.



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Judith E. Pippin
City Clerk

THE MAYOR CONCURRING:

Paul Schup
Mayor

(Seal)

STATE OF WASHINGTON
COUNTY OF KING
CITY OF SEATTLE } ss

I, JUDITH E. PIPPIN, CITY CLERK OF THE CITY OF SEATTLE, DO HEREBY
CERTIFY THAT THE WITHIN AND FOREGOING IS A TRUE AND CORRECT
COPY OF Resolution No. 30242

AS THE SAME APPEARS ON FILE AND OF RECORD IN THIS DEPARTMENT.

IN WITNESS WHEREOF, I HAVE HEREON SET MY HAND AND AFFIXED
THE SEAL TO THE CITY OF SEATTLE, THIS 9/20/00

JUDITH E. PIPPIN
CITY CLERK

Susan Brown
City Clerk

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City of Seattle
Legislative Department

RECORDS & ELECTIONS
DIVISION
RECEIVED BY: *J. Sanchez*



Office of the City Clerk

Judith E. Pippin
City Clerk

September 11, 2000

HAND DELIVERED

Ms. Julie Ann Kempf
Superintendent of Elections
Division of Records and Elections
King County Department of Administration
500 Fourth Avenue, Room 553
Seattle, WA 98104

RE: Seattle Initiative No. 53; Additional Petitions; Sixth Submission

00 SEP 11 PM 1:34

Dear Ms. Kempf:

Accompanying this letter are 248 petition pages from the proponents of Seattle Initiative No. 53. The pages have been numbered by the petitioner 103808 through 104055; this numbering continues on from the previously submitted numbered pages.

These additional petitions were filed with this office Monday, September 11, 2000 at 8:46 a.m. The petition representatives estimate the pages contain approximately 1,590 signatures. If the earlier submissions of petition pages, forwarded to you on August 17, August 24, August 28, September 6 and September 7 contain an insufficient number of valid signatures of registered Seattle voters to qualify proposed Initiative 53 for the ballot, then these additional signatures (sixth submittal) should then be verified to determine a separate count of how many non-duplicative valid signatures of Seattle voters they contain.

Because the deadline for introduction of a qualified ballot measure to City Council is dependent upon the date which that final qualifying signature was filed with this office, it is important that verification of the earlier submitted batches be completed prior to the sixth and/or subsequently submitted batches of signatures.

Please call me at 684-8361 if you have any questions.

Very truly yours,

J. Pippin
Judith E. Pippin
City Clerk

Cc: Mayor Paul Schell
City Councilmembers
City Attorney Mark Sidran
Carol VanNoy, Director Seattle Ethics and Elections Commission
Dwight Dively, Director Executive Services
Peter Sherwin, Initiative 53

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City of Seattle
Legislative Department



Office of the City Clerk
Judith E. Pippin
City Clerk

RECEIPT OF INITIATIVE NO. 53

I do hereby certify that on the 11 day of September, 2000,
at the hour of 8 46 a.m., approximately 1590 signatures
(248 petition pages) were filed with the Seattle City Clerk
by Peter Sherwin, a representative of Initiative No.
53.

BY: Berna Wreton
Title: Admin Spec.

ORIGINAL TO INITIATIVE REPRESENTATIVE(S)
RETAIN COPY FOR OFFICIAL FILE

g: clerk/RECIN2(rev 12/99) (ew)

FILED
CITY OF SEATTLE
00 SEP 11 AM 8:46
CITY CLERK

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City of Seattle
Legislative Department

RECORDS & ELECTIONS
DIVISION
RECEIVED BY: *L. Sanchez*

304012



Office of the City Clerk

Judith E. Pippin
City Clerk
September 7, 2000

HAND DELIVERED

Ms. Julie Ann Kempf
Superintendent of Elections
Division of Records and Elections
King County Department of Administration
500 Fourth Avenue, Room 553
Seattle, WA 98104

RE: Seattle Initiative No. 53; Additional Petitions; Fifth Submission

00 SEP - 7 AM 8:18

Dear Ms. Kempf:

Accompanying this letter are 74 petition pages from the proponents of Seattle Initiative No. 53. The pages have been numbered by the petitioner 103734 through 103807; this numbering continues on from the previously submitted numbered pages.

These additional petitions were filed with this office Wednesday, September 6, 2000 at 3:15 p.m. The petition representatives estimate the pages contain approximately 471 signatures. If the earlier submissions of petition pages, forwarded to you on August 17, August 24, August 28 and September 6 contain an insufficient number of valid signatures of registered Seattle voters to qualify proposed Initiative 53 for the ballot, then these additional signatures (fifth submittal) should then be verified to determine a separate count of how many non-duplicative valid signatures of Seattle voters they contain.

Because the deadline for introduction of a qualified ballot measure to City Council is dependent upon the date which that final qualifying signature was filed with this office, it is important that verification of the earlier submitted batches be completed prior to the fifth and/or subsequently submitted batches of signatures.

Please call me at 684-8361 if you have any questions.

Very truly yours,

J. Pippin
Judith E. Pippin
City Clerk

Cc: Mayor Paul Schell
City Councilmembers
City Attorney Mark Sidran
Carol VanNoy, Director Seattle Ethics and Elections Commission
Dwight Dively, Director Executive Services
Peter Sherwin, Initiative 53

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Legislative Department

FILED
CITY OF SEATTLE



00 SEP 6 PM 3:15

Office of the City Clerk
Judith E. Pippin
City Clerk

CITY CLERK

RECEIPT OF INITIATIVE NO. 53

I do hereby certify that on the 6 day of September, 2000,
at the hour of 3:15 P.m., approximately 47 signatures
(74 petition pages) were filed with the Seattle City Clerk
by Peter Sherwin, a representative of Initiative No.
53.

BY: Judith E. Pippin
Title: City Clerk

ORIGINAL TO INITIATIVE REPRESENTATIVE(S)
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g: clerk/RECIN2(rev 12/99) (ew)

103734-103807

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City of Seattle
Legislative Department

RECORDS & ELECTIONS
DIVISION

RECEIVED BY: *L. Sanchez*



Office of the City Clerk

Judith E. Pippin
City Clerk

September 6, 2000

HAND DELIVERED

00 SEP - 6 AM 10:04

Ms. Julie Ann Kempf
Superintendent of Elections
Division of Records and Elections
King County Department of Administration
500 Fourth Avenue, Room 553
Seattle, WA 98104

RE: Seattle Initiative No. 53; Additional Petitions; Fourth Submission

Dear Ms. Kempf:

Accompanying this letter are 284 petition pages from the proponents of Seattle Initiative No. 53. The pages have been numbered by the petitioner 103450 through 103733; this numbering continues on from the previously submitted numbered pages.

These additional petitions were filed with this office Tuesday, September 5, 2000 at 9:40 a.m. The petition representatives estimate the pages contain approximately 1,822 signatures. If the earlier submissions of petition pages, forwarded to you on August 17, August 24 and August 28 contain an insufficient number of valid signatures of registered Seattle voters to qualify proposed Initiative 53 for the ballot, then these additional signatures (fourth submittal) should then be verified to determine a separate count of how many non-duplicative valid signatures of Seattle voters they contain.

Because the deadline for introduction of a qualified ballot measure to City Council is dependent upon the date which that final qualifying signature is filed with this office, it is important that verification of the earlier submitted batches be completed prior to the filing of subsequently submitted batches of signatures.

Please call me at 684-8361 if you have any questions.

Very truly yours,

J. Pippin
Judith E. Pippin
City Clerk

Cc: Mayor Paul Schell
City Councilmembers
City Attorney Mark Sidran
Carol VanNoy, Director Seattle Ethics and Elections Commission
Dwight Dively, Director Executive Services
Peter Sherwin, Initiative 53

Room 104, Municipal Building, Seattle, Washington 98104-1892
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City of Seattle
Legislative Department

304012



Office of the City Clerk
Judith E. Pippin
City Clerk

RECEIPT OF INITIATIVE NO. 53

I do hereby certify that on the 5th day of September, 2000,
at the hour of 9:40 a.m., approximately 1822 signatures
(284 petition pages) were filed with the Seattle City Clerk
by Peter Sherman, a representative of
Initiative No. 53 for transmission to the King County Records and
Elections Division for signature verification.

BY: C. Dargatzis

Title: Legislative Records Supervisor

number stamped

103450 - 103733

ORIGINAL TO INITIATIVE REPRESENTATIVE(S)
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g: clerk/RECIN(rev12/99) (ew)

FILED
CITY OF SEATTLE
00 SEP -5 AM 9:40
CITY CLERK

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FILED
CITY OF SEATTLE

00 SEP -1 PM 4:23

CITY CLERK



**King County Records and Elections Division
Elections Section**

553 King County Administration Building
500 Fourth Avenue, Seattle, WA 98104
Telephone: (206) 296-1608 Fax: (206) 296-0108

September 1, 2000

Ms. Judith Pippin
City Clerk, City of Seattle
Room 104, Municipal Building
Seattle, WA 98104-1892

VIA HAND DELIVERY

RE: **Seattle Initiative No. 53**

Dear Ms. Pippin:

I wish to update your office on the status of the signature-checking process for Seattle Initiative No. 53, an initiative which proposes City funding for purposes related to a monorail construction plan.

The petitioner(s) filed the signatures submitted thus far with your office in three different batches on the following dates:

Batch #	Date Filed with Seattle	Date filed with KC Elections	Pages	# of Signatures (approximate)
Batch # 1	8/17/00	8/17/00	3,070	~ 21,400
Batch # 2	8/23/00	8/24/00	303	~ 2,121
Batch # 3	8/25/00	8/28/00	74	~ 518

As of noon today, with 17,493 total signatures on 2,499 petition pages checked, and 13,114 signatures valid and verified, we believe that, based upon statistical analysis of the ratio of valid signatures to pages remaining, that City of Seattle Initiative 53 (I-53) **will not** be found sufficient within Batch #1, which was the first 3,070 pages filed with you office on August 17, 2000, and presented to our office on the same day.

