

INITIATIVE PETITION FOR SUBMISSION TO THE SEATTLE CITY COUNCIL

To the City Council of The City of Seattle:

We, the undersigned registered voters of The City of Seattle, State of Washington, respectfully direct that Initiative Measure No. _____ entitled: *Property Tax Levy Lid Lift to Support Transit in Seattle*, 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 within 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, and my residence address is correctly stated.

1.	X			
	SIGNATURE	PRINT NAME	STREET ADDRESS	DATE
2.	X			
	SIGNATURE	PRINT NAME	STREET ADDRESS	DATE
3.	X			
	SIGNATURE	PRINT NAME	STREET ADDRESS	DATE
4.	X			
	SIGNATURE	PRINT NAME	STREET ADDRESS	DATE
5.	X			
	SIGNATURE	PRINT NAME	STREET ADDRESS	DATE
6.	X			
	SIGNATURE	PRINT NAME	STREET ADDRESS	DATE
7.	X			
	SIGNATURE	PRINT NAME	STREET ADDRESS	DATE
8.	X			
	SIGNATURE	PRINT NAME	STREET ADDRESS	DATE
9.	X			
	SIGNATURE	PRINT NAME	STREET ADDRESS	DATE
10.	X			
	SIGNATURE	PRINT NAME	STREET ADDRESS	DATE
11.	X			
	SIGNATURE	PRINT NAME	STREET ADDRESS	DATE
12.	X			
	SIGNATURE	PRINT NAME	STREET ADDRESS	DATE
13.	X			
	SIGNATURE	PRINT NAME	STREET ADDRESS	DATE
14.	X			
	SIGNATURE	PRINT NAME	STREET ADDRESS	DATE
15.	X			
	SIGNATURE	PRINT NAME	STREET ADDRESS	DATE

FILED
 CITY OF SEATTLE
 2014 APR 25 PM 1:07
 CITY CLERK

WARNING Ordinance 942891 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 petition 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 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

Initiative Measure __

Property Tax Levy Lid Lift to Support Transit in Seattle

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

WHEREAS, Metro's largest source of funding is a share of the retail sales tax collected in its service area, leaving agency revenues vulnerable to downturns in consumer spending;

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

WHEREAS, since 2009, Metro has cut costs, improved operational efficiency, tapped reserve funds, deferred scheduled maintenance, found new revenue sources, and raised fares four times in four years;

WHEREAS, Metro and local officials also sought different funding capacity from the state legislature;

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

WHEREAS, in June 2013, the state Senate failed to act on a proposed transportation package, as passed by the state House of Representatives, that would have provided additional funding for Metro, along with many other services;

WHEREAS, following the state legislature's failure to address the Metro funding problem, Metro announced that it was facing a shortfall of about \$75 million per year beginning mid-2014, and that in the absence of additional funding, it would be forced to cut up to 600,000 hours of bus service by the end of 2015;

WHEREAS, in an attempt to avoid service cuts, the King County Council voted to introduce a ballot measure, Proposition 1, to fund Metro's shortfall via a 0.1% sales tax increase in King County and a \$60 vehicle fee for county residents;

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

WHEREAS, given the failure on the part of both the State Legislature and King County residents to approve funding to continue Metro service at existing levels, the only remaining option for preserving existing service levels in Seattle is to utilize a local funding mechanism; and

WHEREAS, the City is now growing rapidly, and reduction in Metro services would be harmful to the City's economy and quality of life;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

FILED
CITY OF SEATTLE
2014 APR 25 PM 1:07
CITY CLERK

Section 1 - Definitions

As used in this initiative, the following words have the following meanings:

“Metro” means King County Metro Transit;

“Metro Service Cuts” refers to proposed reductions in service announced by Metro in November 2013 and April 2014, and any subsequent service reductions proposed to address Metro’s current projected funding shortfall;

“Annual Revenue Hours” means the number of hours per year that Metro buses and the Seattle Streetcar are scheduled to travel while in revenue service;

“Seattle Routes” means Metro routes that deliver at least 80% of their Annual Revenue Hours within the city limits of Seattle;

“Seattle Metro Service Cuts” means Metro Service Cuts to Seattle Routes; and

“Levy Funds” means all regular property tax levy proceeds authorized by this initiative, and all interest earnings earned by those proceeds.

