



Seattle City Attorney

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FILED
CITY OF SEATTLE

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CITY CLERK

August 8, 2014

Hon. Sherril Huff, Director
King County elections
919 SW Grady Way
Renton, WA 98057-2906

Re: Transmittal of Explanatory statement for Seattle Transportation
District measure

Dear Ms. Huff:

Attached please find a corrected version of the explanatory statement that does not contain an outline format. This replaces the version filed yesterday.

If you have questions, please contact me.

Very truly yours,

PETER S. HOLMES
City Attorney

By: Jeff Slayton
Assistant City Attorney

cc: Mayor Edward B. Murray
Councilmembers
Pete Holmes, City Attorney
Monica Simmons, Council Clerk
Wayne Barnett, Seattle Ethics and Elections Director

Enclosures: Explanatory Statement



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Filed Ballot Title

SEATTLE TRANSPORTATION BENEFIT DISTRICT PROPOSITION NO. 1

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

If approved, this proposition would fund Metro Transit service benefitting the City of Seattle, by preventing planned service cuts and, if funds allow, enhancing transit service, at least until state or regional authorities provide replacement revenues. The measure would authorize an annual vehicle license fee up to an additional \$60 per registered vehicle with a \$20 rebate for low-income individuals and authorize up to a 0.1% sales and use tax, both expiring by 12/31/2020, all as proposed in Resolution 12.

Should this proposition be approved?

Yes

No

Explanatory Statement for Seattle Transportation Benefit District Proposition No.1

King County Ordinance 17848 directs Metro Transit to reduce service by 180,000 service hours starting in February 2015. A committee may propose changes if new revenues and/or expense reductions are found. King County anticipates further service reductions later in 2015.

To fund transit service in Seattle, the Seattle Transportation Benefit District seeks voter approval to impose an annual vehicle-license fee up to an additional \$60 per vehicle, with a \$20 rebate for low-income individuals, and an additional sales-and-use tax of no more than 0.1%. Each would expire no later than

December 31, 2020. Combined, they would raise approximately \$45,000,000 annually.

After administrative costs, including the rebate program, revenue will be used to fund: (1) Metro Transit service hours on routes with more than 80% of their stops within Seattle, with funding first being used to preserve existing routes and prevent Metro's proposed service cuts and restructures scheduled to start in February 2015; (2) up to \$3,000,000 annually, to support regional transit service on bus routes that enter or terminate service within the City of Seattle; and (3) up to \$2,000,000 annually, to improve and to support access to transit service for low-income transit riders.

Any remaining revenues may be used to address overcrowding, reliability, and service frequency within the City of Seattle. Revenues will not supplant other funding for any routes partially or completely operating within Seattle that Metro would otherwise provide in accordance with the adopted Metro Transit Service Guidelines. More about this proposal can be found at:

http://www.seattle.gov/stbd/documents/resolution_12_s.pdf