The petition has a 74.96% validity rate of the signatures checked so far. Rejection of signatures has occurred for a variety of reasons of law, but the principal reasons thus far are: Voter not registered at address stated on petition, voter not registered at all, voter not registered in the City of Seattle, and illegibility of the information written by the voter.

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Judith Pippin -- City of Seattle I-53
September 1, 2000
Page 2

With this validity rate, it is difficult to determine statistically what the likely outcome of these batches of signatures will be. If the 74.96% validity rate holds, then the petition will most likely be just under the number of signatures needed in total. If that rate edges up to above 78%, then the petition may just meet the number of signatures for sufficiency. I truly cannot, in good conscience, make a call as to the likely outcome of these batches at this time.

Currently, the verification of the petition for I-53 is 72.4% complete, with 81.4% of Batch #1 completed. I have my petition staff working tomorrow, Saturday, September 2nd, as well as extended hours on Tuesday, September 5th. My expectation at this time is that my staff will have the petition fully checked by close of business on Wednesday, September 6th. We will transmit the results to your office as rapidly as possible, as I am aware that time is of the essence in this matter.

I hope this information is helpful to you as you work to calendar potential Council review of this measure, should the petition be found sufficient.

Please do not hesitate to contact me personally if my office may be of any assistance or provide any information relating to this issue.

Sincerely,



Julie Anne Kempf
Superintendent of Elections

cc: Bob Bruce, Manager, Records and Elections Division
Carlos Webb, Assistant Superintendent for Voter Registration
Julie Moore, Assistant Superintendent for Election Operations
Linda Sanchez, Acting Election Operations Supervisor

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City of Seattle
Legislative Department

RECORDS & ELECTIONS
RM. 553 KING COUNTY ADMIN. BLDG.
500 FOURTH AVENUE
SEATTLE, WA 98104



Office of the City Clerk

Judith E. Pippin
City Clerk

August 28, 2000

00 AUG 28 PM 2:18

**RECORDS & ELECTIONS
DIVISION**

HAND DELIVERED

RECEIVED BY: *L. Sanchez*

Ms. Julie Ann Kempf
Superintendent of Elections
Division of Records and Elections
King County Department of Administration
500 Fourth Avenue, Room 553
Seattle, WA 98104

RE: Seattle Initiative No. 53; Additional Petitions; Third Submission

Dear Ms. Kempf:

Accompanying this letter are 75 petition pages from the proponents of Seattle Initiative No. 53. The pages have been numbered by the petitioner 103375 through 103449; this numbering continues on from the previously submitted numbered pages.

These additional petitions were filed with this office Friday, August 25, 2000 at 3:56 p.m. The petition representatives estimate the pages contain approximately 400 signatures. If the original submission of petition pages, forwarded to you on August 17, together with the second submission forwarded to you on August 24, contain an insufficient number of valid signatures of registered Seattle voters to qualify proposed Initiative 53 for the ballot, then these additional signatures (third submittal) should then be verified to determine a separate count of how many non-duplicative valid signatures of Seattle voters they contain.

Because the deadline for introduction of a qualified ballot measure to City Council is dependent upon the date which that final qualifying signature was filed with this office, it is important that verification of the first submitted batch, then the second submitted batch of signatures be completed prior to the third and/or subsequently submitted batches of signatures.

Please call me at 684-8361 if you have any questions.

Very truly yours,

J. Pippin
Judith E. Pippin
City Clerk

Cc: Mayor Paul Schell
City Councilmembers
City Attorney Mark Sidran
Carol VanNoy, Director Seattle Ethics and Elections Commission
Dwight Dively, Director Executive Services
Peter Sherwin, Initiative 53

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City of Seattle
Legislative Department



Office of the City Clerk
Judith E. Pippin
City Clerk

RECEIPT OF INITIATIVE NO. 53

I do hereby certify that on the 25 day of August, 2000,
at the hour of 3:56 P.m., approximately 400 signatures
(75 petition pages) were filed with the Seattle City Clerk
by Peter Sherwin, a representative of Initiative No.
35.

BY: Edna Wheaton

Title: City Clerk's Staff

ORIGINAL TO INITIATIVE REPRESENTATIVE(S)
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g: clerk/RECIN2(rev 12/99) (ew)

beginning # 103375
70 # 103449

FILED
CITY OF SEATTLE
00 AUG 25 PM 3:56
CITY CLERK

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City of Seattle
Legislative Department

RECORDS & ELECTIONS
DIVISION
RECEIVED BY: *Linda Sanchez*

304012



00 AUG 24 PM 4: 08

Office of the City Clerk

Judith E. Pippin
City Clerk

August 24, 2000

HAND DELIVERED

Ms. Julie Ann Kempf
Superintendent of Elections
Division of Records and Elections
King County Department of Administration
500 Fourth Avenue, Room 553
Seattle, WA 98104

RE: Seattle Initiative No. 53; Additional Petition Pages

Dear Ms. Kempf:

Accompanying this letter are 304 petition pages from the proponents of Seattle Initiative No. 53. The pages have been numbered by the petitioner 103071 through 103374; this numbering continues on from the previously submitted numbered pages.

These additional petition pages were filed with this office Wednesday, August 23, 2000 at 1:09 p.m. The petition representatives estimate these pages contain approximately 1,665 signatures. If the original submission of petition pages, forwarded to you on August 17, contains an insufficient number of valid signatures of registered Seattle voters to qualify proposed Initiative 53 for the ballot, then these additional signatures should then be verified to determine a separate count of how many non-duplicative valid signatures of Seattle voters they contain.

Because the deadline for introduction of a qualified ballot measure to City Council is dependent upon the date the final qualifying signature was filed with this office, it is important that verification of the first submitted batch of signatures be completed, and that an exact count be kept of the valid signatures from that batch, prior to verifying and separately counting each of the second and any subsequently submitted batches of signatures.

Please call me at 684-8361 (or between August 30-September 1, Ernie Dornfeld at 684-5175) if you have any questions.

Very truly yours,

J. Pippin
Judith E. Pippin
City Clerk

Cc: Mayor Paul Schell
City Councilmembers
City Attorney Mark Sidran
Carol VanNoy, Director Seattle Ethics and Elections Commission
Dwight Dively, Director Executive Services
Peter Sherwin, Initiative 53

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City of Seattle
Legislative Department



Office of the City Clerk
Judith E. Pippin
City Clerk

RECEIPT OF INITIATIVE NO. 53

I do hereby certify that on the 23 day of August, 2000,
at the hour of 1:09 P.m., approximately 1665 signatures
(304 petition pages) were filed with the Seattle City Clerk
by Peter Sherwin, a representative of
Initiative No. 53 for transmission to the King County Records and
Elections Division for signature verification.

BY: Judith E. Pippin
Title: City Clerk

- ORIGINAL TO INITIATIVE REPRESENTATIVE(S)
- RETAIN COPY FOR OFFICIAL FILE

g: clerk/RECIN(rev12/99) (ew)

*Begin w/ #3071-
3374*

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King County Records and Elections
Elections Section
553 King County Administration Building
500 Fourth Avenue
Seattle, Washington 98104

August 17, 2000

Judith E. Pippin
Seattle City Clerk
Room 104, Municipal Building
Seattle, WA 98104-1892

RE: Seattle Initiative No. 53

Dear Ms. Pippin:

This is to verify that King County Elections received two (2) boxes containing approximately 3,070 petition pages from the City Clerk for the City of Seattle. The petition having been submitted by the proponents of Seattle Initiative No. 53. The petitioner estimates that the petition pages contain approximately 22,200 signatures.

Please note that the petition has been accepted provisionally. When all signatures have been checked, you will be notified of the results by mail. If the number of valid signatures is sufficient (18,830) the initiative will be placed on the ballot.

If you have any questions please phone King County Records and Elections, Election Section, at (206) 296-1565.

Julie Anne Kempf
Superintendent of Elections

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City of Seattle
Legislative Department

00 AUG 17 PM 3:48



Office of the City Clerk

Judith E. Pippin

City Clerk

August 17, 2000

**RECORDS & ELECTIONS
DIVISION**

RECEIVED BY: *Julie Anne*

HAND DELIVERED

Kempf
8/17/00

Ms. Julie Ann Kempf
Superintendent of Elections
Division of Records and Elections
King County Department of Administration
500 Fourth Avenue, Room 553
Seattle, WA 98104

RE: Seattle Initiative No. 53

Dear Ms. Kempf:

Accompanying this letter are two (2) boxes containing approximately 3,070 petition pages from the proponents of Seattle Initiative No. 53. The pages have been numbered by the petitioner 100001 (page 1) through 103070 (page 3,070). This initiative proposes City funding of the Elevated Transportation Company for purposes related to a monorail construction plan.

The petitions were filed with this office Thursday, August 17, 2000 at 1:15 p.m. The petition representatives estimate the pages contain approximately 22,200 signatures. Please verify these signatures as valid signatures of registered City of Seattle voters. Eighteen thousand, eight hundred thirty (18,830) valid signatures are required for placement of this initiative on an election ballot.

Should there be a sufficient number of valid signatures on these petition pages to qualify the proposed initiative for the ballot, it will then be introduced to the City Council. In order to meet the 20 day deadline required by Seattle City Charter for presentation of this initiative to City Council, completion of the validation process needs to occur by the close of business Friday, September 1, 2000. I will then schedule introduction of the initiative, should there be sufficient valid signatures, for the regular Full Council meeting of Tuesday, September 5, 2000.