Section 2 - Authority

The people have vested the legislative powers of the City in a Mayor and City Council, but also reserved to themselves the power to propose and accept or reject measures dealing with any matter within the realm of local affairs or municipal business. This power includes the use of an initiative petition to submit to the qualified electors of the City a measure as authorized by RCW 84.55.050 to exceed the limitations of regular property taxes contained in RCW Chapter 84.55.

Section 3 - Levy of Additional Regular Property Taxes

Upon adoption of this initiative, the City is authorized to exceed the levy limitation on regular property taxes contained in RCW 84.55.010 for property taxes levied in 2015 through 2020, in order to allow collection of an additional \$0.22 per \$1,000 of assessed property value per year, and no more than \$155 million in aggregate over a period of six years.

All Levy Funds shall be used for the purposes specified in Section 4 of this initiative. The taxes authorized by this initiative will be in addition to the maximum amount of regular property taxes the City would be limited to by RCW 84.55.010 in the absence of voter approval under this initiative, plus other authorized lid lifts.

Pursuant to RCW 84.55.050(5), the maximum regular property taxes that may be levied in 2021 and in later years shall be computed as if the limit on regular property taxes had not been increased under this initiative.

Section 4 – Eligible Uses of Funds

All Levy Funds shall be used as follows:

- 1) 100 percent to purchase service for Seattle Routes until Seattle Metro Service Cuts are restored; then,
- 2) 100 percent of any remaining Levy Funds to purchase additional service for Seattle Routes as determined by the City consistent with the Seattle Transit Master Plan and Metro Service Guidelines, and approved by the City Council.

Levy Funds shall only be used for these specified purposes, for related costs required to achieve these specified purposes, for financing costs, or for costs to administer and oversee Levy Funds pursuant to this initiative.

Section 5 - Deposit of Funds

The additional taxes authorized under this initiative shall be deposited into the “City of Seattle Metro Service Fund,” which is hereby created in the City Treasury. Money in that fund may be temporarily deposited or invested in such manner as is lawful for the investment of City money and interest and other earnings shall be deposited in the fund. The additional taxes and any interest shall be applied solely for the projects and programs authorized pursuant to this initiative. The Finance Director is authorized to create other funds, subfunds or accounts as may be needed to implement the purposes of this initiative.

Section 6 - Election - Ballot Title

The Ballot Title for this measure shall be as follows or as modified by the City Attorney pursuant to SMC 2.08.020:

If approved, this measure would provide funding to preserve transit services operated by King County Metro in the City of Seattle. It would authorize regular property taxes higher than RCW 84.55 limits, allowing collection of up to \$155 million in additional taxes over six years. Taxes collected in 2015 would be limited to \$3.27 per \$1,000 of assessed value, including no more than \$0.22 of additional taxes.

Section 7 – Oversight Committee

The City shall designate a Public Oversight Committee to oversee spending of Levy Funds. The Committee shall consist of not less than 12 members of the public. An existing public committee may be designated by the City Council, or a new committee may be created as prescribed by the City Council. The primary purpose of the Public Oversight Committee is to issue public reports, not less than semi-annually, on Levy Fund spending, in addition to any tasks assigned by the City Council.

Section 8 – No Supplantation of Existing Funding

Before purchasing any service hours from Metro with Levy Funds, the City shall enter into an agreement with Metro to ensure that Levy Funds do not supplant funding for Seattle Routes that Metro would otherwise provide.

Section 9 - Severability

In the event any one or more of the provisions of this initiative shall for any reason be held to be invalid, such invalidity shall not affect any other provision of this initiative or the levy of the additional taxes authorized herein, but this initiative and the authority to levy those taxes shall be construed and enforced as if such invalid provisions had not been contained herein; and any provision which shall for any reason be held by reason of its extent to be invalid shall be deemed to be in effect to the extent permitted by law.

Friends of Transit
1920 1st Ave. Apt. #602
Seattle, WA 98101

Office of the City Clerk
PO Box 94728
Seattle, WA 98124-4728

Dear City Clerk,

Enclosed please find two copies of a proposed initiative measure, submitted in accordance with SMC 2.08.010. If there are any questions related to this initiative, my contact information is as follows:

Ben Schiendelman
1920 1st Ave. Apt. #602
Seattle, WA 98101
Tel. (206) 683-7810

benschi@gmail.com

If I am unavailable, you may also contact the following:

Jesse Piedfort
7216 4th Ave. NW
Seattle, WA 98117
Tel. (206) 947-6529

Thank you for your attention to this matter.