Please call me at 684-8361 (or between August 30-September 1, Ernie Dornfeld at 684-5175) if you have any questions or if we can be of assistance in this matter.

Very truly yours,

J. Pippin
Judith E. Pippin
City Clerk

Cc: Mayor Paul Schell
City Councilmembers
City Attorney Mark Sidran
Carol VanNoy, Director Seattle Ethics and Elections Commission
Dwight Dively, Director Executive Services
Peter Sherwin, Initiative 53

Room 104, Municipal Building, Seattle, Washington 98104-1892
(206) 684-8344 FAX: (206) 385-9025 TDD: (206) 233-0025

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FILED
CITY OF SEATTLE

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00 AUG 17 PH 1:18

00 AUG 17 PH 3:47

WARNING: Ordinance 94289 provides as follows: Section 1. It is unlawful for any person: 1. To sign or decline to sign any petition for a City initiative, referendum, or Charter amendment, in exchange for any consideration or gratuity or promise thereof; or 2. To give or offer any consideration or gratuity to anyone to induce him or her to sign or not to sign a petition for a City initiative, referendum or Charter amendment; or 3. To interfere with or attempt to interfere with the right of any voter to sign or not to sign a petition for a City initiative, referendum or Charter amendment by threat, intimidation or any other corrupt means or practice; or 4. To sign a petition for a City initiative, referendum or Charter amendment with any other than his or her own true name, or to knowingly sign more than one (1) petition for the same initiative, referendum or Charter amendment measure, or to sign any such petition knowing that he or she is not a registered voter of the City of Seattle. The provisions of this ordinance shall be printed as a warning on every petition for a City initiative, referendum or Charter amendment. Section 2. Any person violating any of the provisions of this ordinance shall upon conviction thereof be punishable by a fine of not more than Five Hundred Dollars (\$500) or by imprisonment in the City Jail for a period not to exceed six (6) months, or both such fine and imprisonment.

INITIATIVE PETITION FOR SUBMISSION TO THE SEATTLE CITY COUNCIL
SEE REVERSE FOR COMPLETE TEXT OF INITIATIVE

To the City Council of The City of Seattle:

We, the undersigned registered voters of the City of Seattle, State of Washington, propose and ask for the enactment as an ordinance of the measure known as Initiative Measure No. 53, entitled,

"The City of Seattle Initiative Measure Number 53 concerns the planning, funding and possible construction of a monorail system.

This measure would require the City to provide \$6,000,000 to fund operation of the Elevated Transportation Company, including preparation of a monorail funding and construction plan. The measure outlines required elements of the plan, which would be implemented if approved by voters. The City also would be required to reserve up to \$200 million in councilmanic bonding capacity, to be used for monorail construction if voters approved the plan. A transit authority would supervise system construction and operation. Should this measure be enacted into law?

Yes.....
No.....

a full, true and correct copy of which is included herein, and we petition the Council to enact said measure as an ordinance; and, if not enacted forty-five (45) days from the time of receipt thereof by the City Council, then to be submitted to the qualified electors of The City of Seattle for approval or rejection at the next regular election or at a special election in accordance with Article IV, Section 1 of the City Charter; and each of us for himself or herself says: I have personally signed this petition; I am a registered voter of The City of Seattle, State of Washington, in the precinct (if known) written after my name, and my residence address is correctly stated.

WE SAID MONORAIL !

SIGNATURE	PRINTED NAME	STREET ADDRESS	Prec. No. (if known)	(Phone)	DATE
1. <i>[Signature]</i>	Carolyn Hall	5217 50th Ave S.			7/26/00
2. <i>[Signature]</i>	Elizabeth Espinoza	3041 47th Ave S.			7/26/00
3. <i>[Signature]</i>	Frances Cunningham	2507 2nd Ave S.			7/26
4. <i>[Signature]</i>	Michelle Jenkins	3919 1st Ave S.			7/26
5. <i>[Signature]</i>	Thomas P. Bleachmill	1727 31st Ave S (31st)			7/26/00
6. <i>[Signature]</i>	MARY ANN QUINN	9511 RAINIER			7/26/00
7. <i>[Signature]</i>	Mark Martin	3734 S. Ferdinand			7/26/00
8. <i>[Signature]</i>	Henry J. [unclear]	5110 S. [unclear]			7/26

Return Petitions to: **RISE ABOVE IT ALL, PMB # 449, 117 East Louisa St., Seattle, WA 98102**

Tel. (206) 632-8140.

Web: www.Riseaboveitall.org

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City of Seattle
Legislative Department



Office of the City Clerk
Judith E. Pippin
City Clerk

RECEIPT OF INITIATIVE NO. 53

I do hereby certify that on the 17 day of August, 2007,
at the hour of 1:15 P.m., approximately 22,200 signatures
^{approx} (3,070 #1) petition pages) were filed with the Seattle City Clerk
by Peter Sherwin, a representative of
Initiative No. 53 for transmission to the King County Records and
Elections Division for signature verification.

BY: Judith E Pippin
Title: City Clerk

ORIGINAL TO INITIATIVE REPRESENTATIVE(S)
RETAIN COPY FOR OFFICIAL FILE

g: clerk/RECIN(rev12/99) (ew)

Room 104, Municipal Building, Seattle, Washington 98104-1892
(206) 684-8344 FAX: (206) 386-9025 TDD: (206) 233-0025

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**King County Records and Elections Division
NOTICE OF BALLOT TITLE**

STATE OF WASHINGTON)
COUNTY OF KING) SS.

WHEREAS, the City Clerk of The City of Seattle, did present to the King County Records and Elections Division on July 12, 2000, a citizens petition numbered Initiative No. 53; and

WHEREAS, a ballot title prepared by the Seattle City Attorney for said initiative was filed with the King County Records and Elections Division on July 12, 2000.

NOW, THEREFORE, NOTICE IS HEREBY PROVIDED pursuant to Section 13 of Chapter 197, Laws of 2000, that the ballot title for said initiative shall be as set forth below.

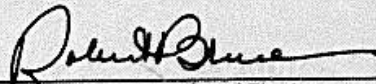
THE CITY OF SEATTLE INITIATIVE NO. 53

"The City of Seattle Initiative Measure Number 53 concerns the planning, funding and possible construction of a monorail system.

This measure would require the City to provide \$6,000,000 to fund operation of the Elevated Transportation Company, including preparation of a monorail funding and construction plan. The measure outlines required elements of the plan, which would be implemented if approved by voters. The City also would be required to reserve up to \$200 million in councilmanic bonding capacity, to be used for monorail construction if voters approved the plan. A transit authority would supervise system construction and operation. Should this measure be enacted into law?

YES.....
NO....."

DATED at Seattle, King County, Washington, this 12th day of July, 2000.



Manager, Records and Elections
Division, King County

KARGIANIS WATKINS WERNER, L.L.P., P.S.

ATTORNEYS AT LAW
MARKET PLACE TOWER, PENTHOUSE SUITE A
2025 FIRST AVENUE
SEATTLE, WASHINGTON 98121-2157

FILED
CITY OF SEATTLE
00 JUL 14 PM 3:30
CITY CLERK

TEL (206) 448-7969
FAX (206) 448-7950
TOLL-FREE (800) 424-3352

CLEVELAND STOCKMEYER

(206) 727-3431

July 13, 2000

Via fax ((206) 386-9025 and mail

Judith E. Pippin
City Clerk of the City of Seattle
Room 104, Municipal Building
Seattle WA 98104-1892


Ernie Dornfeld
Acting City Clerk of the City of Seattle
Room 104, Municipal Building
Seattle WA 98104-1892

Dear. Ms. Pippin and Mr. Dornfeld:

I enclose a copy of the petition form we printed up and are circulating for I-53. We would appreciate it if you could confirm in writing to me that this form and ballot title correctly conforms to the Initiative No. 53 as approved as to form by Ms. Pippin in her letter to Peter Sherwin of July 11, 2000, and to the ballot title as stated in Mr. Ted Inkley's letter to Mr. Dornfeld dated July 11, 2000.

Thank you in advance for your assistance.

Very truly yours,


Cleveland Stockmeyer

Enclosure

cc: Peter Sherwin, Rise Above It All
Ted Inkley, Assistant City Attorney

Encl.

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**INITIATIVE PETITION FOR SUBMISSION TO THE SEATTLE CITY COUNCIL
SEE REVERSE FOR COMPLETE TEXT OF INITIATIVE**

To the City Council of The City of Seattle:

We, the undersigned registered voters of the City of Seattle, State of Washington, propose and ask for the enactment as an ordinance of the measure known as Initiative Measure No. 53, entitled,

"The City of Seattle Initiative Measure Number 53 concerns the planning, funding and possible construction of a monorail system.

This measure would require the City to provide \$6,800,000 to fund operation of the Elevated Transportation Company, including preparation of a monorail funding and construction plan. The measure outlines required elements of the plan, which would be implemented if approved by voters. The City also would be required to reserve up to \$200 million in councilmanic bonding capacity, to be used for monorail construction if voters approved the plan. A transit authority would supervise system construction and operation. Should this measure be enacted into law?

Yes.....
No.....

a full, true and correct copy of which is included herein, and we petition the Council to enact said measure as an ordinance; and, if not enacted forty-five (45) days from the time of receipt thereof by the City Council, then to be submitted to the qualified electors of The City of Seattle for approval or rejection at the next regular election or at a special election in accordance with Article IV, Section 1 of the City Charter; and each of us for himself or herself says: I have personally signed this petition; I am a registered voter of The City of Seattle, State of Washington, in the precinct (if known) written after my name, and my residence address is correctly stated.

WE SAID MONORAIL !

SIGNATURE	PRINTED NAME	STREET ADDRESS	Prec. No. (if known)	(Phone)	DATE
1. _____	_____	_____	_____	_____	_____
2. _____	_____	_____	_____	_____	_____
3. _____	_____	_____	_____	_____	_____
4. _____	_____	_____	_____	_____	_____
5. _____	_____	_____	_____	_____	_____
6. _____	_____	_____	_____	_____	_____
7. _____	_____	_____	_____	_____	_____
8. _____	_____	_____	_____	_____	_____

Return Petitions to: RISE ABOVE IT ALL, PMB # 449, 117 East Louisa St., Seattle, WA 98102

Tel. (206) 632-8140.

Web: www.Riseaboveitall.org

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City of Seattle
Legislative Department



00 JUL 12 AM 9:39

Office of the City Clerk

Judith E. Pippin
City Clerk

July 11, 2000

HAND DELIVERED

Julie Anne Kempf, Acting Superintendent of Elections
Records and Elections Division
Department of Information and Administrative Services
King County Administration Building, Room 553
Seattle, WA 98104

RE: Revised Ballot Title for Proposed Seattle Initiative No. 53

Dear Ms. Kempf:

This is to inform you that a proposed initiative, Initiative No. 53 has been filed with the Seattle City Clerk. The initiative proposes the carrying out of Initiative 41 by causing a monorail system to be built, including funding provisions, etc. The proposed initiative was filed on June 30, 2000 at 3:15 p.m. A corrected version of the initiative was filed on July 6, 2000.

The City's Law Department, pursuant to Article IV, Section 1 of the City Charter, Seattle Municipal Code Section 2.08, and RCW 29.27.060, has approved the following ballot title:

"The City of Seattle > tive Measure Number 53 concerns the planning, funding and possible construction of a monorail system.

This measure would require the City to provide \$6,000,000 to fund operation of the Elevated Transportation Company, including preparation of a monorail funding and construction plan. The measure outlines required elements of the plan, which would be implemented if approved by voters. The City also would be required to reserve up to \$200 million in councilmanic bonding capacity, to be used for monorail construction if voters approved the plan. A transit authority would supervise system construction and operation. Should this measure be enacted into law?

Yes.....
No....."

The initiative's proponents have been informed that they must submit 18,830 valid signatures to this office by January 8, 2001, for subsequent submittal to your office for verification.

If you have any questions or if you need additional information, please do not hesitate to call me at 684-8361.

Very truly yours,

Judith E. Pippin
City Clerk

cc: Carol Van Noy, Executive Director, Seattle Office of Ethics and Elections
Bob Bruce, Manager, King Records and Election Division

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City of Seattle
Legislative Department



Office of the City Clerk
Judith E. Pippin
City Clerk

July 11, 2000

CERTIFIED MAIL

Mr. Peter Sherwin
Rise Above It All
3215 Fuhrman Avenue E.
Seattle, WA 98102

RE: REVISED BALLOT TITLE FOR PROPOSED INITIATIVE NO. 53

Dear Mr. Sherwin:

I have approved proposed Initiative No. 53 as to form, as shown on the attached copy. The revised ballot title for the petition has been prepared to read as follows:

The City of Seattle Initiative Measure Number 53 concerns the planning, funding and possible construction of a monorail system.

This measure would require the City to provide \$6,000,000 to fund operation of the Elevated Transportation Company, including preparation of a monorail funding and construction plan. The measure outlines required elements of the plan, which would be implemented if approved by voters. The City also would be required to reserve up to \$200 million in councilmanic bonding capacity, to be used for monorail construction if voters approved the plan. A transit authority would supervise system construction and operation. Should this measure be enacted into law?

Yes.....
No.....

The initiative process is defined in Article IV Section 1 of the City Charter, Seattle Municipal Code Section 2.08, and Washington State Code (RCW) 29.27.050. You have received copies of these reference materials; if you need additional copies, please let me know.

The signed petitions for Initiative 53 must be filed with the City Clerk no later than 5:00 p.m. on Monday, January 8, 2001. If at least 18,830 signatures on petitions for Initiative 53 have been filed on or before that date, they will then be transmitted to King County Elections Department for signature verification. A total of at least 18,830 valid Seattle resident registered voter signatures will be required to validate the initiative before transmittal to the City Council.

Please do not hesitate to contact me if you have questions. I can be reached at 684-8361.

Very truly yours,

Judith E. Pippin
Judith E. Pippin
City Clerk
attachment

cc: Mayor Paul Schell
City Councilmembers

Room 104, Municipal Building, Seattle, Washington 98104-1892
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Dwight Diveley, Director of Finance
Carol Van Noy, Executive Director, Ethics and Elections
Joan Walters, Budget Director

g:\initiative53approval.doc

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#3

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**INITIATIVE PETITION FOR SUBMISSION TO THE SEATTLE CITY COUNCIL
SEE REVERSE FOR COMPLETE TEXT OF INITIATIVE**

To the City Council of The City of Seattle:

We, the undersigned registered voters of the City of Seattle, State of Washington, propose and ask for the enactment as an ordinance of the measure known as Initiative Measure No. 53, entitled,

Shall Seattle use \$6,000,000 of its general fund or councilmanic bonds to have the Elevated Transportation Company prepare a citywide monorail plan; shall such plan be implemented if approved in a second vote of the people; and shall the City reserve up to \$200 million of councilmanic bonding capacity for construction of such monorail if such plan is approved? No tax increase is mandated by this Initiative.

a full, true and correct copy of which is included herein, and we petition the Council to enact said measure as an ordinance; and, if not enacted forty-five (45) days from the time of receipt thereof by the City Council, then to be submitted to the qualified electors of The City of Seattle for approval or rejection at the next regular election or at a special election in accordance with Article IV, Section 1 of the City Charter; and each of us for himself or herself says: I have personally signed this petition; I am a registered voter of The City of Seattle, State of Washington, in the precinct (if known) written after my name, and my residence address is correctly stated.

We Said Monorail !

SIGNATURE	PRINTED NAME	STREET ADDRESS	Prec. No. (if known)	(Phone)	DATE
1. _____	_____	_____	_____	_____	_____
2. _____	_____	_____	_____	_____	_____
3. _____	_____	_____	_____	_____	_____
4. _____	_____	_____	_____	_____	_____
5. _____	_____	_____	_____	_____	_____
6. _____	_____	_____	_____	_____	_____
7. _____	_____	_____	_____	_____	_____
8. _____	_____	_____	_____	_____	_____

Return Petitions to: RISE ABOVE IT ALL, PMB # 449, 117 East Louisa St., Seattle, WA 98102

Tel. (206) 632-8140.

Web: www.Riseaboveitall.org

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An ordinance to carry forward the purpose and intent of prior Initiative 41 and to cause a monorail system to be built to serve a wide area of the city of Seattle, by: providing specific funding in the form of bonds rather than any new taxes; providing specific steps as to how decisions will be made on route configurations, financing, and the structure of the entity organized to supervise the monorail, etc.; and ensuring that major decisions on all such issues will be made by the people of the City of Seattle.

1. The people have already decided that a monorail system shall be built; this initiative determines how to do it, and how the people shall decide how to do it, as assisted by the Elevated Transportation Company (ETC), the City Council, etc.

2. Keeping ETC alive. Upon certification of the passage of this initiative the city treasurer shall deposit \$20,000 from the current budget into the bank account of the ETC which shall be authorized to spend such funds and to continue in existence in order to carry out its purposes.

3. Prepare the Seattle Popular Transit Plan. As the first item of business at the first full council session possible after this measure is certified, the City of Seattle shall fund the ETC by either (a) providing \$6 million from the general fund (and if so, \$1 million must be placed in the account within 30 days with the full balance due within 90 days) or (b) immediately providing for or ordering issuance of \$6 million of Limited Tax General Obligation (LTGO) bonds; and such funds or bond proceeds shall be used by the ETC to carry out its purpose and prepare a Seattle Popular Transit Plan (SPTP). The City may control or use any interest on any LTGO bonds under this paragraph, if necessary or prudent for financial management or tax reasons.

4. Let the People Decide on the Seattle Popular Transit Plan. From the certification date of this measure, the ETC shall have 12 to 24 months, in its discretion, to complete the SPTP which then shall be submitted to a vote of the people. The ETC or its chair have the discretion to elect to use the initiative process for this purpose, if deemed legally necessary or desirable by the ETC or its chair. Otherwise, the City Council shall place the SPTP on a ballot at the next election (including a special election if so requested by the ETC or its chair). The SPTP will then be implemented only if it shall be approved by a majority of the ballots cast for or against such Plan; if not approved, no additional public moneys may be spent on such Plan under this measure.