Sincerely,

Ben Schiendelman
Friends of Transit



4/25/14

FILED
CITY OF SEATTLE
2014 APR 25 PM 1:07
CITY CLERK



PROPOSED INITIATIVE PETITION SUBMITTAL RECEIPT

Initiative No. 117

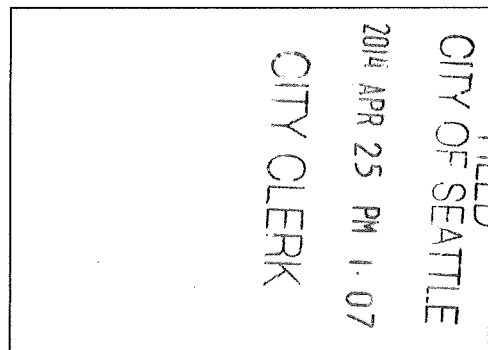
On April 25, 2014 at 1:08 a.m./p.m., I filed one paper and one electronic copy of a proposed Initiative Petition with the Seattle City Clerk.

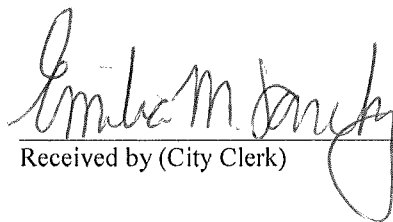
Signed 

Ben Schiendelman
Print Name

CITY CLERK ACKNOWLEDGEMENT OF RECEIPT

Date/Time Stamp:




Received by (City Clerk)



**Legislative Department
Office of City Clerk
Memorandum**

Date: April 25, 2014
To: Pete Holmes, City Attorney
From: Emilia M. Sanchez, Deputy City Clerk ^{EMS}
Subject: Notification of Proposed Initiative 117 Submittal

Please find attached Clerk File No. 313770, which contains proposed Initiative Measure No. 117, a proposed initiative relating to a property tax levy lid lift to support transit in Seattle.

The proposed initiative was filed with the Office of the City Clerk on Friday, April 25, 2014, at 1:07 p.m. The proposed initiative is being transmitted to you for preparation of a ballot title pursuant to Article IV, Section 1.B of the City Charter and Seattle Municipal Code, Section 2.08. Ben Schiendelman personally filed the proposed initiative measure and provided the following contact information: Ben Schiendelman, 1920 1st Ave, #602, Seattle, Washington 98101; Phone number 206-683-7810; Email address bensch@gmail.com.


Thank you for your attention to this matter. If I may assist in any way, please contact me at 233-3863.

Attachment (CF 313770)

cc: Mayor Murray
City Councilmembers
Wayne Barnett, Executive Director Seattle Ethics and Elections Commission

FILED
CITY OF SEATTLE
2014 APR 29 PM 4:25
CITY CLERK

MEMORANDUM

TO: Monica Martinez Simmons, City Clerk
FROM: Jeff Slayton, Assistant City Attorney 
SUBJECT: Ballot Title for Initiative 116 (Clerk File 313765)
DATE: April 29, 2014

Via e-mail and hand-delivered

In response to your Wednesday, April 23, 2014 email regarding proposed Initiative Measure 116, this office has established the following ballot title:

**THE CITY OF SEATTLE
INITIATIVE MEASURE NUMBER 116**

City of Seattle Initiative Measure Number 116 concerns a \$15.00 hourly minimum wage in the City of Seattle.

If approved, this measure would establish a \$15/hour minimum wage at larger employers and franchises, effective 2015, then adjusted annually for inflation. The minimum wage at smaller employers (under \$15,000,000 annual revenues) and nonprofits would be \$11/hour in 2015, increasing annually to match the minimum wage at larger employers by 2018. Tips wouldn't count as wages. Hotel/convention center employees could alter these requirements through collective bargaining. Employees or the City could recover triple unpaid wages and attorney fees for violations.

Should this measure be enacted into law?

Yes

No

Please file this title with King County Elections. If you have any questions, please contact me at 233-2154.