5. Seattle Popular Transit Plan contents. The purpose of this initiative and the Seattle Popular Transit Plan is to carry out Initiative 41, and to cause a monorail system to be built serving a wide area of the City of Seattle, while ensuring popular control by the people of Seattle over the plan and basic monorail choices and options. The SPTP shall set forth a plan, chosen in the discretion of the ETC, for a monorail system that is: grade-separated and that does not cross or lie in any street at grade; that uses public rights of way to the maximum extent feasible; that uses rubber wheels, or that is a system that is substantially as quiet as one using rubber wheels; that is generally elevated, rising above congestion rather than going through it; and that has a route and station layout linking neighborhoods in NE, NW, South and/or West Seattle with downtown. The Plan shall set forth the phases or stages of construction, if any, as well as the technology and basic engineering of the entire system. The Plan shall also include the financing structure, which may be any combination of public or private financing, or any type of public-private partnership. Any type of private financing may be used, including loans, capital investment, franchise fees, rent, or otherwise. Any public financing must be set forth in the Plan and no public funds may be committed or spent without public approval. The public funds may include contributions from other governmental entities, any funds originally dedicated to other types of transit or transportation should such funds be available, or any other type of public financing. The Plan also shall set forth the form and structure of a new Seattle Popular Transit Authority (SPTA) to supervise, operate, own or maintain the system. The SPTP shall be prepared by the ETC based and/or following any and all necessary studies, surveys, polling or research deemed appropriate by the ETC, which may include consideration of the primary need to provide a mass transit system to quietly and quickly link neighborhoods with downtown and other neighborhoods, and other considerations, including ridership, technology, engineering, interactions with roads, pedestrian mobility, bicycles, bus, rail, ferries and other transit or transportation modes, effects in reducing congestion and sprawl and facilitating community development, public meetings, alternative monorail systems, environmental impacts (including preparation of any necessary EIS), the feasibility of later extensions including beyond the City limits and/or across any body of water, any comparison of monorail with other transit or transportation systems' effects or costs, and any other steps or information necessary to determine, and obtain public approval of, the best way to configure, build, operate, own and maintain a monorail system to serve a wide area of the city of Seattle.

6. Seattle Popular Transit Authority. Once the SPTP is approved by the people, the SPTA shall succeed to the ETC, shall carry out the remainder of the SPTP, and shall supervise construction, operation, maintenance and ownership of the system in perpetuity, in the manner proposed in the SPTP. The SPTA may be in any suitable form including a non-profit corporation, a public authority or otherwise; shall be accountable to the people of the City of Seattle; and this may be achieved by requiring that it be headed by persons elected by voters of the City of Seattle, in such elections and under such combination of districts or at-large seats as proposed in the SPTP.

7. Reserving limited tax general obligation bonds. Upon passage of this initiative, the City shall reserve at least \$125 million of LTGO bonding capacity. This bonding capacity reserve shall be used solely towards all or part of the initial public contribution to the Seattle Popular Transit Plan, if and to the extent that the SPTP so requires, and if the SPTP is approved by the people. This may or may not be the entire public funding component of the SPTP, but is intended to ensure a public commitment showing that Seattle is serious about a monorail. This bonding capacity reserve shall be increased by an amount equal to half of the annual increase in the City's LTGO bonding capacity which derives from the increase in real property values, until the bonding capacity reserve shall equal \$200 million. The bonding capacity reserve shall be maintained until the people approve or reject the SPTP. If the SPTP is not approved, this bonding capacity reserve shall be extinct. In the event of a calamitous natural disaster, such as a serious earthquake, this bonding capacity reserve may be adjusted to provide disaster assistance. The City Council shall take no action that would adversely affect this bonding reserve capacity. Any bonds that are issued after date of certification of passage of this initiative, that may adversely affect this bonding reserve capacity, shall be null and void. If upon certification of passage of this initiative, the bonding reserve capacity established herein does not exist, and there are funds not yet legally committed that are proceeds of bonds issued after July 4, 2000 and prior to certification of passage of this initiative, such funds shall be set aside or moved to an account dedicated to this bonding reserve capacity to the extent necessary to bring it to \$125 million or any higher level established herein up to \$200 million. Such funds shall not be removed or used for any other purpose, unless and until the city's bond capacity increases such that removal of such funds does not impair the \$200 million bond reserve capacity provided for herein.

8. Changes to ETC and Initiative 41: Severability; Enforcement. This measure is intended to carry forward Initiative 41 to create the ETC and cause a monorail to be built, while allowing public control over the specific plan. Any measure passed by the City Council that repeals or amends prior Initiative 41 in whole or in part, which in any manner is inconsistent with this measure, is hereby repealed and any part of Initiative 41 that was so repealed or amended is hereby reinstated as if the City Council had not passed such a measure into law. A quorum of the ETC Council shall exist whenever 60% of its members are present at an official meeting. Vacancies on the ETC board shall be filled by a majority vote of the remaining board members, with the chair having the tie breaking vote. In the event that there is a vacancy in the chair position, the vice-chair shall have the tie breaking vote. If the City Council is empowered by Charter or state law to confirm nominees to the ETC Board, the foregoing provisions shall not impair that power, but the City Council may only confirm or reject the choice of the ETC board, and, further, may only reject such choice for good cause. The City of Seattle, and its entities and employees shall cooperate and assist the ETC to achieve the goals of this measure and shall include monorail options in any Strategic Transportation Initiative (STI) process or similar study or process. All City information deemed relevant by the ETC shall be made available to ETC in a timely fashion. The City must facilitate this measure in any way needed including but not limited to prioritizing obtaining any permits, or dedication or use of any rights of way, or any waivers or changes in any state or other superior law that may be needed, such as obtaining a waiver from King County Metro to allow a monorail to operate in the City of Seattle. This measure shall be most liberally and broadly construed or interpreted, by any court or other body or official, in order to effectuate and carry out its purposes. If any part of this measure is declared invalid in a court of law, the remainder shall not be invalid for that reason. Any registered voter of the city of Seattle, and any other legal person (including the ETC or its chair) with an interest in traffic and transportation, shall have standing and may bring suit to enforce the provisions hereof, in an individual or class action, and may recover all actual damages sustained by such person, attorneys' fees, costs of litigation, and any and all equitable or injunctive relief necessary to enforce the provisions hereof or remediate any violations of this measure, including but not limited to temporary and/or permanent injunctive relief to prevent issuance of bonds or other actions that would impair the bond reserve provisions hereof.

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SEATTLE CITY ATTORNEY
MARK H. SIDRAN

July 11, 2000

Via e-mail and hand-delivered

Ernst G. Dornfeld
Acting Seattle City Clerk
Municipal Building
600 Fourth Avenue
Seattle, WA 98104

Re: Initiative Measure 53 (Clerk's File 304012)

Dear Mr. Dornfeld:

This confirms and follows up on our telephone conversations of today concerning the above initiative.

It has been brought to our attention that initiative proponents filed a corrected version of proposed Initiative 53 on Thursday, July 6, 2000. This office has established the following ballot title for this measure:

The City of Seattle Initiative Measure Number 53 concerns the planning, funding and possible construction of a monorail system.

This measure would require the City to provide \$6,000,000 to fund operation of the Elevated Transportation Company, including preparation of a monorail funding and construction plan. The measure outlines required elements of the plan, which would be implemented if approved by voters. The City also would be required to reserve up to \$200 million in councilmanic bonding capacity, to be used for monorail construction if voters approved the plan. A transit authority would supervise system construction and operation. Should this measure be enacted into law?

Yes.....

No.....

CIVIL DIVISION
An equal employment opportunity - affirmative action employer
600 FOURTH AVENUE, 10TH FLOOR, SEATTLE, WASHINGTON 98104-1877
(206) 684-8200 TDD (206) 233-7206 FAX (206) 684-8284

FILED
CITY OF SEATTLE
00 JUL 11 PM 4:26
CITY CLERK

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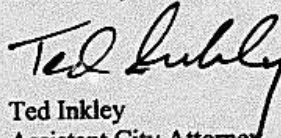
Ernst G. Dornfeld
July 11, 2000
Page 2

The format of the above title reflects new state-mandated requirements pursuant to revisions in RCW Ch. 29.79 that became effective June 8, 2000.

Feel free to call me if you have any questions.

MARK H. SIDRAN
Seattle City Attorney

By:


Ted Inkley
Assistant City Attorney
Municipal Law Section

init 53 transmittal07-11-00.doc

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City of Seattle
Legislative Department



00 JUL 11 AM 10:16

Office of the City Clerk

Judith E. Pippin
City Clerk

July 11, 2000

HAND DELIVERED

Julie Anne Kempf, Acting Superintendent of Elections
Records and Elections Division
Department of Information and Administrative Services
King County Administration Building, Room 553
Seattle, WA 98104

RE: Proposed Seattle Initiative No. 53

Dear Ms. Kempf:

This is to inform you that a proposed initiative, Initiative No. 53 has been filed with the Seattle City Clerk. The initiative proposes the carrying out of Initiative 41 by causing a monorail system to be built, including funding provisions, etc. The proposed initiative was filed on June 30, 2000 at 3:15 p.m.

The City's Law Department, pursuant to Article IV, Section 1 of the City Charter, Seattle Municipal Code Section 2.08, and RCW 29.27.060, has approved the following ballot title:

"The City of Seattle Initiative Measure Number 53 concerns the planning, funding and possible construction of a monorail system.

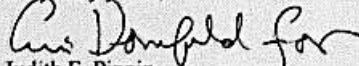
This measure would require the City to provide \$6,000,000 to fund operation of the Elevated Transport Company, including preparation of a monorail funding and construction plan. The measure outlines required elements of the plan, which would be implemented if approved by voters. The City also would be required to reserve up to \$200 million in councilmanic bonding capacity, to be used for monorail construction if voters approved the plan. A transit authority would supervise system construction and operation. Should this measure be enacted into law?

Yes.....
No....."

The initiative's proponents have been informed that they must submit 18,830 valid signatures to this office by January 3, 2001, for subsequent submittal to your office for verification.

If you have any questions or if you need additional information, please do not hesitate to call me at 684-8361.

Very truly yours,


Judith E. Pippin
City Clerk

cc: Carol Van Noy, Executive Director, Seattle Office of Ethics and Elections
Room 104, Municipal Building, Seattle, Washington 98104-1892
(206) 694-8341 FAX: (206) 386-9025 TDD: (206) 233-0025

Bob Bruce, Manager, King Records and Election Division

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City of Seattle
Legislative Department



Office of the City Clerk

Judith E. Pippin
City Clerk

July 10, 2000

CERTIFIED MAIL

Mr. Peter Sherwin
Rise Above It All
3212 Fuhrman Avenue E.
Seattle, WA 98102

RE: PROPOSED INITIATIVE NO. 53

Dear Mr. Sherwin:

I have approved proposed Initiative No. 53 as to form, as shown on the attached copy. The ballot title for the petition has been prepared to read as follows:

"The City of Seattle Initiative Measure Number 53 concerns the planning, funding and possible construction of a monorail system.

This measure would require the City to provide \$6,000,000 to fund operation of the Elevated Transport Company, including preparation of a monorail funding and construction plan. The measure outlines required elements of the plan, which would be implemented if approved by voters. The City also would be required to reserve up to \$200 million in councilmanic bonding capacity, to be used for monorail construction if voters approved the plan. A transit authority would supervise system construction and operation. Should this measure be enacted into law?

Yes.....
No....."

The initiative process is defined in Article IV Section 1 of the City Charter, Seattle Municipal Code Section 2.08, and Washington State Code (RCW) 29.27.050. You have received copies of these reference materials; if you need additional copies, please let me know.

The signed petitions for Initiative 53 must be filed with the City Clerk no later than 5:00 p.m. on Thursday, January 3, 2001. If at least 18,830 signatures on petitions for Initiative 53 have been filed on or before that date, they will then be transmitted to King County Elections Department for signature verification. A total of at least 18,830 valid Seattle resident registered voter signatures will be required to validate the initiative before transmittal to the City Council.

Please do not hesitate to contact me if you have questions. I can be reached at 684-8361.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Judith E. Pippin for".

Judith E. Pippin
City Clerk
attachment

cc: Mayor Paul Schell
City Councilmembers

Room 104, Municipal Building, Seattle, Washington 98104-1892
(206) 684-8344 FAX: (206) 386-9025 TDD: (206) 233-0025

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Dwight Diveley, Director of Finance
Carol Van Noy, Executive Director, Ethics and Elections
Joan Walters, Budget Director

g:\initiative\53approval.doc

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IT IS DUE TO THE QUALITY OF THE DOCUMENT.

WARNING: Ordinance 94289 provides as follows: Section 1. It is unlawful for any person: 1. To sign or decline to sign any petition for a City initiative, referendum, or Charter amendment, in exchange for any consideration or gratuity or promise thereof; or 2. To give or offer any consideration or gratuity to anyone to induce him or her to sign or not to sign a petition for a City initiative, referendum or Charter amendment; or 3. To interfere with or attempt to interfere with the right of any voter to sign or not to sign a petition for a City initiative, referendum or Charter amendment by threat, intimidation or any other corrupt means or practice; or 4. To sign a petition for a City initiative, referendum or Charter amendment with any other than his or her own true name, or to knowingly sign more than one (1) petition for the same initiative, referendum or Charter amendment measure, or to sign any such petition knowing that he or she is not a registered voter of the City of Seattle. The provisions of this ordinance shall be printed as a warning on every petition for a City initiative, referendum or Charter amendment. Section 2. Any person violating any of the provisions of this ordinance shall upon conviction thereof be punishable by a fine of not more than Five Hundred Dollars (\$500) or by imprisonment in the City Jail for a period not to exceed six (6) months, or both such fine and imprisonment.

**INITIATIVE PETITION FOR SUBMISSION TO THE SEATTLE CITY COUNCIL
SEE REVERSE FOR COMPLETE TEXT OF INITIATIVE**

To the City Council of The City of Seattle:

We, the undersigned registered voters of the City of Seattle, State of Washington, propose and ask for the enactment as an ordinance of the measure known as Initiative Measure No. 53, entitled,

Shall Seattle use \$6,000,000 of its general fund or councilmanic bonds to have the Elevated Transportation Company prepare a citywide monorail plan; shall such plan be implemented if approved in a second vote of the people; and shall the City reserve up to \$200 million of councilmanic bonding capacity for construction of such monorail if such plan is approved? No tax increase is mandated by this initiative.

a full, true and correct copy of which is included herein, and we petition the Council to enact said measure as an ordinance; and, if not enacted forty-five (45) days from the time of receipt thereof by the City Council, then to be submitted to the qualified electors of The City of Seattle for approval or rejection at the next regular election or at a special election in accordance with Article IV, Section 1 of the City Charter; and each of us for himself or herself says: I have personally signed this petition; I am a registered voter of The City of Seattle, State of Washington, in the precinct (if known) written after my name, and my residence address is correctly stated.

We Said Monorail !

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SIGNATURE	PRINTED NAME	STREET ADDRESS	Prec. No. (if known)	(Phone)	DATE
1. _____	_____	_____	_____	_____	_____
2. _____	_____	_____	_____	_____	_____
3. _____	_____	_____	_____	_____	_____
4. _____	_____	_____	_____	_____	_____
5. _____	_____	_____	_____	_____	_____
6. _____	_____	_____	_____	_____	_____
7. _____	_____	_____	_____	_____	_____
8. _____	_____	_____	_____	_____	_____

Return Petitions to: RISE ABOVE IT ALL, PMB # 449, 117 East Louisa St., Seattle, WA 98102

Tel. (206) 632-8140.

Web: www.Riseaboveitall.org

An ordinance to carry forward the purpose and intent of prior Initiative 41 and to cause a monorail system to be built to serve a wide area of the city of Seattle, by: providing specific funding in the form of bonds rather than any new taxes; providing specific steps as to how decisions will be made on route configurations, financing, and the structure of the entity organized to supervise the monorail, etc.; and ensuring that major decisions on all such issues will be made by the people of the City of Seattle.

1. The people have already decided that a monorail system shall be built; this initiative determines how to do it, and how the people shall decide how to do it, as assisted by the Elevated Transportation Company (ETC), the City Council, etc.

2. **Keeping ETC alive.** Upon certification of the passage of this initiative the city treasurer shall deposit \$20,000 from the current budget into the bank account of the ETC which shall be authorized to spend such funds and to continue in existence in order to carry out its purposes.

3. **Prepare the Seattle Popular Transit Plan.** As the first item of business at the first full council session possible after this measure is certified, the City of Seattle shall fund the ETC by either (a) providing \$6 million from the general fund (and if so, \$1 million must be placed in the account within 30 days with the full balance due within 90 days) or (b) immediately providing for or ordering issuance of \$6 million of Limited Tax General Obligation (LTGO) bonds; and such funds or bond proceeds shall be used by the ETC to carry out its purpose and prepare a Seattle Popular Transit Plan (SPTP). The City may control or use any interest on any LTGO bonds under this paragraph, if necessary or prudent for financial management or tax reasons.

4. **Let the People Decide on the Seattle Popular Transit Plan.** From the certification date of this measure, the ETC shall have 12 to 24 months, in its discretion, to complete the SPTP which then shall be submitted to a vote of the people. The ETC or its chair have the discretion to elect to use the initiative process for this purpose, if deemed legally necessary or desirable by the ETC or its chair. Otherwise, the City Council shall place the SPTP on a ballot at the next election (including a special election if so requested by the ETC or its chair). The SPTP will then be implemented only if it shall be approved by a majority of the ballots cast for or against such Plan; if not approved, no additional public moneys may be spent on such Plan under this measure.

5. **Seattle Popular Transit Plan contents.** The purpose of this initiative and the Seattle Popular Transit Plan is to carry out Initiative 41, and to cause a monorail system to be built serving a wide area of the City of Seattle, while ensuring popular control by the people of Seattle over the plan and basic monorail choices and options. The SPTP shall set forth a plan, chosen in the discretion of the ETC, for a monorail system that is: grade-separated and that does not cross or lie in any street at grade; that uses public rights of way to the maximum extent feasible; that uses rubber wheels, or that is a system that is substantially as quiet as one using rubber wheels; that is generally elevated, rising above congestion rather than going through it; and that has a route and station layout linking neighborhoods in NE, NW, South and/or West Seattle with downtown. The Plan shall set forth the phases or stages of construction, if any, as well as the technology and basic engineering of the entire system. The Plan shall also include the financing structure, which may be any combination of public or private financing, or any type of public-private partnership. Any type of private financing may be used, including loans, capital investment, franchise fees, rent, or otherwise. Any public financing must be set forth in the Plan and no public funds may be committed or spent without public approval. The public funds may include contributions from other governmental entities, any funds originally dedicated to other types of transit or transportation should such funds be available, or any other type of public financing. The Plan also shall set forth the form and structure of a new Seattle Popular Transit Authority (SPTA) to supervise, operate, own or maintain the system. The SPTP shall be prepared by the ETC based and/or following any and all necessary studies, surveys, polling or research deemed appropriate by the ETC, which may include consideration of the primary need to provide a mass transit system to quietly and quickly link neighborhoods with downtown and other neighborhoods, and other considerations, including ridership, technology, engineering, interactions with roads, pedestrian mobility, bicycles, bus, rail, ferries and other transit or transportation modes, effects in reducing congestion and sprawl and facilitating community development, public meetings, alternative monorail systems, environmental impacts (including preparation of any necessary EIS), the feasibility of later extensions including beyond the City limits and/or across any body of water, any comparison of monorail with other transit or transportation systems' effects or costs, and any other steps or information necessary to determine, and obtain public approval of, the best way to configure, build, operate, own and maintain a monorail system to serve a wide area of the city of Seattle.

6. **Seattle Popular Transit Authority.** Once the SPTP is approved by the people, the SPTA shall succeed to the ETC, shall carry out the remainder of the SPTP, and shall supervise construction, operation, maintenance and ownership of the system in perpetuity, in the manner proposed in the SPTP. The SPTA may be in any suitable form including a non-profit corporation, a public authority or otherwise; shall be accountable to the people of the City of Seattle; and this may be achieved by requiring that it be headed by persons elected by voters of the City of Seattle, in such elections and under such combination of districts or at-large seats as proposed in the SPTP.

7. **Reserving limited tax general obligation bonds.** Upon passage of this initiative, the City shall reserve at least \$125 million of LTGO bonding capacity. This bonding capacity reserve shall be used solely towards all or part of the initial public contribution to the Seattle Popular Transit Plan, if and to the extent that the SPTP so requires, and if the SPTP is approved by the people. This may or may not be the entire public funding component of the SPTP, but is intended to ensure a public commitment showing that Seattle is serious about a monorail. This bonding capacity reserve shall be increased by an amount equal to half of the annual increase in the City's LTGO bonding capacity which derives from the increase in real property values, until the bonding capacity reserve shall equal \$200 million. The bonding capacity reserve shall be maintained until the people approve or reject the SPTP. If the SPTP is not approved, this bonding capacity reserve shall be extinct. In the event of a calamitous natural disaster, such as a serious earthquake, this bonding capacity reserve may be adjusted to provide disaster assistance. The City Council shall take no action that would adversely affect this bonding reserve capacity. Any bonds that are issued after date of certification of passage of this initiative, that may adversely affect this bonding reserve capacity, shall be null and void. If upon certification of passage of this initiative, the bonding reserve capacity established herein does not exist, and there are funds not yet legally committed that are proceeds of bonds issued after July 4, 2000 and prior to certification of passage of this initiative, such funds shall be set aside or moved to an account dedicated to this bonding reserve capacity to the extent necessary to bring it to \$125 million or any higher level established herein up to \$200 million. Such funds shall not be removed or used for any other purpose, unless and until the city's bond capacity increases such that removal of such funds does not impair the \$200 million bond reserve capacity provided for herein.

8. **Changes to ETC and Initiative 41: Severability; Enforcement.** This measure is intended to carry forward Initiative 41 to create the ETC and cause a monorail to be built, while allowing public control over the specific plan. Any measure passed by the City Council that repeals or amends prior Initiative 41 in whole or in part, which in any manner is inconsistent with this measure, is hereby repealed and any part of Initiative 41 that was so repealed or amended is hereby reinstated as if the City Council had not passed such a measure into law. A quorum of the ETC Council shall exist whenever 60% of its members are present at an official meeting. Vacancies on the ETC board shall be filled by a majority vote of the remaining board members, with the chair having the tie breaking vote. In the event that there is a vacancy in the chair position, the vice-chair shall have the tie breaking vote. If the City Council is empowered by Charter or state law to confirm nominees to the ETC Board, the foregoing provisions shall not impair that power, but the City Council may only confirm or reject the choice of the ETC board, and, further, may only reject such choice for good cause. The City of Seattle, and its entities and employees shall cooperate and assist the ETC to achieve the goals of this measure and shall include monorail options in any Strategic Transportation Initiative (STI) process or similar study or process. All City information deemed relevant by the ETC shall be made available to ETC in a timely fashion. The City must facilitate this measure in any way needed including but not limited to prioritizing obtaining any permits, or dedication or use of any rights of way, or any waivers or changes in any state or other superior law that may be needed, such as obtaining a waiver from King County Metro to allow a monorail to operate in the City of Seattle. This measure shall be most liberally and broadly construed or interpreted, by any court or other body or official, in order to effectuate and carry out its purposes. If any part of this measure is declared invalid in a court of law, the remainder shall not be invalid for that reason. Any registered voter of the city of Seattle, and any other legal person (including the ETC or its chair) with an interest in traffic and transportation, shall have standing and may bring suit to enforce the provisions hereof, in an individual or class action, and may recover all actual damages sustained by such person, attorneys' fees, costs of litigation, and any and all equitable or injunctive relief necessary to enforce the provisions hereof or remediate any violations of this measure, including but not limited to temporary and/or permanent injunctive relief to prevent issuance of bonds or other actions that would impair the bond reserve provisions hereof.

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SEATTLE CITY ATTORNEY
MARK H. SIDRAN

July 10, 2000

FILED
CITY OF SEATTLE
00 JUL 10 PM 4:50
CITY CLERK

Via e-mail and hand-delivered

Ernst G. Dornfeld
Acting Seattle City Clerk
Municipal Building
600 Fourth Avenue
Seattle, WA 98104

Re: Initiative Measure 53 (Clerk's File 304012)

Dear Mr. Dornfeld:

In response to the memorandum of June 30, 2000 from City Clerk Judith E. Pippin regarding proposed Initiative Measure 53, Clerk's File 304012, this office has established the following ballot title:

The City of Seattle Initiative Measure Number 53 concerns the planning, funding and possible construction of a monorail system.

This measure would require the City to provide \$6,000,000 to fund operation of the Elevated Transport Company, including preparation of a monorail funding and construction plan. The measure outlines required elements of the plan, which would be implemented if approved by voters. The City also would be required to reserve up to \$200 million in councilmanic bonding capacity, to be used for monorail construction if voters approved the plan. A transit authority would supervise system construction and operation. Should this measure be enacted into law?

Yes.....
No.....

The format of the above title reflects new state-mandated requirements pursuant to revisions in RCW Ch. 29.79 that became effective June 8, 2000.

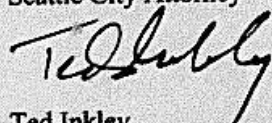
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Ernst G. Dornfeld
July 10, 2000
Page 2

Feel free to call me if you have any questions.

MARK H. SIDRAN
Seattle City Attorney

By:



Ted Inkley
Assistant City Attorney
Municipal Law Section

ln t 53 transmittallet37-10-00.doc

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Dear Clerk

6/30/2000
Rec'd 4:30 PM
8:15 PM

Attached is ~~pro~~posed ordinance
related to funding & building of
a citywide monorail system.

John A. Thewin

3215 Furkman Ave E.

SEATTLE, WA 98102

(206) 323-5655 FAX (206) 323-8088

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**Legislative Department
Office of City Clerk
Memorandum**



COPY RECEIVED

60 JUN 30 PM 4:04

SEATTLE CITY ATTORNEY

Date: June 30, 2000

To: The Honorable Mark Sidran
City Attorney

From: Judith E. Pippin, City Clerk *J. Pippin*

Subject: Proposed Initiative Petition

I am forwarding with this memo Clerk File No. 304012, which contains Initiative 53, a proposed initiative petition related to the carrying out of Initiative 41 by causing a monorail system to be built, the providing of funding, the providing of specific steps regarding route configuration decisions, financing and the structuring of the supervising organization, and ensuring that major decisions will be made by the People of the City of Seattle.

The proposed initiative was filed with the City Clerk's Office on June 30, 2000 at 3:15 p.m., and is submitted pursuant to Article IV, Section 1B of the City Charter, and Seattle Municipal Code 2.08.

The title of the Clerk File is:

"Initiative Measure No. 53, related to the carrying out of Initiative 41, causing a Monorail system to be built, etc."

The submitter of the initiative has proposed the following ballot title:

"Shall Seattle use \$6,000,000 of its general fund or councilmanic bonds to have the Elevated Transportation Company prepare a citywide monorail plan; shall such plan be implemented if approved in a second vote of the people; and shall the City reserve up to \$200 million of councilmanic bonding capacity for construction of such monorail if such plan is approved? No tax increase is mandated by this initiative."

The file is transmitted to you for preparation of a ballot title, or acceptance of the proposed ballot title.

cc: Mayor Paul Schell
City Councilmembers
Dwight Dively, Director of Finance
Carol Van Noy, Executive Director, Ethics and Elections Commission

Room 104, Municipal Building, Seattle, Washington 98104-1892
(206) 684-8344 Fax: (206) 386-9025 TTY: (206) 233-0025
email: clerk@ci.seattle.wa.us

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WARNING: Ordinance 94289 provides as follows:

Section 1. It is unlawful for any person: 1. To sign or decline to sign any petition for a City Initiative, referendum, or Charter Amendment, in exchange for any consideration or gratuity or promise thereof; or 2. To give or offer any consideration or gratuity to anyone to induce him or her to sign or not to sign a petition for a City Initiative, referendum or Charter Amendment; or 3. To interfere with or attempt to interfere with the right of any voter to sign or not to sign a petition for a City Initiative, referendum or Charter Amendment by threat, intimidation or any other corrupt means of practice; or 4. To sign a petition for a City Initiative, referendum or Charter Amendment with any other than his or her own true name, or to knowingly sign more than one (1) petition for the same initiative, referendum or Charter Amendment measure, or to sign any petition knowing that he or she is not a registered voter of Seattle. The provisions of this ordinance shall be printed as a warning on every petition for a City Initiative, referendum or Charter Amendment. Section 2. Any person violating any of the provisions of this ordinance shall upon conviction thereof be punishable by a fine of not more than Five Hundred Dollars (\$500) or by imprisonment in the City Jail for a period not to exceed six (6) months, or both such fine and imprisonment.

Shall Seattle use \$6,000,000 of its general fund or councilmanic bonds to have the Elevated ^{Transportation} ~~Tunnel~~ Company prepare a citywide monorail plan; shall such plan be implemented if approved in a second vote of the people; and shall the City reserve up to \$200 million of councilmanic bonding capacity for construction of such monorail if such plan is approved? No tax increase is mandated by this initiative.

INITIATIVE PETITION FOR SUBMISSION TO THE SEATTLE CITY COUNCIL

SEE REVERSE FOR COMPLETE TEXT OF INITIATIVE

To the City Council of Seattle,

We, the undersigned registered voters of the City of Seattle, State of Washington, propose and ask for the enactment as an ordinance of the measure known as Initiative Measure No. XX, a full, true and correct copy of which is included herein, and we petition the Council to enact said measure as an ordinance; and if not enacted forty-five (45) days from the time of receipt thereof by the City Council, then to be submitted to the qualified electors of the City of Seattle for approval or rejection at the next regular election or at a special election in accordance IV, Section 1 of the City Charter; and each of us for himself or herself says: I have personally signed this petition; I am a registered voter of the City of Seattle, State of Washington, and my residence address is correctly stated.

SIGNATURE	PRINTED NAME	STREET ADDRESS	PRECINCT NUMBER (IF KNOWN)	(phone)
1. _____				
2. _____				
3. _____				
4. _____				
5. _____				
6. _____				
7. _____				
8. _____				

Return Petitions to: RISE ABOVE IT ALL, PMB # 449, 117 East Louisa St., Seattle, WA 98102

Tel. (206) 525-4400.

Web:

www.Riseaboveitall.org

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AN ORDINANCE

Purpose. This measure has the purpose of carrying forward the purpose and intent of prior Initiative 41 and to cause a monorail system to be built to serve a wide area of the City of Seattle, by: providing specific funding in the form of bonds rather than any new taxes; providing specific steps as to how decisions will be made on route configurations, financing, and the structure of the entity organized to supervise the monorail, etc.; and ensuring that major decisions on all such issues will be made by the people of the City of Seattle. The people have already decided that a monorail system shall be built; this initiative determines how to do it, and how the people shall decide how to do it, as assisted by the Elevated Transit Company (ETC), the City Council, etc.

2. Keeping ETC alive. Upon certification of the passage of this initiative the city treasurer shall deposit \$20,000 from the current budget into the bank account of the ETC which shall be authorized to spend such funds and to continue in existence in order to carry out its purposes.

3. Prepare the Seattle Popular Transit Plan. As the first item of business at the first full council session possible after this measure is certified, the City of Seattle shall fund the ETC by either (a) providing \$6 million from the general fund (and if so, \$1 million must be placed in the account within 30 days with the full balance due within 90 days) or (b) immediately providing for or ordering issuance of \$6 million of Limited Tax General Obligation (LTGO) bonds; and such funds or bond proceeds shall be used by the ETC to carry out its purpose and prepare a Seattle Popular Transit Plan (SPTP). The City may control or use any interest on any LTGO bonds under this paragraph, if necessary or prudent for financial management or tax reasons.

4. Let the People Decide on the Seattle Popular Transit Plan. From the certification date of this measure, the ETC shall have 12 to 24 months, in its discretion, to complete the SPTP which then shall be submitted to a vote of the people. The ETC or its chair have the discretion to elect to use the initiative process for this purpose, if deemed legally necessary or desirable by the ETC or its chair. Otherwise, the City Council shall place the SPTP on a ballot at the next election (including a special election if so requested by the ETC or its chair). The SPTP will then be implemented only if it shall be approved by a majority of the ballots cast for or against such Plan; if not approved, no additional public moneys may be spent on such Plan under this measure.

5. Seattle Popular Transit Plan contents. The purpose of this initiative and the Seattle Popular Transit Plan is to carry out Initiative 41, and to cause a monorail system to be built serving a wide area of the City of Seattle, while ensuring popular control by the people of Seattle over the plan and basic monorail choices and options. The SPTP shall set forth a plan, chosen in the discretion of the ETC, for a monorail system that is: grade-separated and that does not cross or lie in any street at grade; that uses public rights of way to the maximum extent feasible; that uses rubber wheels, or that is a system that is substantially as quiet as one using rubber wheels; that is generally elevated, rising above congestion rather than going through it; and that has a route and station layout linking neighborhoods in NE, NW, South and/or West Seattle with downtown. The Plan shall set forth the phases or stages of construction, if any, as well as the technology and basic engineering of the entire system. The Plan shall also include the financing structure, which may be any combination of public or private financing, or any type of public-private partnership. Any type of private financing may be used, including loans, capital investment, franchise fees, rent, or otherwise. Any public financing must be set forth in the Plan and no public funds may be committed or spent without public approval. The public funds may include contributions from other governmental entities, any funds originally dedicated to other types of transit or transportation should such funds be available, or any other type of public financing. The Plan also shall set forth the form and structure of a new Seattle Popular Transit Authority (SPTA) to supervise, operate, own or maintain the system. The SPTP shall be prepared by the ETC based and/or following any and all necessary studies, surveys, polling or research deemed appropriate by the ETC, which may include consideration of the primary need to provide a mass transit system to quietly and quickly link neighborhoods with downtown and other neighborhoods, and other considerations, including ridership, technology, engineering, interactions with roads, pedestrian mobility, bicycles, bus, rail, ferries and other transit or transportation modes, effects in reducing congestion and sprawl and facilitating community development, public meetings, alternative monorail systems, environmental impacts (including preparation of any necessary EIS), the feasibility of later extensions including beyond the City limits and/or across any body of water, any comparison of monorail with other transit or transportation systems' effects or costs, and any other steps or information necessary to determine, and obtain public approval of, the best way to configure, build, operate, own and maintain a monorail system to serve a wide area of the city of Seattle.

6. Seattle Popular Transit Authority. Once the SPTP is approved by the people, the SPTA shall succeed to the ETC, shall carry out the remainder of the SPTP, and shall supervise construction, operation, maintenance and ownership of the system in perpetuity, in the manner proposed in the SPTP. The SPTA may be in any suitable form including a non-profit corporation, a public authority or otherwise; shall be accountable to the people of the City of Seattle; and this may be achieved by requiring that it be headed by persons elected by voters of the City of Seattle, in such elections and under such combination of districts or at-large seats as proposed in the SPTP.

7. Reserving limited tax general obligation bonds. Upon passage of this initiative, the City shall reserve at least \$125 million of LTGO bonding capacity. This bonding capacity reserve shall be used solely towards all or part of the initial public contribution to the Seattle Popular Transit Plan, if and to the extent that the SPTP so requires, and if the SPTP is approved by the people. This may or may not be the entire public funding component of the SPTP, but is intended to ensure a public commitment showing that Seattle is serious about a monorail. This bonding capacity reserve shall be increased by an amount equal to half of the annual increase in the City's LTGO bonding capacity which derives from the increase in real property values, until the bonding capacity reserve shall equal \$200 million. The bonding capacity reserve shall be maintained until the people approve or reject the SPTP. If the SPTP is not approved, this bonding capacity reserve shall be extinct. In the event of a calamitous natural disaster, such as a serious earthquake, this bonding capacity reserve may be adjusted to provide disaster assistance. The City Council shall take no action that would adversely affect this bonding reserve capacity. Any bonds that are issued after date of certification of passage of this initiative, that may adversely affect this bonding reserve capacity, shall be null and void. If upon certification of passage of this initiative, the bonding reserve capacity established herein does not exist, and there are funds not yet legally committed that are proceeds of bonds issued after July 4, 2000 and prior to certification of passage of this initiative, such funds shall be set aside or moved to an account dedicated to this bonding reserve capacity to the extent necessary to bring it to \$125 million or any higher level established herein up to \$200 million. Such funds shall not be removed or used for any other purpose, unless and until the city's bond capacity increases such that removal of such funds does not impairing the \$200 million bond reserve capacity provided for herein.

8. Changes to ETC and Initiative 41; Severability; Enforcement. This measure is intended to carry forward Initiative 41 to create the ETC and cause a monorail to be built, while allowing public control over the specific plan. Any measure passed by the City Council that repeals or amends prior Initiative 41 in whole or in part, which in any manner is inconsistent with this measure, is hereby repealed and part of Initiative 41 that was so repealed or amended is hereby reinstated as if the City Council had not passed such a measure into law. A quorum of the ETC Council shall exist whenever 60% of its members are present at an official meeting. Vacancies on the ETC board shall be filled by a majority vote of the remaining board members, with the chair having the tie breaking vote. In the event that there is a vacancy in the chair position, the vice-chair shall have the tie breaking vote. If the City Council is empowered by Charter or state law to confirm nominees to the ETC Board, the foregoing provisions shall not impair that power, but the City Council may only confirm or reject the choice of the ETC board, and, further, may only reject such choice for good cause. The City of Seattle, and its entities and employees shall cooperate and assist the ETC to achieve the goals of this measure and shall include monorail options in any Strategic Transportation Initiative (STI) process or similar study or process. All City information deemed relevant by the ETC shall be made available to ETC in a timely fashion. The City must facilitate this measure in any way needed including but not limited to prioritizing obtaining any permits, or dedication or use of any rights of way, or any waivers or changes in any state or other superior law that may be needed, such as obtaining a waiver from King County Metro to allow a monorail to operate in the City of Seattle. This measure shall be most liberally and broadly construed or interpreted, by any court or other body or official, in order to effectuate and carry out its purposes. If any part of this measure is declared invalid in a court of law, the remainder shall not be invalid for that reason. Any registered voter of the city of Seattle, and any other legal person (including the ETC or its chair) with an interest in traffic and transportation, shall have standing and may bring suit to enforce the provisions hereof, in an individual or class action, and may recover all actual damages sustained by such person, attorneys' fees, costs of litigation, and any and all equitable or injunctive relief necessary to enforce the provisions hereof or remediate any violations of this measure, including but not limited to temporary and/or permanent injunctive relief to prevent issuance of bonds or other actions that would impair the bond reserve provisions hereof.

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KING COUNTY
Records and Elections Division Elections Section
553 King County Administration Building
500 Fourth Avenue
Seattle, WA 98104



Judith E. Pippin
Seattle City Clerk
Room 104, Municipal Building
Seattle, WA 98104-1892

FORM E-504

98104-1876 36



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